







It won't work if they're not bought in. If those senior leaders weren't aligned around making money, you wouldn't make money. Safety is just one more business imperative.











7 Principles

- 1. Have the Right Senior Leaders
- 2.Leverage Reporting Structure
- 3. Build Trust Through Relationships, Collaboration, and Success
- 4. Seize Opportune Moments
- 5. Craft Compelling Arguments
- 6. Establish Metrics and Regular Review
- 7.Be Persistent & Patient





















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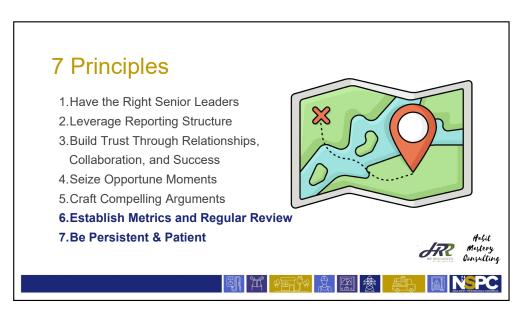


















There's really little to no resistance for anything. Everybody does get it. I think it's one of those things that everybody kind of sees. Safety is a priority for not only us. They care about other people but our customers require it as well. I don't think that there's really any hesitance to putting forth an initiative around safety at all.









Quote

It was just in the pattern and in the rhythm and in the natural fabric to let's talk about safety, how we did yesterday, what are we doing today. They did a good job of that. It wasn't perfect, but it was just steady and constant, and it felt weird if somebody missed it.



















Quote

There's lots of talk from leaders. I just wish some of them would actually keep their word. How many times do you hear, "That's a great idea. We should follow through with it." And that is the last you hear of it. That's the death sentence.



















Cultivate, Recruit, & Promote The Right Leaders











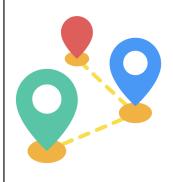


Organizations choose who is in their senior leader roles. It can be key criteria for selection.





Anecdote



When the Senior VP retired, a new Senior VP was hired from outside the company. He says the right things and supports the efforts financially, but it's different. He's riding on the coat tails of the prior success without understanding the significance













Have The Right Reporting Structure 1.CEO 2.President 3.Senior/Regional VP 4. Seat on Board 5. Dedicated Time on Agenda Preparing

Quote

At every meeting, the VP asks, "What else can we do with safety? What are we not giving you? What concerns are not being addressed? Who is giving you a hard time?"

















I had a one-on-one meeting with the vice president every week. It was 5 to 10 minutes, and I would just give him a briefing on how things were progressing.









I am doing great I always feel like we can do better but I'm definitely not in the worst shape. There's other guys in our department that get just about no cooperation.















Quote

Be prepared to bring up a solution, talk about it, and come up with a whole new solution. Respect their role because, ultimately, it's their company. We're just there consulting. You go, "Hey, here's what we're seeing out there. What do you want to do?" or "Here's solution to the problem. Is this how you want to address it or do you have other ideas?"













Quote

How do we help you accomplish your goal? Safety and operations are a team, not opposing forces. But it is a balance. You still have a duty to protect people and not let them run over you. But find the common ground.











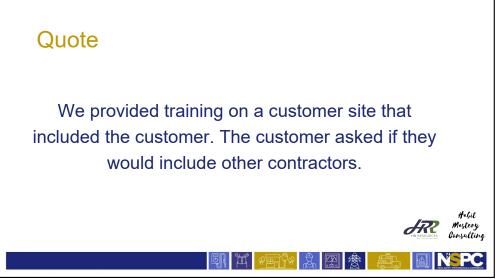
















We got better traction, and I think in the process, we got respect because we we understood the budgetary challenges. We understood that there are different ways to get there, and maybe it was better because we had our expertise and teams all the way through. In the end, it wasn't it wasn't my program. It was our program.













Key Take Away

Trust Is The Most Solid Foundation You Can Build On.

















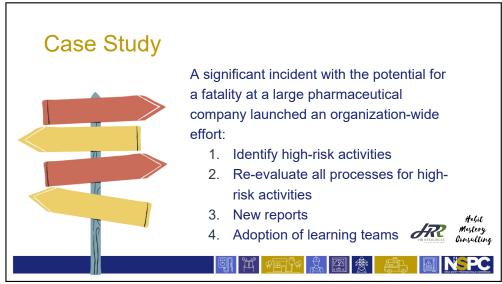




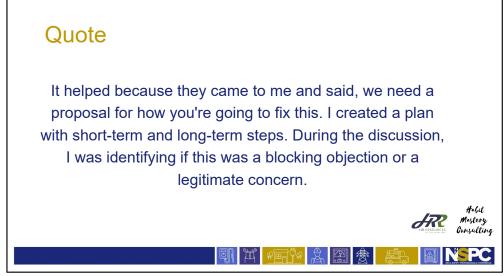




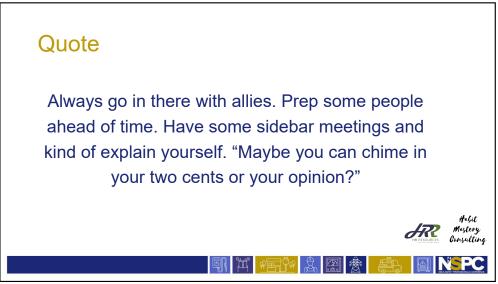
















Don't think that people should automatically support (a safety initiative), that this is a requirement, so we have to do it. Yeah, I get OSHA says it, but here's why it's good for us. Here's why it's going to be positive for our company to care about this.













Quote

You pitch it from the numbers. We had half a million in claims vehicle accident claims last year. These cameras are going to cost us \$60,000. If this \$60,000 equates to \$200,000 less in vehicle claims, it's worth every penny.





















Quote

You have to make those injuries personal. Each one of those represents somebody. I've started talking about lost time injuries as "people that go away from work." These are skills that you lose for a period of time while they're out, and you can't backfill that role. It's a head count that you can't replace because they're coming back at some point in time.

















Know Your Audience

















Ask (your senior leaders), "Why do you say no to a safety initiative? Why do you say yes? What factors contribute to your decision making?" The better you understand them, the better you can present your proposal.



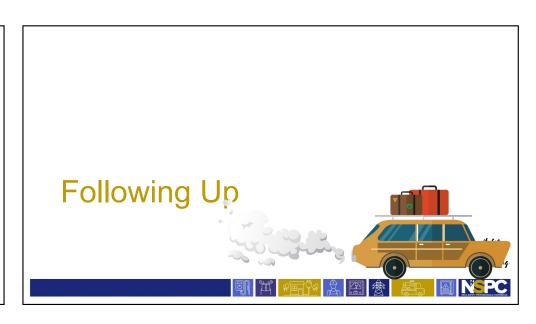


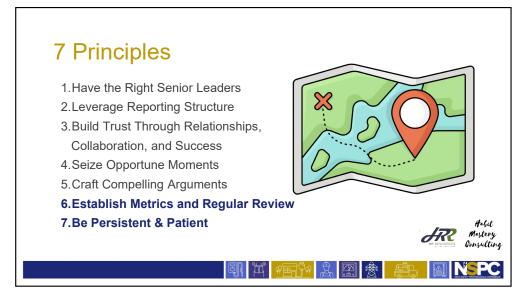














You have to be very cautious about what you ask them to do because their time is pretty precious. Everything you ask them to do will have to be prioritized over or under something else. I tried to make it not just simple but done in the least amount of time possible to get the biggest impact.

















Establish Metrics & Regular Reviews

- 1.Identify specific actions for senior leaders to take
- 2.Identify specific leading indicators
- 3.Scheduled meetings/time to review leading indicators







Quote

We call it a safety scorecard. We track for each month and they have to be involved. When they're not doing what they need to be doing then the branch managers get involved.











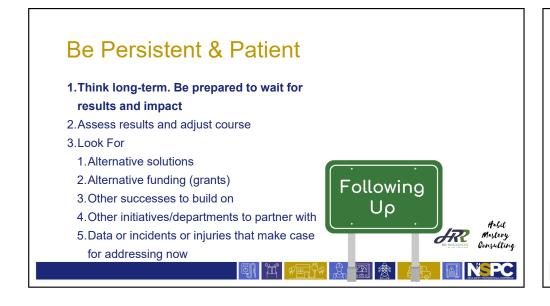
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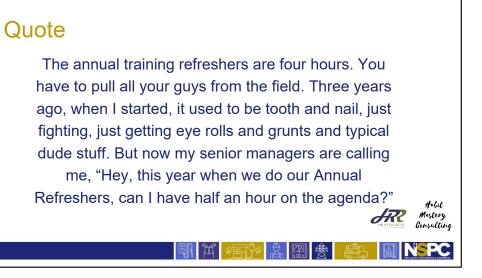
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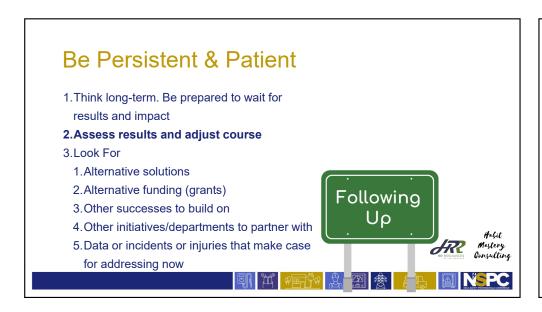


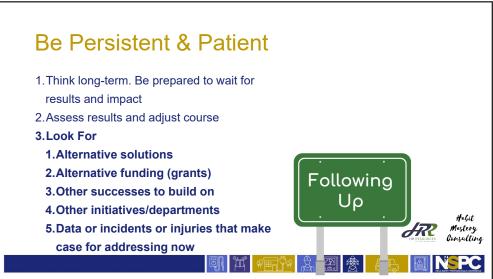


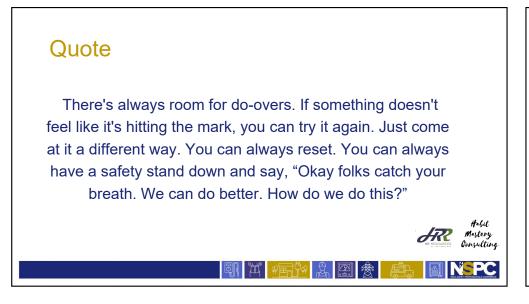














It's a shared responsibility. The safety person has to say, "What can I do differently? What is my piece of this puzzle? How can I approach this differently? What haven't I done? Have I been at the meetings? Have I done the extra work to be well established and regarded so that when I do have something to say, they're going listen."















Key Take Away

Observe, Strategize, And Act When The Time Is Right.















We've Arrived!



THE BUY-IN WORKSHEET:

YOUR ROAD MAP TO **EXECUTIVE BUY-IN**



















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