



Periodic Driver Training

BBS (Behaviour Based Safety)

The chemical transport industry in Europe, represented by ECTA, implements since 2003 a standardized and Euro-wide training scheme for periodic driver* training called BBS which aims to increase safety during road transports.

This document provides a full description of the BBS training agenda to interested stakeholders involved in training of drivers.

BBS is considered a Best Practice for periodic training of drivers, already since before periodic training became a legal requirement under the EU Directives.

The key element of the BBS training is the individual driver training on the road with a specific coaching/ training agenda.

To generate maximum benefit it is recommended this BBS driver training is supported in the transport company by a top down commitment to safety of drivers. SQAS assessors typically look for “BBS” to be included in the company policy. The training should be included in HR practices and operational staff at both the shipper and the transport company should be made aware how their role and behaviour may also affect driver’s behaviour (e.g. by rush-orders, delayed/late instructions, unrealistic delivery times, etc.)

Training Format of BBS

The form of the BBS training is totally interactive and is carried out on a one-to-one basis between the trainer and a driver. Throughout the on-the-road assessment, the trainer should observe the driver while driving and manoeuvring on the road and assess individual strengths and weaknesses in behavioural driving skills.

The trainer will positively influence the behaviour of the driver by providing clear feedback: safe behaviour is encouraged and reinforced whereas behaviour which may lead to an unsafe situation should be corrected by interactive communication between the trainer and the driver. Trainers should have the skill to convince the driver of the unsafe situation and to show him how to prevent or to anticipate this.



The driver is trained on alertness and anticipation in traffic.

A successful Behaviour Based Safety training programme needs to focus on what has been called ‘defensive driving’. The trainer will check/observe a number of key performance criteria of the driver including: his concentration, observation and anticipation; his driving skills as applied to all aspects of driving; his vehicle control and observation techniques; the principles of accident avoidance.

It is recommended that a standard and familiar delivery route be taken. This approach is more likely to reveal how the driver would perform when driving alone.

In the review at the end of the training session the following aspects should be included:

- A positive critique to provide guidance and advice, with a final debriefing to complete an individual risk profile. The trainer should stress the positive aspects while identifying areas for improvement.
- An individual improvement plan for each driver, paying attention to any specific observed performance weaknesses he/she may have.
- An assessment of the driver’s overall ability.

BBS Training Agenda

Verbal introduction (15-30 min)

- Introduction
- Schedule of the training day
- Informal conversation

**Driver: Male and/or Female: wording of this document reflects grammatically to “his”, actually is implying both sexes*

- Experience in different area's (industry sectors, ADR, routes, products, years of experience, types of vehicles, etc)
- Company house rules
- Observation of mental state
- Social behaviour
- Review of the last BBS training session if applicable

Reflection about:

- Causes of the most frequent accidents
- Effects of fatigue and stress on the behaviour of the driver
- Impact on driving of prescribed medicines, tobacco, alcohol, narcotics and other drugs to prevent sleep and drowsiness
- Highway code and transport signs
- Maximum fuel efficiency

Circle check (15-30 min)

Outside vehicle check:

- General vehicle characteristics
- Tyres
- Tightening of wheel-nuts
- Lights
- Oil
- Water
- Fire extinguisher(s)
- ADR-equipment
- Outside cleanliness

Inside vehicle check:

- Visibility check (including dead-angle camera/mirror and any obstructions of the line of sight)
- ADR-equipment
- Equipment specially needed for specific type of work
- Personal protective equipment (if applicable)
- Documents
- Fuel
- Dashboard check
- Safety belt
- Inside cleanliness
- Air-conditioning
- Music (there must be no possibility of changing CD's of CD-player whilst driving)
- Adjusting of the seat/steering wheel to correct and comfortable posture

Trailer check:

- General trailer characteristics
- Coupling / uncoupling
- Documents
- Tyres
- Lights
- Air / electrical
- Twist-locks

Driving (120 min)

Individual training for each driver paying particular attention to any specific problems he or she may have (with continuous interaction between driver and trainer).

Conditions / situations

- Manoeuvring
- Lane changes
- Crossings
- Turning
- Approaching and being passed
- Join/exit transport flows
- Behaviour on and nearby special road parts
- Road surfaces and weather conditions
- Using the gearbox, clutch and brakes
- Trailer stability
- Leaving the vehicle

Observations / behavioural skills:

- Attitude (polite / aggressive)
- Concentration
- Involvement
- Awareness
- Observation skills (mirror usage)
- Hazard perception
- Vehicle control
- Positioning
- Separation distance (braking distances and safety distances)
- Speed adaptation (including use of brakes, engine brake and cruise control)
- Defensive driving (anticipating transport situations and other road users)
- Seat belt (usage, adjustment)

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Manoeuvring (60 min)

- Preparing to manoeuvre (positioning of the vehicle)
- Special manoeuvres (loading/unloading stations)
- Driving backwards (with a turn and in straight line)
- Observation/vision
- Parking of the vehicle

Debriefing / communication of observations

- Overall evaluation of the course/day
- Verification of checklist and observations (explanation of both positive and negative remarks)
- Identification of areas for improvement and suggested action(s)
- Remarks by the trainee (critique of the course) and signature by the trainee of the evaluation report
- Issue of final report by trainer (sent to the line manager of each trainee)

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