

COMPANY PROFILE



If you step back and look at where most organisations sit with road transport safety, the pattern is pretty consistent.

There's no shortage of effort. There are policies, standards, procedures, training programs, audits, and often multiple layers of contractor management. On paper, it looks controlled.

But when you go into the field, or you start looking at the data properly, something doesn't quite line up.

Incidents still happen.

High-risk behaviours still occur.

Contractor performance varies significantly.

And more often than not, organisations are surprised by what they find when they look closely.

That's the gap BG Road Safety (BG) was built to work in.



WHO WE ARE

BG Road Safety is a specialist road transport safety consultancy/training company focused on one thing:

helping organisations move from compliance to actual performance.

We work globally across mining, energy, infrastructure, and logistics environments

where road transport is a critical part of operations and one of the highest sources of fatal and serious injury risk.

Our background is not theoretical.

It comes from:

- long-term embedded support inside complex organisations

- operational environments
- incident investigation
- regulatory enforcement

That combination matters, because road transport safety is not solved through documentation. It's solved through understanding how work is actually done.



HOW WE SEE THE PROBLEM

Most organisations manage transport safety through compliance structures.

That includes:

- regulatory requirements
- accreditation systems
- contractor prequalification
- internal standards and procedures

Those things are necessary. But they are not sufficient. They are designed to verify that something exists. Not that it works.

Road transport risk behaves differently to most other safety risks.

It's:

- continuous – not task-based
- decentralised – decisions made by individuals, often alone without any supervision
- dynamic – conditions constantly changing
- behaviour-driven – heavily influenced by human judgment

Which means control doesn't come from documentation.

It comes from:

- how vehicles are actually maintained
- how drivers actually behave
- and how organisations actually monitor and respond to performance

That's where most systems fall short.

WHAT WE FOCUS ON

Rather than building more layers of compliance, BG focuses on what actually defines safe transport performance.

We simplify it into three fundamentals:

Good Vehicle

Not just compliant vehicles, but vehicles that are:

- fit for the operating environment
- properly maintained and roadworthy
- configured for the task
- and verified in practice, not assumed

Well-Driven

Drivers who:

- can identify risk early
- can interpret changing conditions
- can make good decisions under pressure
- are competent and experienced

This is less about training completion and more about capability and consistency.

Well-Managed

Systems that:

- monitor performance continuously
- identify risk trends
- intervene and engage early and appropriately
- and sustain performance over time

Not systems that sit in a folder or get reviewed once a year.

These three elements sound simple, but when you break them down in the field, they expose most of the issues that actually lead to incidents.

WHAT WE ACTUALLY DO

BG's work is practical. It's built around understanding how transport operates in reality, then improving it in a way that holds up over time.

TRANSPORT SAFETY STRATEGY AND SYSTEM DESIGN

We support organisations to design or refine their road transport safety frameworks so they actually align with operational risks.

That includes:

- standards and governance structures
- integration with broader safety systems
- alignment with IOGP and industry expectations
- implementation of the right technology

The objective isn't to build more documentation. It's to make sure what exists is usable and effective.





RISK AND DUE DILIGENCE

One of the biggest misconceptions in transport safety is the idea that compliance equals due diligence.

It doesn't.

We help organisations understand their actual exposure by looking at:

- where they operate
- how transport is used
- who is doing the work
- and what the real conditions look like

From there, we build risk-based approaches that are defensible and grounded in reality.

CONTRACTOR AND TRANSPORT ASSURANCE (AVETTA INTEGRATION)

For most organisations, the majority of transport risk sits with contractors.

And this is where things typically break down.

Prequalification and desktop reviews can create a strong sense of confidence, but they rarely tell you how transport is actually being managed in the field.

BG developed a transport assurance model that goes beyond that.

It combines:

- structured assessments based on risk profile
- desktop audit/reviews
- field verification
- and ongoing performance monitoring

Through our partnership with Avetta, this approach is now scalable globally.

Which means organisations can:

- assess contractor risk consistently allowing early intervention
- verify what's actually happening in operations
- and track performance over time

This is a shift from point-in-time compliance to continuous visibility.

DRIVER CAPABILITY AND PERFORMANCE

Driver behaviour is still one of the biggest contributors to risk.

But most training approaches don't address the problem properly.

We focus on:

- hazard identification and anticipation
- decision-making in dynamic environments
- fatigue and attention management

- real-world driving behaviour

And we reinforce that through:

- coaching
- performance data
- and ongoing engagement

The aim is not just to train drivers, but to improve how they think and operate.

IVMS AND TELEMATICS

Most organisations already have telematics.

The issue is not the technology. It's how the data is used.

We help organisations:

- interpret what the data actually means
- identify meaningful leading indicators
- understand behaviour trends
- and intervene in a targeted way

For example, many systems only capture high-end speeding, while significant risk exists in lower speed zones that go undetected.

Closing that gap changes how performance is understood.

JOURNEY MANAGEMENT AND OPERATIONAL CONTROL

Journey management often exists as a process, but not as a control.

We support organisations to:

- assess journey risk properly
- define when journeys should or shouldn't occur
- implement monitoring systems
- and ensure response capability

Where required, we've also established and supported journey management centres.





TRAFFIC MANAGEMENT AND SITE RISK

At site level, interaction risk between vehicles, equipment, and pedestrians is one of the highest exposure areas.

We work on:

- traffic management plans
- site layout and flow
- separation strategies
- operational controls

This is about making the environment support safe behaviour, not rely on it.

INCIDENT INVESTIGATION

When serious vehicle incidents occur, the default approach is often to determine fault or assign preventability.

That may satisfy a reporting requirement, but it rarely explains what actually happened, why controls failed, or how similar events can be prevented.

BG provides specialist investigation capability, bringing subject matter expertise in road transport safety, operational risk, and crash dynamics.

Our work includes:

- leading serious and fatal motor vehicle crash investigations
- crash reconstruction and technical analysis of vehicle, environment, and driver interaction
- identification of control failures across systems, supervision, and operational conditions

- expert interpretation of telematics, camera, and vehicle data
- development of defensible findings suitable for executive, regulatory, and legal contexts
- conducting investigations under legal privilege where required
- delivery of training in motor vehicle crash investigation techniques to build internal capability

Our approach focuses on understanding the event as part of a broader system, not isolating it to individual behaviour.

WHERE WE WORK

BG has delivered work across:

- North America
- South America
- Africa
- Middle East
- Asia
- Australia

Often in high-risk environments with:

- Developing and third world countries with poor culture, poor education, poor infrastructure and poor vehicles
- remote operations
- complex logistics
- contractor-heavy models such as major capital projects

WHO WE WORK WITH

We've supported organisations including:

- Chevron
- Glencore

- Shell
- Bechtel
- and a range of major operators across mining, energy, and infrastructure

In many cases, our involvement extends beyond advisory into:

- implementation
- field verification
- and ongoing performance support

HOW WE'RE DIFFERENT

There are a lot of organisations that can help you become compliant.

That's not what we do.

We focus on whether your controls:

- actually exist in the field
- are being applied consistently
- and are influencing real behaviour

That requires:

- looking beyond documentation
- challenging assumptions
- and working at the operational level

FINAL THOUGHT

Most organisations don't have a transport safety problem because they don't care.

They have it because they believe what they have in place is working.

Until they look closely.

That's usually where we come in.



● ROAD SAFETY