There are a number of different ways to get driver behaviour telemetry data, to give an indication of how a vehicle is being driven, including:

* Hard-wired (‘black box’) devices – these can be fitted by the OEM or retro-fitted
	+ These can also be linked to camera devices, that may give a few seconds footage around each triggered event; the cameras can be forward facing and/or in-cab facing the driver.
* OBDII (the vehicle’s diagnostic port) ‘plug in’ devices
* Smartphone apps

In all cases, it is important to be able to link the behavioural data to an individual driver, rather than a vehicle, to ensure that it can be used for managing risk. Some older ‘black box’ devices may not have the capability to identify who is driving the vehicle (which can be an issue where a number of different drivers could use the same vehicle). In these cases, a manual log will be required to enable you to reconcile the data with the individual employee who is driving at the time of any event triggered by the telemetry system.

Depending on the capability of the device / method being used, the available data may be:

* Speeding
	+ Speeding events above an agreed threshold.
		- This gives limited insight into speeding behaviours, although can be used to indicate high speed events.
	+ Speeding events against the posted speed limit of the road.
		- This data is more useful, as it can allow you to focus on high-risk speeding events, such as those occurring in built-up areas.
* Harsh braking events
* Harsh cornering events
* Harsh acceleration events
	+ This is not necessarily an indication of risky behaviours, although patterns of frequent harsh braking followed by harsh acceleration can be. Harsh acceleration events are an indication of poor eco-driving.
* Fatigue
	+ Time spent driving without taking a break.
	+ Frequent long trips.
	+ Trips at high-risk times of day (especially midnight – 06.00).
* High-risk routes
	+ Trips in high-risk areas at high-risk times of day (e.g. close to schools near start and finish times).
	+ Other high-risk routes, as defined in your policies & procedures.

Driver behaviour data should be analysed routinely for exceptions, based on agreed thresholds (e.g. speeding at greater than 10kph above the posted speed limit) and trends, to see if the driver’s safety performance is improving or deteriorating. Line Managers, once they have been trained, should routinely debrief their drivers, and investigate the underlying root cause(s) of any measured behaviours. Once the root causes are understood, the appropriate management and/or driver-focused interventions can be implemented, to improve the observed behaviours.

IMPORTANT – you must always consider possible management and/or operational reasons for the observed behaviours, and not assume that these are just down to poor driving.

For more advice on Telematics thresholds, contact: mail@roadrisktoolkit.com