

UA Logistics: Road Transport Information Centre



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http://sww.shell.com/ua/business/DeepWater/departments/logistics/road_transportation/IVMS/index.html for the latest version.



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IVMS – The Managers’ Quick Guide

This information is for all managers or supervisors that have direct reports driving with IVMS equipped vehicles.

Purpose of IVMS:

IVMS units are being installed in Shell vehicles as part of our Goal Zero Must-Win initiatives. The intention is to help us improve our driving behaviors by means of performance indicators and constructive driver feedback.

The statement below defines what we subscribe to:

IVMS with DMS (Driver Management System) is not a policing tool but is a means of developing shared understanding and common values (driving culture) regarding the safe operation of a vehicle.

- OGP Land Transport Safety Recommended

Practice

IVMS is a recognized tool to stimulate defensive driving, and to improve driving habits by means of in-vehicle alerts and constructive driver feedback.

In addition to improving driver safety, other benefits of IVMS include:

- Reduction in kilometers driven, as drivers are less likely to take vehicles for unnecessary/unauthorized journeys;
- Reduced costs on vehicle maintenance and fuel consumption due to less aggressive driving, particularly in harsh road surface environments;
- Reduced costs in vehicle asset damage from road traffic accidents and reduced damage to cargo due to less aggressive driving, particularly in non-injurious accidents;
- Reduced costs in driver training as training will be focused on those who are more aggressive drivers (e.g. those that operate beyond the parameters set for the IVMS);



- Effective incident investigation due to the availability of key data on vehicle use during the critical period before a road traffic accident.

As the manager of drivers who will be driving with IVMS, you will receive the following reports:

- IVMS Weekly Report & Performance
 - This report includes event statistics for the entire group you and your drivers belong to and contains data for the previous week; Monday to Sunday.
- IVMS Individual Driver Report
 - The Individual Driver Report contains all the triggered events of drivers that reports directly to you, including the event type, date and time. This reports contains data from the previous week; Monday to Sunday.

If you receive information for a driver that does not directly report to you, please inform the IVMS coordinator.

Similarly, if you suspect you are not receiving information for one of your direct reports, please also advise the IVMS coordinator.

As supervisor you are expected to use the report to provide positive feedback to your drivers.

***Balanced*, both positive and negative aspects of the driver performance need to be covered by the feedback.**

The next page shows an example of the individual driver report.



Individual Driver Report

4/29/2009 Page 4 of 7 Driver Name: Test Driver - [REDACTED] Reporting Period: 4/1/2009 to 4/29/2009 11:59:59 PM Mix Telematics Shell Canada Limited Driver Event Report MX ITRM3003									
Event	Event Type	Begin	End	Duration	Occurs	Value	Start Odo	End Odo	Distance
4/2/2009									
Seat Belt Disconnected - Driving > 15 kmph	Detail	14:45:45	14:45:45	00:00:00	1	60,856.0	60,856.0	60,856.0	0.0
		14:33:48	14:45:45	00:00:05	2	60,856.0	60,856.0	60,856.0	0.1
		14:17:07	14:45:45	00:00:09	10	60,856.0	60,856.0	60,856.0	0.1
4/3/2009									
Harsh braking	Detail	14:17:00	14:17:00	00:00:00	1	16 Km/h/s			
		14:17:00	14:17:00	00:00:00	1				
Over revving	Detail	15:37:07	15:37:07	00:00:00	1	4,200 RPM			
		15:37:07	15:37:07	00:00:00	1				
Over speeding	Detail	15:37:51	15:37:52	00:00:01	1	62 Km/h			
		15:37:51	15:37:52	00:00:01	1				
Seat Belt Disconnected - Driving > 15 kmph	Detail	14:16:28	14:16:28	00:00:00	1	65,652.8	65,652.8	65,652.8	0.0
Seat Belt Disconnected - Driving > 15 kmph	Detail	14:25:44	14:25:44	00:00:00	1	38,931.0	38,931.0	38,931.0	0.0
		14:16:28	14:25:44	00:00:00	2	38,931.0	65,652.8	65,652.8	0.0
		14:16:28	15:37:52	00:00:01	5	38,931.0	65,652.8	65,652.8	0.0
4/9/2009									
Harsh braking	Detail	10:13:08	10:13:08	00:00:00	1	17 Km/h/s			
		15:11:06	15:11:06	00:00:00	1	14 Km/h/s			
		10:13:08	15:11:06	00:00:00	2				
Over revving	Detail	10:13:50	10:13:50	00:00:00	1	4,500 RPM			
		14:58:02	14:58:02	00:00:00	1	4,100 RPM			
		15:22:30	15:22:31	00:00:01	1	4,700 RPM			
		10:13:50	15:22:31	00:00:01	3				
Over speeding	Detail	15:11:36	15:11:36	00:00:00	1	51 Km/h			
		15:12:01	15:12:01	00:00:00	1	51 Km/h			
		15:11:36	15:12:01	00:00:00	1				



10/13/2008
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Only drivers with trips are listed

First trip start time

Last trip end time

Time the vehicle met the "idle" event parameters

Reporting Period

End odometer reading

Not installed for light trucks

Shell Canada Driver Summary Trip Report
 10/4/2009 to 10/10/2009 11:59:59 PM

	Start	End	Duration	Driving	Idle	Standing	Parking	Distance	Odometer	Engine Hours	Trips/Events
D [redacted]	13:58:16	13:29:36	07:08:17	05:17:49	01:28:43	01:20:28	162:12:10	484.5	39,855.0		15/3,617
Jean [redacted]	07:21:39	17:45:13	29:13:15	24:05:19	04:52:22	04:37:56	143:24:40	1,510.2	64,510.8		58/15,423
JE [redacted]	06:53:34	18:57:78	06:06:25	05:40:34	01:16:56	01:25:51	166:19:25	2,14.9	69,771.4		20/4,015
M [redacted]	17:32:35	21:14:00	36:25:17	3:36:52	04:56:23	0:48:25	135:23:07	2,415.9	106,257.0		69/24,137
R [redacted]	10:05:11	29:11:54	29:17:19	2:29:34	05:31:40	0:47:45	1:33:02:25	1,415.1	69,909.3		73/20,368

Total of all trip durations (start to end)

Time within trips the vehicle was moving

Time within trips the vehicle was not moving

Total time between trips

Total distance travelled - km

Total system trips and system events (not intractions)

