

NRSP
NATIONAL ROAD SAFETY

PARTNERSHIP
PROGRAM

National Road Safety Partnership Program

Monthly Bulletin

June 2021 | Newsletter No. 80



Improving Road Safety Is Simply Good Business

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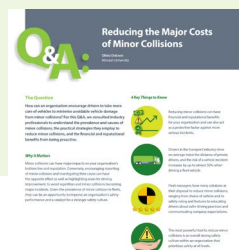
ACCIDENT
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Contents

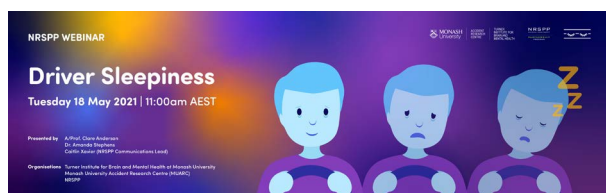
NRSPP Achievements	3
NRSPP Monthly Focus	4
Feature: Thought Leadership: Fitting Bull or Roo Bars – Net Gain or Loss?	5
Blog: Are Bull and Roo Bars Just Treating the Symptom?	6
NRSPP News	7
Social Media	9
NRSPP Resources	10
Events	13

NRSPP Achievements

- The NRSPP Steering Committee met on the 11 May key outputs included:
 - Confirmation of NRSPP's workplan for the next six months
 - The SC renewal will commence this month and is open to any Partners to nominate
 - Update on the NRSPP Evaluation and number of Special Projects underway
 - NRSPP Intern's **Caitlin Xavier** presented her tired driver campaign "With my eyes closed..." and **Olivia Dobson** presented NRSPP Q&A: Reducing The Major Risks Of Minor Collisions
- Released a new **Case Study** completed on the Safe Load Program
- NRSPP launched its third organisational road safety campaign as part of National Road Safety Week, the campaign included:
 - With my Eyes Closed... (Driver Sleepiness) Package** with factsheets, videos, posters, email banners, facilitation guides, and more..
 - Over 120 people registered for the interactive webinar on **Driver Sleepiness** which included expert panellists, **Associate Professor Clare Anderson**, **Dr. Amanda Stephens** and our own **Caitlin Xavier**



- Jerome Carslake, Program Director, sat on the following panels at:
 - Roads Australia Spotlight on Safety** on the Safer Vehicle Panel held in Brisbane on was held on the 6th of May.
 - The **National Bulk Tanker Association Bulk Tanker Day 2021** was held 11 May in Brisbane on Mental Health of Truck Drivers with **Healthy Heads Trucks and Sheds CEO Naomi Frauenfelder**, **Dr Ross Iles of Monash University** and facilitated by **Felix Ohle of Viva Energy**.
- The **CLOCS-A** Steering Group held a virtual planning workshop on the 27 May which brought together over 40 different stakeholders to explore the next steps in developing a local **CLOCS** standard.
- NRSPP sat on judging panels for the final presentations from Re:act students in Victoria from Swinburne University and Western Australia from Curtin University.
- NRSPP welcomed **SGESCOMAX** as a new **Program Partner** and will assist with exploring a case study on Anti-Rollaway solutions and a Q&A exploring blind spot technologies for heavy vehicles.

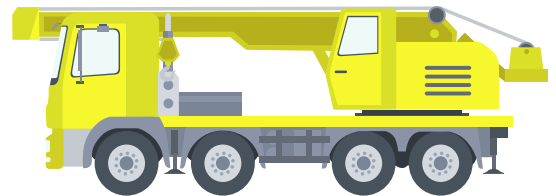


Monthly Focus: Safe Vehicles & Journey Management

When, where, how and what you drive can really influence the likelihood of being involved in a road incident, especially the type and potential outcome. Key components in this equation are fit-for-purpose vehicle selection and journey management.

The selection of a vehicle can have far reaching impacts if all of the risks aren't considered in choosing a fit-for-purpose model. For those who travel in regional areas, the question posed is: Are we sufficiently protecting the vehicle and the driver? Perhaps a better question should be: How do we protect all road users including the driver?

This month's theme considers this exact question. We are asking organisations to consider the safest fit-for-purpose vehicle, journey management planning and education of the drivers in reducing the risk for all road users.



Reducing the Major Costs of Minor Collisions

Olivia Dobson
Monash University

The Question

How can an organisation encourage drivers to take more care of vehicles to minimise avoidable vehicle damage from minor collisions? For this Q&A, we consulted industry professionals to understand the prevalence and causes of minor collisions, the practical strategies they employ to reduce minor collisions, and the financial and reputational benefits from being proactive.

Why it Matters

Minor collisions can have major impacts on your organisation's bottom line and reputation. Commonly encouraging reporting of minor collisions and investigating their cause can have the opposite effect as well as highlighting areas for driving improvement, to avoid repetition and minor collisions becoming major incidents. Given the prevalence of minor collision in fleets, they can be an opportunity to improve an organisation's safety performance and a catalyst for a stronger safety culture.

4 Key Things to Know



Reducing minor collisions can have financial and reputational benefits for your organisation and can also act as a positive factor against more serious incidents.



Drivers in the transport industry drive on average twice the distance of private drivers, and the risk of a vehicle incident increases by up to almost 50% when driving a fleet vehicle.



Fleet managers have many solutions at their disposal to reduce minor collisions, ranging from choice of vehicle and its safety rating and features to educating drivers about safer driving practices and communicating company expectations.



The most powerful tool to reduce minor collisions is an overall strong safety culture within an organisation that prioritises safety at all levels.



NRSP Feature

Thought Leadership: Fitting Bull or Roo Bars – Net Gain or Loss?



When it comes to road safety, the overall benefits of some measures are both obvious and supported by research. The potential for bruising or other minor injuries from a seatbelt in a crash is far outweighed, for example, by the seatbelt's ability to stop vehicle occupants heavily impacting the steering wheel or windscreen. Airbags could fit into the same category.

When it comes to the benefits, or otherwise, of fitting bull or roo bars to vehicles, the net benefit-loss equation is not so clear.

Many drivers and fleet managers who install bars on the front of vehicles believe it will prevent vehicle damage in collisions with animals, and protect the driver or passenger by preventing the animal flying through the windscreen.

For companies who work in regional and remote areas, where animal strikes are more likely, there may be operational reasons that make bull or roo bars a rational choice. But there is little data to show if animal collisions are common enough to warrant fitting bars.

Each year, around 100 deaths and 590 hospitalisations occur to drivers of passenger cars, utes and 4WDs on the roads of country New South Wales. Of these, animal impacts account for two deaths and 15 serious injuries, according to Monash University Accident Research Centre data for NSW between 2016 and 2018.

Figures from one major insurer indicate that so far in 2021, animal strikes accounted for 5 per cent of claim incidents (see Figure 1), while analysis from another major insurer of two large clients showed frequency of animal strike claims was around 1 per cent. There was an average of 55 claims per year over the six years from 2015 to 2020, at an average claim cost of about \$4,200 per claim.

The most common time of day for hitting animals is in the early morning and at dusk; claims are more common during winter, likely due to more hours of driving in darkness; and New South Wales, Victoria and Queensland account for the majority of claims.

However, there is little evidence that supports the effectiveness of bull or roo bars to protect vehicles from damage and occupants from injuries in a crash, and research shows bars create far worse crash injury outcomes for occupants of other vehicles and pedestrians. It is also likely bars increase damage caused to other vehicles in crashes, and could interfere with the operation of safety equipment, particularly airbags.

So, we asked a road safety expert...

Dr [David Logan](#), an expert in vehicle and crash dynamics from the Monash University Accident Research Centre, says it is possible bull or roo bars may prevent animals going up on the vehicle bonnet and through the windscreen, injuring vehicle occupants, but this has not yet been quantified.

"My understanding of how these bars work is they are most effective for pushing animals out of the way at very low speed – walking pace," David said.

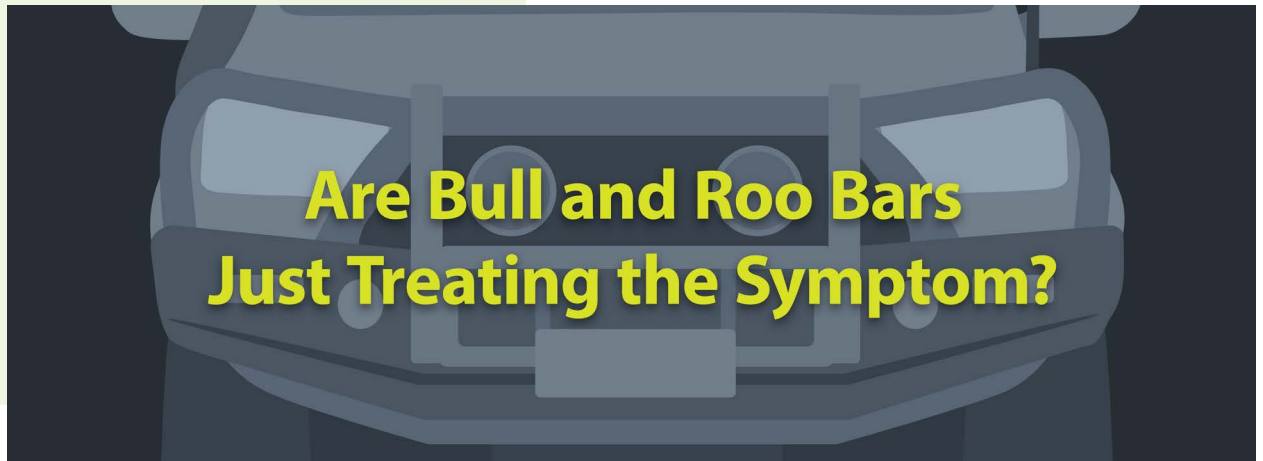
"But if you hit an animal at highway speeds, whether it be a kangaroo or a cow, a bull or roo bar is not going to make a scrap of difference.

"You're still going to have enough damage to the vehicle that it's going to need to be repaired and may be written off as well. There's no way you can add a sufficiently strong structure that you can hit something anywhere from 20kg up to 200kg and not damage the vehicle. The bar would need to be sitting half a metre to a metre in front of the vehicle."

Read more in our full [Thought Leadership: Fitting Bull or Roo Bars – Net Gain or Loss?](#)

NRSPP Blog

Are Bull and Roo Bars Just Treating the Symptom?



Companies who require workers to drive passenger or light commercial vehicles in rural or remote areas may consider fitting bull or roo bars.

Often, this is driven by the perception that in a crash the bar will help prevent damage to the vehicle and injury to the occupants. The jury, or in this case the research, is out on that front. Similarly, whether drivers may 'let their guard down' because of the presence of a bar is a topic for debate. What is **unequivocal**, though, is that being involved in a crash with a bar-equipped vehicle leads to worse injury outcomes for pedestrians and occupants of other vehicles.

So is there an alternative to fitting a bull or roo bar to keep your people safe? The answer is yes, and it lies in preventing the condition rather than treating the symptoms.

Quantifying The Risk

Claims data from two major Australian insurers confirms dusk and dawn are the most dangerous times of day for animal strikes.

An analysis by one insurer of two major clients, who have 4,500 vehicles across a mix of vehicle types, showed the highest number of animal strike claims were from early morning collisions, following by the evening, with dawn and dusk accounting for two-thirds of such claims.

"...is there an alternative to fitting a bull or roo bar to keep your people safe? The answer is yes, and it lies in preventing the condition rather than treating the symptoms."

These findings are consistent with figures from another major insurer, which showed 5am-7am is the most frequent time of day for animal strike claims, followed by the equivalent time in the evening. This suggests journey planning is the most effective **measure** to avoid animal strikes.

Choosing The Risk

Planning driver journeys should be a core safety management task for all organisations. To avoid animal strikes, such planning can help drivers avoid being on the road during 'animal peak hour' or in areas with high animal traffic.

If avoiding times or areas is not possible, journey planning allows high risk areas to be identified, alerting drivers to the increased risk and importance of employing other strategies to reduce the likelihood of animal strikes. These include being alert and scanning road sides for signs of animal movement and, most importantly, reducing speed.

Imagine this scenario: a kangaroo hops out from behind the trees 10 car lengths ahead on a typical two-lane country road. At 100kmh, with typical alert reaction times and stopping distances, we will hit the animal at 77kmh. If we had been travelling at 80kmh instead of 100kmh, our speed when we reach the animal will be just 30kmh, and there's a reasonable chance it will have cleared our lane or turned back anyway.

The irony, of course, is that the times our animal friends are most active are when us humans are often least alert. What the debate around animal strikes and bull or roo bars comes down to is that in this case we, as organisations or as drivers, can choose the level of risk we're comfortable with.

Click [here](#) for more information on avoiding animal strikes, including a Tool Box Talk.

This Thought Leadership [piece](#) also looks at the issues around fitting bull or roo bars and positive and negative impacts on safety of different road users.

NRSPP News



CLOCS-A Virtual Planning Workshop Held

On 27 May the Construction Logistics and Community Safety – Australia (CLOCS-A) Steering Group (SG) held a virtual planning workshop, bringing together nearly 50 diverse stakeholders all passionate in adapting world's best practice CLOCS to Australia.

[Read more...](#)



Thank You to the Past Steering Committee as Partnership Applications Open for its Renewal

Since its inception, the National Road Safety Partnership Program (NRSPP) has been strategically guided by a diverse industry-led Steering Committee (SC). To be considered for the SC, nominations are open to any NRSPP Partner including our past SC members.

[Read more...](#)



Road Safety Spotlight: Report Reveals PBS Vehicles Involved In Fewer Major Crashes

A joint report from the National Heavy Vehicle Regulator (NHVR), Chartered Institute of Logistics and Transport Australia (CILTA) and the National Truck Accident Research Centre (NTARC) has revealed Performance Based Standards (PBS) vehicles are involved in 60 per cent fewer major crashes than conventional vehicles.

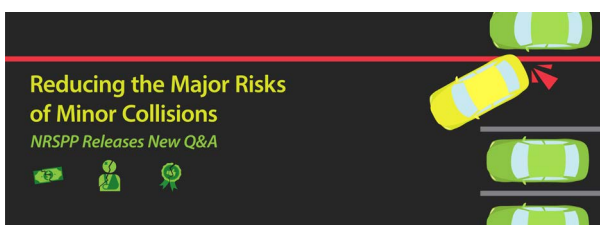
[Read more...](#)



Sutherland Shire Council Joins The CLOCS-A MoU To Protect Truck Drivers And Vulnerable Road Users

Sutherland Shire Council becomes the first local government in New South Wales to sign up to the Construction Logistics and Community Safety – Australia (CLOCS-A) Memorandum of Understanding (MoU).

[Read more...](#)



Reducing The Major Risks Of Minor Collisions: NRSPP Releases New Q&A

How Can An Organisation Encourage Drivers To Take More Care Of Vehicles To Minimise Avoidable Vehicle Damage From Minor Collisions?

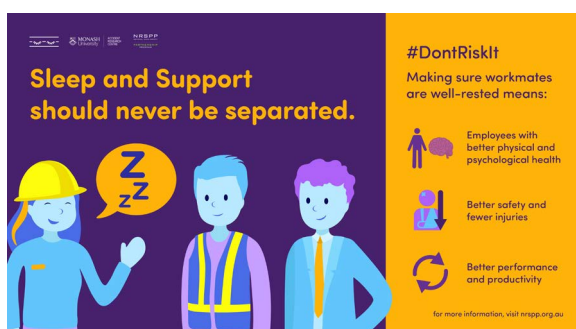
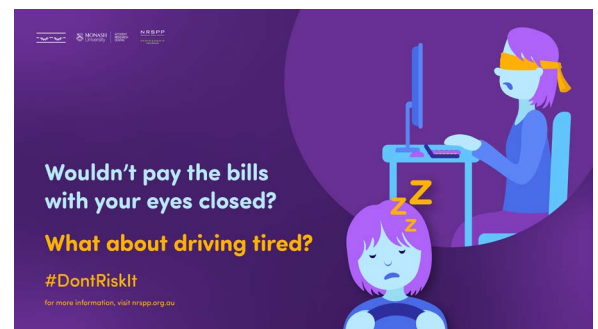
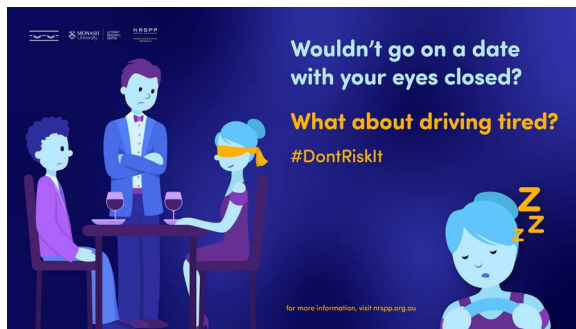
[Read more...](#)

Social Media

From 'With My Eyes Closed...', our latest campaign on Driver Sleepiness

Tying into May's Monthly Theme of Driver Sleepiness, our social media last month featured posts from our latest campaign package.

Download them [here](#), or the full Campaign Package [here](#).



NRSP Resources



NRSP Q&A: Reducing The Major Risks Of Minor Collisions

For this Q&A, we consulted industry professionals to understand the prevalence and causes of minor collisions, the practical strategies they employ to reduce minor collisions, and the financial and reputational benefits from being proactive.

[Read more...](#)



NRSP Q&A: Avoiding Animal Collisions

Confronting an animal on the road presents you with a few potential issues.

The question is then, what should you do?

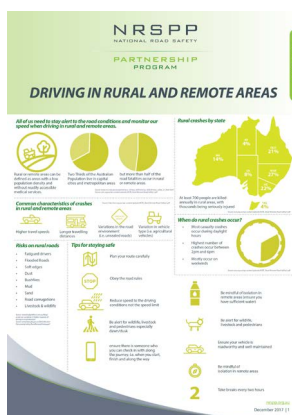
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NRSP Policy Paper: Guide To The Development Of A Safe Vehicle Purchasing Policy

This document has been developed by the NRSP to guide companies and fleet managers through the process of developing a safe vehicle purchasing policy.

[Read more...](#)

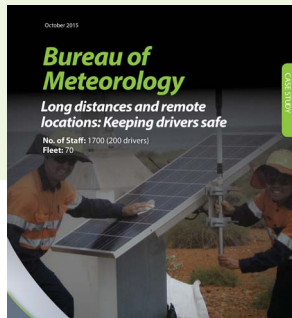


NRSP Quick Fact: Driving In Rural And Remote Areas

This quick fact focuses on driving in rural and remote areas. It highlights some key facts, statistics and tips.

[Read more...](#)

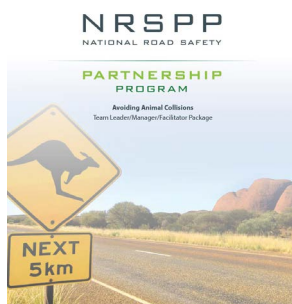
NRSP Resources



Case Study: Bureau Of Meteorology – Long Distances And Remote Locations: Keeping Drivers Safe

Through management and employee support, the Bureau has improved driver safety and saved tens of thousands of dollars in claim costs along the way.

[Read more...](#)



ToolBox Talk: Avoiding Animal Collisions

This Tool Box Talk Package is designed to provide Team Leaders/Managers and Facilitators with the required resources and information to conduct a tool box safety talk about Animal Collisions.

[Read more...](#)



Shaun's Story – Country Roads Need Safer Drivers

Shaun tells his road crash survival story in a candid, self-produced video to urge all road users to make responsible choices.

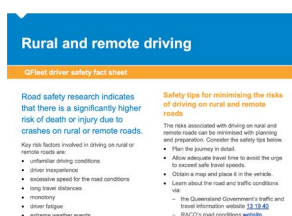
[Read more...](#)



NRSP Fact Sheet: Tips To Get The Best Ergonomics From Your Car Seat

There are several poor habits that can be corrected to help alleviate or eliminate the risk of injury from driving. Whether you have a long commute to work and home each day, or you drive cross country in a truck, these tips can help you.

[Read more...](#)



Rural And Remote Driving – Fact Sheet

Road safety research indicates that there is a significantly higher risk of death or injury due to crashes on rural or remote roads. The risks can be minimised with planning and preparation.

[Read more...](#)

NRSP Resources



ANCAP Safety: Car Safety Ratings

Refer to the standards set down by ANCAP gain an understanding of the latest car safety ratings – find the safest vehicle for you.

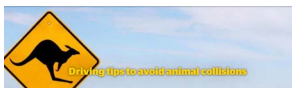
[Read more...](#)



NSW Centre for Road Safety: Animals on country roads

This article details the possible situations of encountering animals on country roads, and steps to manage this risk.

[Read more...](#)



RAC: Driving tips to avoid animal collisions

Discover these handy tips on avoiding animal collisions, useful for any road trip.

[Read more...](#)



Visit Melbourne: Road trips and itineraries

This site provides an insightful guide for your next road trip, highlighting places to visit across Victoria and tips on planning your journey.

[Read more...](#)



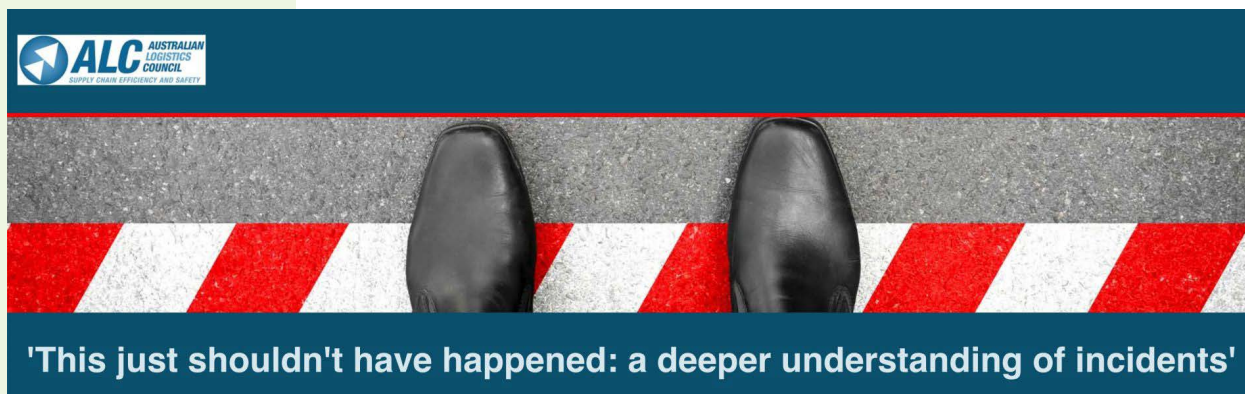
Queensland Government: StreetSmarts

Explore this intervention which provides a useful tool in helping everyone be safer and smarter on the road.

[Read more...](#)

Events

JUNE



Australian Logistics Council (ALC) Webinar: That Just Shouldn't Have Happened – A Deeper Understanding of Incidents

Presented by: Dr. Sarah Jones

June 9, 2021 | 11:00am AEST

Sometimes, even with the appropriate equipment, training and systems things go wrong.

Drawing on case studies at Toll Group, this presentation explores some of the psycho-social factors at play when incidents occur. It touches on theories related to optimism bias, deterrence theory, narrative coherence, peer group regulation and self-regulation.

[Register here](#)

JULY



Grasshopper Environmental: Safety, Sustainability and Productivity – Triple Treat Drives Business Success

Presented by
Ryan Noble | Fleet & Allocations Manager
Irene Narayan | Marketing Manager
Jeff Hui | HSEQ & Compliance Manager

Thursday 15 July 2021 | 11:00am AEST
WEBINAR

Grasshopper Environmental: Safety, Sustainability and Productivity – Triple Treat Drives Business Success

Presented by:

Ryan Noble, Fleet & Allocations Manager
Irene Narayan, Marketing Manager
Jeff Hui, HSEQ & Compliance Manager

July 15, 2021 | 11:00am AEST

This webinar will explore how successful companies do not need to choose between safety, sustainability and productivity. Longstanding waste management company Grasshopper Environmental is proof that organisations can achieve all three at the same time.

In fact, this approach has been the cornerstone of Grasshopper Environmental's continued success and longevity since it began operations more than 40 years ago and, in recent times, a key factor in it being selected to work on several large-scale projects.

The webinar expands on [Grasshopper Environmental Case Study](#).

[Register here](#)