

**NRSPP**  
NATIONAL ROAD SAFETY

**PARTNERSHIP**  
PROGRAM

NRSPP BULLETIN

*Improving Road Safety is Simply Good Business*

## February 2019 Newsletter No. 54

For the most up-to-date news visit [www.nrspp.org.au](http://www.nrspp.org.au)

Dear <<First Name>>,

Welcome to the latest newsletter from the National Road Safety Partnership Program (NRSPP). NRSPP is a government-supported, industry-led collaborative network which aims to support Australian businesses and organisations to develop a positive road safety culture and help protect their workers and the public, not only during work hours but also when staff are 'off-duty'.

This edition will cover:

- [NRSPP ACHIEVEMENTS](#)
- [NRSPP NEWS](#)
- [NRSPP BLOG](#)
- [NRSPP MONTHLY FOCUS](#)
- [NRSPP THOUGHT LEADERSHIP](#)
- [NRSPP RESOURCES](#)
- [EVENTS](#)
- [USEFUL WEBPAGES](#)

## NRSPP Achievements

- NRSPP [Grey Fleet](#) panel discussion for Safe Work Australia was very popular with 750 website video views, 91 YouTube views and 531 podcasts.
- Fleet Strategy has developed two new Jump Starter videos for [NRSPP Stow it and Pre-Start Check](#)
- NRSPP Governance Board met on 21 February, key topics discussed are new ARRB delivery model for NRSPP Secretariat and exploring the opportunity for creating or recognising a Sponsorship Tier of Partners.
- NRSPP Changing how we [change: overcoming resistance to introducing new policies](#) webinar held on 21 February with 184 people registered.



## **1 In 3 Dog-Owning Drivers Put Themselves, Passengers And Other Road Users At Risk By Letting Pets Loose In Their Cars**

A new survey commissioned by Ford shows that 32 per cent of dog-owning drivers admit to not securing their pets safely in the car. \* To do so is a legal requirement in many countries, and it is recognised that this is not only safer for the animals but also for drivers, passengers and other road users.

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## **‘She Hasn’t Been Able To Shake It Off’: Falling Sign Victim To Seek Compensation**

A mother who says she has been left psychologically traumatised with head, neck and shoulder pain after an overhead sign collapsed on her car while driving on the Tullamarine freeway will fight for compensation.

[Read More...](#)

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## **One Too Many: Dozens Of Lives Tragically Lost On Peel Roads In Past Five Years**

Peel region drivers have been urged to take care on our roads, with statistics showing 37 lives have been tragically lost on Murray and Mandurah roads in the last five years.

[Read More...](#)

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## **More Than 37,000 WA Drivers Caught Speeding In School Zones In 2018**

More than 37,000 lead-footed drivers were caught

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speeding in school zones last year — or about 190 people every school day — during busy drop-off and pick-up times

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### **Increased Autonomy Sparks Distracted Driving Warning For Business Drivers**

Businesses need to urgently tackle the issue of distracted drivers and overhaul their safety at work policies to help stem the tide of avoidable crashes on our roads, says IAM RoadSmart.

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### **Two People Killed After Cars Burst Into Flames Following High-Speed Collision At Mannerim**

A tragic double fatality at Mannerim has propelled Victoria's road toll to the highest number of fatalities at the start of a year since 2010. The shocking crash accounted for two of four deaths on the state's roads in less than 24 hours.

[Read More...](#)

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### **MEPs Vote To Make AEB Mandatory**

A key committee of MEPs has voted through a range of new mandatory vehicle safety standards that could apply to new vehicle models within three years.

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### **Safer Together's First Webinar! Common Industry Competencies With Peter Ridge**

On 7th February Peter Ridge, Safer Together's back-to-back "best and fairest" winner from the

Competence & Behaviour Working Group, presented our first ever webinar on the Common Industry Competencies (CIC) project.

[Read More...](#)

## NRSPP Monthly Focus

### **Impacts of mistakes have last effects**

Trucks despite being the largest vehicle on the road become part of the scenery and go unnoticed by other road users. For the truck driver, they are anything but another vehicle because they do not behave just like any other vehicle. Many other road users do not understand that practical difference. As a result, the truck driver is on high alert around other road users being, prepared to respond to those mistakes which when they occur go unnoticed by the third party.

If however, the two connect, the results are often fatal simply due to the mass of the truck involved. For truck drivers, the road is their workplace, it's their livelihood and how other road users choose to interact with them can have a lasting impact. Their headspace is often determined by how other road users interact with them and a poor decision can be fatal for that third party.

So when you are next on the road and see a truck, perhaps take the chance to take a moment and consider that driver, their skills and how you share the road with them. Your actions around a truck impact the driver, perhaps a smile, some patience and wave is the lasting impression we should aim to make.

## NRSPP Blog

### **Shared Obligation: Third Party Driving Behaviour Impacts Industry Road Safety Efforts**

Road safety research by a major transport and logistics provider shows most fatal incidents are caused by third parties, indicating that improving road safety around heavy vehicles is a responsibility government and the community shares with the transport industry.

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# NRSP Thought Leaderships

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**Thought Leadership**  
**SHARED OBLIGATION: THIRD PARTY DRIVING BEHAVIOR IMPACTS INDUSTRY ROAD SAFETY EFFORTS**

**Author: National Road Safety Partnership Program**

Road safety research by a major transport and logistics provider shows most fatal incidents it experiences are caused by third parties, indicating that improving road safety around heavy vehicles is a pressing responsibility government and the community share with the transport industry.

**Findings Patterns in Fatalities**

In order to better understand its risks and take preventative action, logistics giant Toll Group measured every on-road and driver fatality at its global operations over a 10-year period. The company operates more than 2000 prime movers and 2400 light vehicles in Australia alone, travelling a distance equivalent to the moon and back every day.

- In most instances, fatalities were caused by a third party, not the heavy vehicle driver. Light vehicle drivers are over-represented in the fatalities (27 per cent) due to their size and speed, suggesting light vehicle drivers and other road users need to be better educated about how to share the road safely with heavy vehicles.
- Convexity and small drivers were much more likely to be involved in fatalities than employee drivers. While this relationship cannot be said to be causal, industry needs to understand why the correlation exists.
- Almost 10 per cent of fatalities were non-work related (employee and contractor combined), overwhelmingly the result of a heart attack experienced on a toll permit on a toll vehicle. This suggests a need to improve driver cardiovascular health, in support of which Toll Group is developing fitness to drive standards along the lines of what exists for oil and aviation workers.

**Nature of decreased in Toll fatal incidents**

Figure 1

inspiration  
February 2019 | 1

## NRSP Thought Leadership: Shared Obligation: Third Party Driving Behavior Impacts Industry Road Safety Efforts

Road safety research by a major transport and logistics provider shows most fatal incidents it experiences are caused by third parties, indicating that improving road safety around heavy vehicles is a pressing responsibility government and the community share with the transport industry.

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**Thought Leadership**  
**"THERE'S A REAL HUMAN BEING IN THIS TRUCK": THE EFFECT OF 'SUICIDE BY TRUCK' ON DRIVERS**

**Author: National Road Safety Partnership Program**

Fear of prompting 'copycats' and a taboo around the topic often makes discussion of suicide, in the transport sector, however, Australian train drivers are exposed to 'suicide by train' three times a week, and experience suggests heavy vehicle drivers also regularly face similar incidents. So has the time come for government and the wider community to partner with the transport industry to prevent suicide by truck and support the third parties involved?

**Hidden Away**

There are 150 suicides a year in Australia where people have used ropes to end their lives. Last month's evidence of a similar phenomenon in road transport was anecdotal. "Suicide by truck" involves third party pedestrians or light vehicle drivers intentionally using the velocity of a truck to end their lives. A line against findings of deaths by suicide and the fact that vehicular suicides are removed from the road toll means suicide by truck has remained largely hidden and unaddressed.

One major operator, Toll Group, examined every on-road and driver fatality at its operations over a 10-year period. Among other findings, Toll's research indicated 14 per cent of the fatalities were in fact suicides, or close to suicides, were confirmed suicide by truck. Confirmation requires a finding by a coroner, police or insurance company, or Toll believes that tolls likely to be an underestimate. The actual figure may be closer to 20% of all the on-road and driver fatalities than the company experiences.

As with family members and friends who lose loved ones to suicide by truck, the impact on truck drivers can be profound. The toll can expose them to risk of injury and death. In addition to being inadvertently involved in a fatality, drivers are often the first responder on scene. The ongoing psychological effects can include grief, flashbacks, depression and anxiety.

The trauma for truck drivers can be compounded by media reports that assume the truck driver is at fault before the full facts of the case are known. Similar assumptions are probably also likely to be directed towards train drivers, where the risk of suicide by rail is more widely known and understood. However, train and truck drivers are both human and similar consideration could help truck drivers overcome the trauma of being involved on suicide by truck.

inspiration  
February 2019 | 1

## NRSP Thought Leadership: "There's A Real Human Being In This Truck": The Effect Of 'Suicide By Truck' On Drivers

Fear of prompting 'copycats' and a taboo around the topic often mutes discussion of death by suicide. In the transport sector, however, Australian train drivers are exposed to 'suicide by train' three times a week. New research suggests heavy vehicle drivers also face similar incidents. So has the time come for government and the wider community to partner with the transport industry to prevent 'suicide by truck' and support the parties involved?

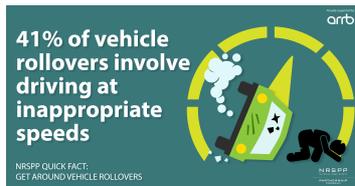
[Read More...](#)

NRSP #THROWBACK Thursdays

Introducing [#throwbackthursdays](#) which are a regular NRSPP social media feature. The aim for these are to be attention grabs and just prompt people to consider the broader aspects of road safety which may influence their behaviour or decisions when driving.

NRSPP archives of popular [#throwbackthursdays](#) series are now available for download on the NRSPP website. Below are the ones released this month.

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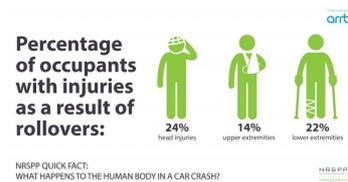


## Get Around Vehicle Rollovers #TBT

February 7, 2019

This week's #TBT focuses on the causes of vehicle rollovers and ways of preventing them. To find out more visit our #NRSPP Quick Fact: Get Around Vehicle Rollovers #roadsafety

[Read More...](#)

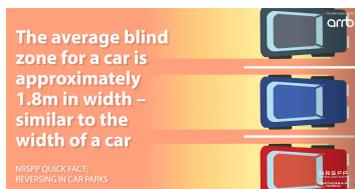


## What Happens To The Human Body In A Car Crash? #TBT

February 14, 2019

This week's #TBT focuses on what happens to the human body in a car crash. #roadsafety

[Read More...](#)



## Reversing In Car Parks #TBT

February 21, 2019

Today's #TBT focuses on the incidents that occur when reversing in car parks, and some tips to avoid these incidents. It highlights key facts and statistics. #RoadSafety

[Read More...](#)



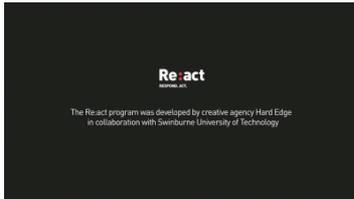
## Dangers Of Driving At Night #TBT

February 21, 2019

As night falls, it's harder to see and to be seen. Find out more through our #NRSPP #QuickFact - Dangers Of Driving At Night

[Read More...](#)

## NRSPP Resources



### Re:act 2018: In Their Own Words: Road Safety Video With A Difference Shows Understanding Changes Behaviour Around Trucks

Increased awareness of truck safety is important to informing safer road user behaviour.

[Read More...](#)



### 2017 Major Accident Investigation Report

NTI's National Truck Accident Research Centre is excited to launch the 2017 Major Accident Investigation Report.

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Australian Government  
Australian Institute of Health and Welfare

Flinders

### Hospitalised injury due to land transport crashes

**All land transport crashes**

**What are land transport crashes?**  
Land transport crashes are unintentional crashes involving the types of transport that operate on land. This fact sheet focuses on two groups of non-fatal hospitalised cases where a person was injured in a land transport crash. The first group of cases, on-road crashes, usually happens on public roads and streets. The other group of cases, off-road crashes, occur entirely in any place other than a public road or street. For a third group of cases, it was not specified whether they were on-road crashes or had occurred off-road. In nearly two-thirds of this group of around 6,000 cases in 2014-15, the injured person was an animal rider or occupant of an animal-drawn vehicle (62%). While the third group is not a focus of this report, these cases are included in the total number of land transport injury cases.

**Quick facts**

- In 2014-15 over 36,000 people were admitted to hospital due to non-fatal injuries sustained in road crashes.
- Over 14,000 people were hospitalised after being injured in off-road crashes.
- In addition, there were about 6,000 injury cases due to non-fatal land transport crashes where it was not specified whether the crash occurred on-road or off-road.
- Non-fatal male and female road crash cases were most likely to involve car occupants (rates of hospitalisation were 71 and 74 cases per 100,000 population, respectively).
- Males aged 15-24 had the highest rate of hospitalisation due to non-fatal road crashes (321 cases per 100,000 population).

AIHW  
Australian Institute of Health and Welfare

### Hospitalised Injury Due To Land Transport Crashes

Injury is a major contributor to mortality, morbidity and permanent disability in Australia—almost half a million people are hospitalised each year as a result of injury, and a further 12,000 people die.

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## DO NOT OVERTAKE A TURNING VEHICLE QUICK FACTS

**Why shouldn't you overtake a turning vehicle?**  
Trucks or vehicles over 7.5 metres long displaying a Do Not Overtake Turning Vehicle sign are allowed to use more than one lane to turn. You are not allowed to overtake these vehicles while they are turning as you may enter the path of their load or enter their blind spot.

**The No-Go Zones while a truck is turning**

- If you are on the truck's left - which is one of the driver's blind spots - it may need to turn left across your path, without the driver being aware that you are there.
- You must not overtake on the right of a vehicle that is turning right, or making a U-turn from the centre of the road, and is signalling to turn right.
- You should stay behind a truck in a roundabout because it may need the wider road width to turn.

**Statistics**

- In 2013 in Melbourne 22.1% of all vehicle occupant fatalities occurred in an overtaking/manoeuvring situation.
- Approximately 60% of persons killed in heavy truck crashes are light vehicle occupants.
- 9/10 fatal or injury truck crashes involve passenger cars.

**arrb**

## NRSPP Quick Fact: Truck Blind Spots

This quick fact focuses on a truck's blind spots and the saying, "If you can't see my mirrors I can't see you". It highlights key facts and safety tips for both light vehicle drivers and cyclists.

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## IF YOU CAN'T SEE MY MIRRORS I CAN'T SEE YOU QUICK FACTS

**What is a blind spot?**  
A blind spot is where you are a driver's sight of the vehicle and cyclist around you.

**Truck blind spots**

The red shade shows where the blind spots are located for a truck:

- Immediately in front of the truck
- beside the truck driver's door
- directly behind the truck
- on the passenger side which runs the length of the truck and extends out three lanes.

**Tip:** Get clear of a truck driver's blind spots as soon as you can. If you're in a roundabout, stay in front of the truck, where the driver can see you.

**New technologies**

Blind spot sensors can be fitted to trucks to notify the driver if there is a vehicle or cyclist in one of their blind zones. Many new trucks now have these sensors as standard fitment.

**Tips for cyclists**

- Recognise that truck or bus drivers may not be able to see you
- Never cycle up the left side of a truck or bus stopped at a junction
- Look out for trucks or buses turning left from beside or behind you
- Don't step too close to the front of a stopped truck or bus
- Take up a visible position at lights: three metres out in front and not to the left both or very close to the truck or bus

**arrb**

## Events

**Vehicles as Workplace  
Launch & Forum**  
6 March 2019, Brisbane

## Vehicles As Workplace – Save The Date

March 6, 2019

Australia's first comprehensive work health and safety guide to vehicles as a workplace has been approved by the Heads of Workplace Safety Authorities. It was prepared in collaboration with Austroads, and addresses risk management whenever vehicles are used in road traffic for work purposes.

[Read More...](#)



## NRSPP FREE Webinar: Fatal Flaw – How Third Party Road Users Are Impacting Truck Drivers

March 21, 2019

Imagine a factory where anyone can just wander in and interact with deadly machinery. Then, through a lapse of judgement, that visitor falls into the machine, their death witnessed by the machine operator, who has to live with what they have seen and is initially blamed for the death.

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## **NDRS 2019 Conference – Call For Abstracts**

**August 13, 2019**

The PACTS Conference ‘Driving Down Risk – work-related road safety’, will take place on the 28th March at the Queen Elizabeth II Centre, Westminster

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## **Useful Webpages**

- [Transport for NSW Centre for Road Safety – Be Truck Aware](#)
- [Transafe](#)
- [Mindframe](#)
- [Tracksafe](#)

## **NRSPP Program Funders**



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