

SUPPORT for the presentation

M&S Transport Safety Stand Down 2021



The graphic features a blue background with a white banner at the top. On the left of the banner is the TOTAL SAFETY logo with the tagline "FOR ME, FOR YOU, FOR ALL". To the right is the hashtag "#SafeDriver" and the slogan "Everywhere, Every Day". Further right is a small icon of a person walking next to a car. The central area contains the text "SAFETY STAND DOWN 20 Mai 2021" surrounded by seven diamond-shaped icons: a car with a person, a tire, a person wearing a seatbelt, a person with a mobile phone, a person sleeping (labeled "Zz."), a person with a hand on their forehead, and a person with a hand on their head. Two circular icons with a red 'X' are also present: one with a wine glass and another with a mobile phone. At the bottom, the TOTAL logo is displayed on a white background.

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INTRODUCTION

This file is a support to help present the M&S Transport Safety Stand Down 2021.

The aim of the Safety Stand Down is not to judge drivers' or transporters' behaviour, but rather to draw their attention on the causes of accidents related to our activities and the consequences they might have.

The figures given in the slides correspond only to road traffic accidents (accidents during loading/unloading operations are not included).

Slide 4 CONTEXT

The figures quoted correspond to incidents with an actual or potential severity level ≥ 4 that occurred between January 01, 2020 and April 30, 2021, for M&S road transport activity.

The graph on the lower part shows the evolution and trends in the number of M&S transport SVAR events.

SVAR events include all road accidents leading to injuries beyond first aid cases, for our personnel and our contractors. Rollovers are also taken into account. Consequences on third parties are not factored into this indicator.

Objective: Zero responsible accidents: We can't control all the factors involved in road traffic accidents, but the objective of the Group is to ensure that no accidents occur where we or our contractors are responsible.

Slide 8 CAUSES OF ACCIDENTS

Accidents classified as "behaviour-related" are those for which driver's intentional or unintentional actions are considered as the main immediate cause.

Most behaviour-related accidents do not result from a deliberate non-compliance with rules.

External causes are mostly accidents involving third parties.

Slide 9 CAUSES, ACCIDENTS, CONSEQUENCES

Speed: Most accidents in this category are actually caused by excessive speed with regards to the situation and not necessarily by overspeeding (ie exceeding authorized speed limit).

Loss of control and dangerous maneuvers: these classifications include accidents in these categories that are not speed related.

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Slide 10 and 11 EXAMPLES OF MAJOR ACCIDENTS

All the events described on these two slides are external to the Group.

The purpose of these slides is to show that over the last three years, several catastrophic events related to the transport of dangerous goods occurred in all geographical areas.

The list is not exhaustive, these are few examples.

The last major accident for the Group took place in 2007 in the Central African Republic.

A leading oil company was also involved in this type of accident in 2017 in Pakistan (over 230 fatalities).

Despite all our efforts, a similar accident could happen in the Group.

Slide 12 FATIGUE

This slide describes the effects of fatigue on drivers, associated warning signs and best practices to be applied.

A SafeDriver booklet and a film on fatigue are available in the HSE Toolbox ([SafeDriver 2019-2021 | Toolbox HSE \(total.com\)](#)).

Slide 13 DISTRACTION

There are several types of distractions (visual, physical, auditive and cognitive). This slide focuses on the most frequent driving distractions. It specifies the main distraction sources, the consequences, as well as rules and best practices to be applied.

A SafeDriver booklet and a film on distractions are available in the HSE Toolbox ([SafeDriver 2019-2021 | Toolbox HSE \(total.com\)](#)).

Slide 14 SPEED

The main cause of our behaviour-related accidents is speed. Most accidents in this category are actually caused by excessive speed with regards to the situation and not necessarily by overspeeding (ie exceeding authorized speed limit).

Fatigue and distraction can also lead to an unsuitable speed.

This slide describes the main causes of unsuitable speed as well as rules and best practices to be applied.

Slide 15 TO SUM UP

This slide concludes the main presentation and emphasizes our professional obligations. It reminds that rules are there to ensure everyone's safety (including that of the public) and that behaviour while driving is key. It then introduces participative workshops as the next step of our Safety Stand Down.