

National Road Safety Partnership Program

Monthly Bulletin

March 2022 | Newsletter No. 88

Improving Road Safety Is Simply Good Business

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NRSP Achievements

- In 2021 an **Evaluation of NRSP** was conducted and has now been released. The evaluation findings helped form the basis for the success **Prince Michael International Road Safety Award**.
- The NRSP Utilities Forum Executive met on the 24 February and confirmed the 2022 Forum will go ahead which will be planned for October/ November in Melbourne hosted by APA.



- On 23 February the **Construction Logistics and Community Safety Australia (CLOCS-A)** project formerly commenced with a virtual planning workshop held. Over 67 diverse stakeholders attended, from regulators, major projects, contractors, transport companies, community groups, local government, vulnerable road user associations, industry associations and technology providers.
 - The workshop outlined the project plan, deliverables, timeline and what the proposed standard and governance structure may look like.
 - Gabby O'Neil, Head of the Commonwealth's Office of Road Safety outlined how CLOCS-A aligns into the new **National Road Safety Strategy 2021-2030**.
 - Technical Group leaders for vehicle safety; drier safety; logistics and planning; and communications and advocacy outlined their scope, work plan and delivery to support the CLOCS-A adaption
 - CLOCS-A project is funded by the National Heavy Vehicle Regulator's Heavy Vehicle Safety Initiative, supported by the Federal Government.
 - See **CLOCS-A Workshop summary and PPT**

- Honours project commences at Monash University with an engineer and psychology students to explore indirect/direct vision assessment framework for heavy vehicles.
- NRSP's Monash Intern **Seun Adenipekin** concludes his summer internship, over the coming months you will see his work released such as Q&As looking at EcoSafe Driving, Drive in Drive out and a number of Quick Facts and an Ecosafe Tool Box Talk.
- NRSP Tool Box Talk **Alcohol and other Drugs** was updated in collaboration with **Jerome Carslake** (NRSP), **Jennifer Rivera-Gonzalez** (MUARC), **Tim Roberts** (FleetStrategy) **Ruby Athanas** and **Kyla Fantin** (NRSP Swinburne Interns 2021/22).



- Research peer reviewed and completed for Car Park Safety Organisational Campaign and the design stage began.

Watch this space...
Car park campaign coming your way



- NRSP's activities considerably recognised in **TMAA Detours February 2022 Magazine**.
- Re:act road safety program for 2022 kicks off with the theme **Driving Safer Vehicle Choices For Young Australians**.

Welcome To New Independent Chair Of NRSP, Prof. Jude Charlton And Thanks To Outgoing Prof. Barry Watson



The National Road Safety Partnership Program (NRSP) is proud to announce the appointment of Emeritus **Professor Judith Charlton** AM as its new Independent Chair. Prof. Jude Charlton takes over the role from **Prof. Barry Watson** whose three year term of service concluded at the end of 2021.

Jude has a distinguished professional and academic career spanning more than three decades. She brings extensive experience to the NRSP having recently retired as Director of the Monash University Accident Research Centre (MUARC).

Jude is keen to position the NRSP as the trusted national hub for fleet safety knowledge and evidence-led practice

and policy decisions by governments and industry. Professor Charlton said, "I am excited about the opportunity to continue to grow the ecosystem of the NRSP and I look forward to working with our industry, government and researcher partners to firmly establish NRSP's reputation as the go-to workplace road safety hub".

Barry Watson said, "It was a privilege to Chair the NRSP for the past three years, during that time the program grew significantly both in its reach and impact. The successful transition to its new home at MUARC, the completion of its evaluation and being recognised with the **Prince Michael of Kent 2021 International Road Safety Awards** all highlights."

"The program is in a strong position for Jude to take on the role and guide it forward. Thank you for the opportunity, it was a privilege and I enjoyed my time."

Like Barry, Jude is another acknowledged global leader in the area of workplace road safety.

The NRSP and all of its partners welcome Jude and wish to thank Barry Watson for his significant contribution as the past Independent Chair.

Monthly Focus: Using Technology to Engage Mobile Workers on Safety

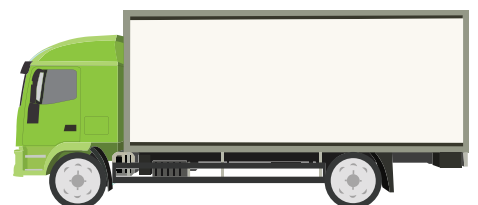
What role does technology play in supporting workplace road safety?

For some organisations when they first realise the risk exposure for their workers who drive daily they search for the silver bullet technology solution, when in fact one does not exist.

Technology has a role in protecting workers but it is just a tool which should be included as part of the safety system that supports and protects the driver. Like in any system there are many different elements and thus technology options which can make an enormous difference. However, to be effective the problem and risk it is being introduced for much be understood, the right technology tool found and then successfully implemented.

Our newsletter theme for this month, explores technology and its application in workplace road safety. Road safety related technology is often the focus of fatigue, speed or safer vehicles. It can be so much more as shown by our case study on how technology has been successfully implemented to support the delivery of Tool Box Talks for mobile workers who rarely come together.

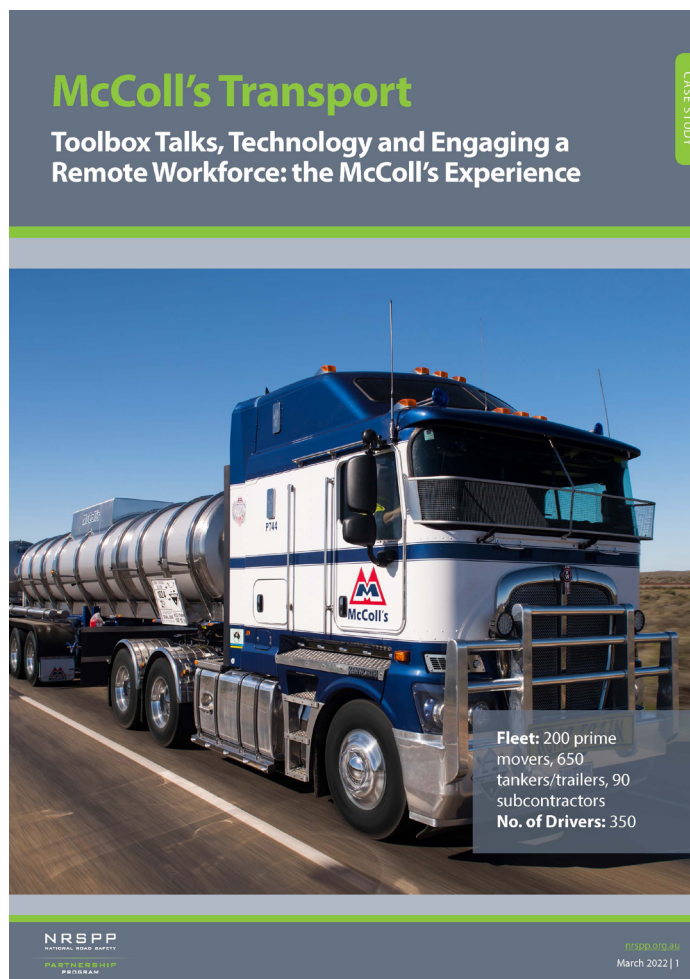
How is technology being integrated into your organisation to support workplace road safety? We would love to know and share with others.



NRSP Feature

McColl's Transport Case Study

Don't miss our latest Case Study.
Check it out [here](#).



Synopsis

Toolbox talks remain a critical information tool in the transport industry, particularly in improving safety performance. Utilising technology can make toolbox talks more engaging and accessible, helping to overcome the challenge of a workforce that is remote or spread across multiple locations.

“In fact, with the company marking 70 years of operation in 2022, leveraging technology solutions to help drivers has become a hallmark of the McColl's approach to business, and a key to its continued longevity.”

NRSPP Blog

'Complex environments': A different take on vehicles as a workplace

'Complex environments': A different take on vehicles as a workplace



Technology is changing the way traffic enforcement is conducted. This blog looks at the police vehicle as a workplace, how the hazard of distraction needs to be managed in that workplace, and why the challenge of autonomous vehicles (AVs) involves more than determining who is to blame in a crash.

The police vehicle as a workplace

Police highway patrol vehicles in Australia contain an array of modern technology, with the equipment list usually including:

- Encrypted digital police radio, civilian UHF radio, and public address system
- L.E.D. flashing warning lights and variable message bar
- Speed measuring devices (checked speedometer, mobile radar)
- Roadside alcohol and drug screening devices
- Electronic penalty notice-enabled mobile devices
- Mobile data terminal and NUC (Next Unit of Computing)
- Wi-Fi enabled in-car video, complimented by the officer's body-worn video, and
- Automatic number plate recognition.

Almost everything officers do at a police station can now be done in the field. Highway patrol members in particular can head out at the start of a shift to complete pre-assigned

intelligence-based tasks and not return until the end.

The vehicle has truly become a workplace for these officers. But is it a risk-free workplace?

A real-world example

The awarding by a U.S. Court of USD\$12 million in damages against the Los Angeles County Sheriff's Department over the death of a cyclist has had repercussions for law enforcement and other emergency services globally.

The Court was told a Sheriff's Deputy was texting and using a mobile data terminal (MDT) when his police vehicle struck the cyclist, who was riding in a bicycle lane.

In addition to tightening of departmental policies covering use of MDTs, University of California San Diego's Training, Research and Education for Driving Safely (TREDS) launched a project with California Highway Patrol to provide a one-hour training program on distraction overload. The program has since been adapted to police and emergency services in other U.S. states.

"Electronic devices in the complex environment of a modern patrol vehicle is a growing problem, increasing the risk for injuries, fatalities and liability resulting from collisions," according to the TREDS website.¹

The same applies

As discussed, the modern patrol vehicle operated in Australia could also be considered a "complex environment".

While access to police departmental driving policies can be restricted, these policies would contain administrative directives, such as the non-use of MDTs while driving.

NRSP Blog

However, the hierarchy of controls within the Australian work health safety (WHS) environment considers “administrative actions” the least reliable form of control .

Legal proceedings before a Queensland Court show that WHS regulators are prepared to prosecute police agencies for allegedly failing to comply with a WHS duty .

The risks of distracted driving are foreseeable. Indeed these risks are regularly highlighted by senior police and relevant ministers in media statements:

“If safety truly is our number one priority, we can’t allow our police to drive whilst distracted.”

- Mr Darren Grondel, Washington State Traffic Safety Commission

Road policing and autonomous vehicles (AVs)

Much of the discussion around the introduction of AVs centres on determining who is to blame in the event of a crash. For operational police, however, there is much more at stake.

Operational police officers at a Rand Corporation workshop in Washington DC identified priority areas in regard to their interactions with AVs:

“Many seemingly simple interactions, such as traffic stops, are actually quite complex...law enforcement should begin proactive preparations to address longer-term challenges before being forced into reactive changes.”

- Rand Corporation, 2019 ⁵

Regardless of whether a person or a computer is driving, police will require AVs to pull over and stop for police or to allow emergency vehicles to pass; slow down, stop, change lanes, alter course, or take a detour; and comply with directions given by hand or via activation of blue/red flashing warning lights.

The requirement for police to stop vehicles extends beyond traffic offences. Consider criminal investigations and drug, contraband, and human trafficking as well as terrorist attacks where a vehicle is used as a weapon or to escape.

Police forces globally need to proactively develop work health safety policy and training to deal with the foreseeable hazards posed by AVs.

Another real-world example

In 2018, California Highway Patrol observed a Tesla Model S on a freeway travelling at 70mph (112kmh), with the driver asleep at the wheel . Police activated lights and sirens to stop the vehicle, via a conventional traffic stop, but the vehicle continued.

Police manoeuvred in front of the Tesla and began to reduce their speed, in the hope that the Tesla’s automated systems would slowly bring it to a stop, which it eventually did (albeit in a running lane of the freeway which presented another operational danger). Police were eventually able to wake the driver, who was charged with driving under the influence.

Intercepting a vehicle using this technique is not something police have trained for or practised.

Remember, the current WHS prosecution³ of Queensland Police Service centres on an allegation of inadequate training. Vigilance is needed so operational police here are not forced into the type of reactive changes feared by their U.S. counterparts.

About the author

Michael Timms retired from New South Wales Police Force (NSWPF) in 2020 following a 33-year career specialising in road policing.

He holds a Bachelor of Professional Studies (Policing/Road Safety) UNE and in 2016 completed the Monash University Road Safety Leadership Program. Shortly after leaving NSWPF, he formalised decades of on-road expertise by gaining accreditation as a road safety auditor through CARRS-Q (QUT).

As a member of the Executive Committee, NSW Chapter, Australasian College of Road Safety since 2000, he has written chapter submissions and given evidence to NSW Parliamentary inquiries.

Also in 2000, he established RTS Zero, providing road safety and strategic media advice, with his wife Sonia Roberts, formerly of NSW Police Media Unit.

[**Click here to read the full article with photos.**](#)

NRSP News



Welcome To New Independent Chair Of NRSP, Prof. Jude Charlton And Thanks To Outgoing Prof. Barry Watson

The National Road Safety Partnership Program (NRSP) is proud to announce the appointment of Emeritus **Professor Judith Charlton** AM as its new Independent Chair.

[Read more...](#)



Watch This Space... Car Park Campaign Coming Your Way

With road safety week approaching in May, we've been working hard behind the scenes to put together our annual campaign!

[Read more...](#)



5G Garbage Trucks Driving The Future Of Smart Cities

An interconnected network of garbage trucks could be the new frontline in repairing local roads, thanks to a research collaboration between Swinburne University of Technology and Brimbank City Council that utilises the 5G network and the Internet of Things (IoT).

[Read more...](#)



What Are You Doing To Stop Loose Objects In Your Vehicle Becoming Projectiles In A Collision?

A Light Vehicle (LV) travelling below the 40km/h speed limit in a regional town was struck by a 3rd-party LV that failed to give way at an intersection.

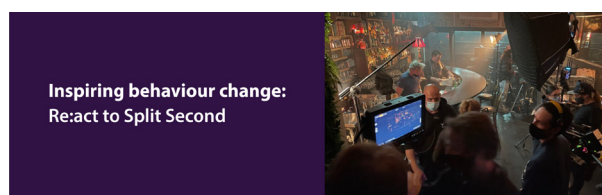
[Read more...](#)



MUARC Evaluation Of The NRSP Completed

The Monash University Accident Research Centre has completed an evaluation of the NRSP.

[Read more...](#)



Inspiring Behaviour Change: Re:act To Split Second

The TAC's annual Split Second Film Competition asks young Victorians to take a creative approach to tackling a serious road safety issue. The focus for 2021 was drink driving.

[Read more...](#)



Re:act Road Safety Program Driving Safer Vehicle Choices For Young Australians.

Re:act challenges university and college students to raise awareness among 16-25 year olds of road and workplace safety issues to change road user behaviour and make all road users safer.

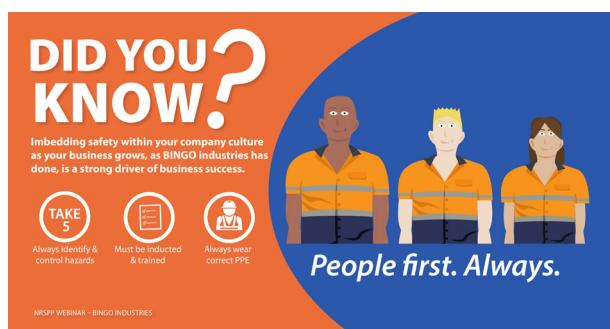
[Read more...](#)

Social Media



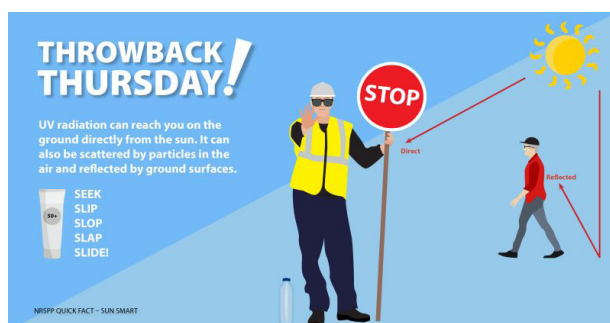
"We have the opportunity to learn before incidents happen." A strong 'safety culture' will value safe practices and ensure that they are sustained over time.

[Download it here.](#)



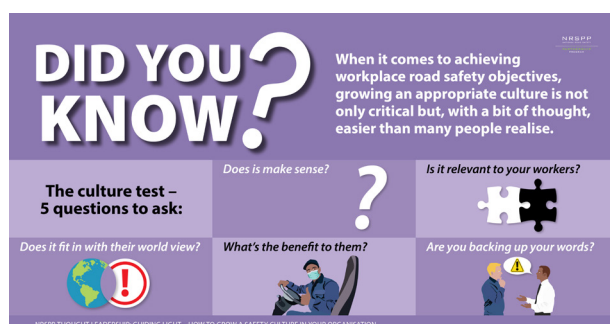
"You can replace a truck but you can't replace a person." BINGO Industries' 12 zero harm rules are a practical example of how a strong safety culture can help to get all employees home safely each day.

[Download it here.](#)



Road workers and vulnerable road users (VRUs) are significantly more exposed to UV radiation, especially road workers who work outside in the sun for long periods.

[Download it here.](#)



Check out our latest Thought Leadership "Guiding Light: How to Grow a Safety Culture in Your Organisation", by strategy and culture expert, Brett Rutledge from SENSEMAP®!

[Download it here.](#)

Social Media



Why are these the most common dehydrated drivers? Is it because drinking water interrupts the flow of their journey?

[Download it here.](#)



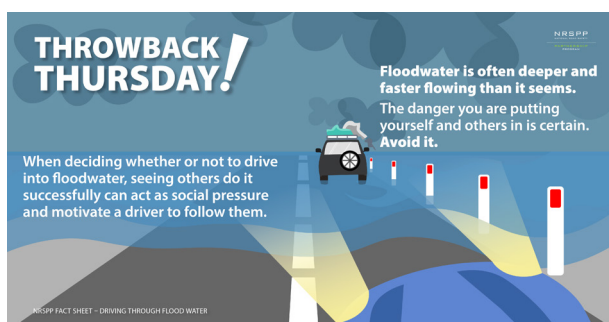
Laing O'Rourke's Primary Standards work to eliminate key risks that can result in serious injuries for both workers and the general public around their sites.

[Download it here.](#)



The three main types of incentives that have been proven to help promote a safety culture are recognition, tangible rewards (ie. letters of commendation, trophies, updated vehicle models) and monetary benefits.

[Download it here.](#)



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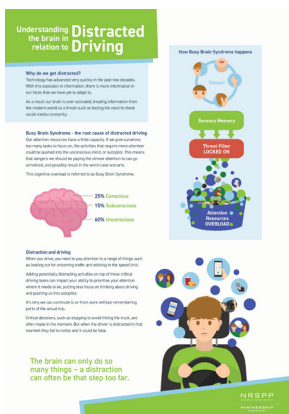
NRSP Resources



Emerging Technologies Driver Monitoring Pilot: Eyes On Fatigue

The Motor Accident Insurance Commission (MAIC) and the Queensland Trucking Association embarked upon a joint heavy vehicle safety initiative with the aim of investigating and determining the effectiveness of Guardian driver monitoring technology to reduce driver distraction, inattention, and fatigue episodes.

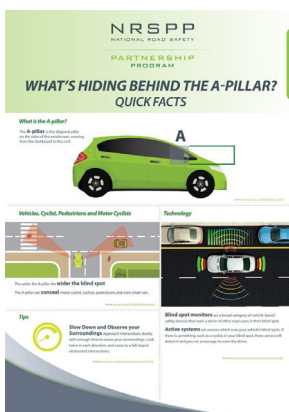
[Read more...](#)



NRSP Fact Sheet: Understanding The Brain In Relation To Distracted Driving

Technology has advanced very quickly in the past two decades. With this explosion in information, there is more information in our faces that we have yet to adapt to. As a result our brain is over-activated, treating information from the modern world as a threat such as feeling the need to check social media constantly.

[Read more...](#)



NRSP Quick Fact: What's Hiding Behind The A-Pillar?

This quick fact focuses on the dangers of the A-pillar blind spot, and what could be hidden from view. It highlights some key facts.

[Read more...](#)

Building these techniques into your change process



Webinar: Changing How We Change: Overcoming Resistance To Introducing New Policies

People hate change, they are naturally hardwired to resist. So how are your risk management strategies and safety policies keeping up? Or is your workplace culture so resistant to change that they get more out of date each year? Have you "always done it that way?"

[Read more...](#)

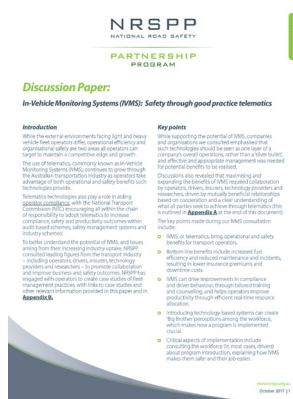
NRSP Resources



NRSPP Quick Fact: ISA

An Advanced Driver Assisted technology known as Intelligent Speed Assistance (ISA) is an in-car technology which notifies drivers of the legal speed limit and when it is being exceeded, helping drivers remain under the legal speed.

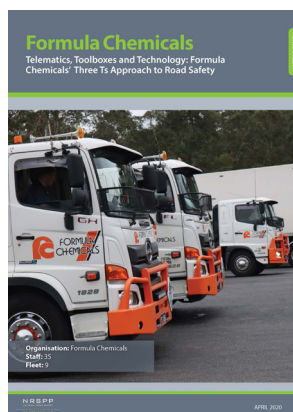
[Download here...](#)



NRSPP Discussion Paper: In-Vehicle Monitoring Systems (IVMS): Safety Through Good Practice Telematics

This discussion paper was written by Stephen Tofler during his Summer Internship in 2016/17 through the Australian Road Research Board (ARRB) Research Office.

[Download here...](#)



Formula Chemicals: Telematics, Toolboxes And Technology – Formula Chemicals' Three Ts Approach To Road Safety

A sustained focus on safety, built on a foundation of educating and communicating expectations to workers, translates into efficiency and other business benefits. While safety measures can be introduced progressively to build a safety culture over time, company leadership must lead by example.

[Download here...](#)

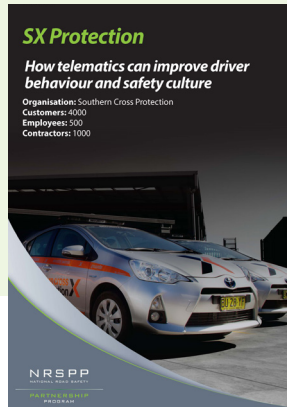


Going Visual: Why Recording A Collision Isn't The Solution

Safety technology has improved over the past decade or so, becoming more sophisticated, giving fleets more ways to protect drivers and minimize collisions; but technology, such as video data recorders, which just capture a collision as it happens, is still often caught in the accident management web.

[Read more...](#)

NRSP Resources



SX Protection: How Telematics Can Improve Driver Behaviour And Safety Culture

Collecting telematics data can be a powerful force for improving workplace road safety and driver behaviour. Southern Cross Protection's approach, which sees data as an educational tool and motivates drivers through competitive rewards systems, had immediate and amazing results on the company's safety performance – and bottom line.

[Download here...](#)



Safety Features And Technologies For Heavy Vehicles

Improving the design of heavy vehicles and their safety features have undoubtedly made a contribution to reducing the frequency and severity of unwanted incidents.

[Download here...](#)

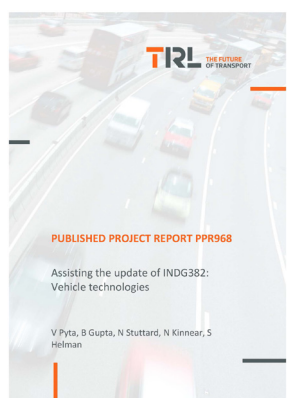


NRSP Q&A: Consequence Management Framework

Why should an organisation develop a Consequence Management Framework for work related driving safety?

This Q&A explores what a consequence management framework is, the importance of having a clear and comprehensive consequence management framework for work related driving safety, and how such a framework may be developed.

[Download here...](#)



Transport Research Laboratory: Assisting The Update Of INDG382 – Vehicle Technologies

Compared to driving for other purposes, driving for work can be considerably riskier, as it is more likely to involve time pressure, distractions and fatigue.

[Download here...](#)

NRSP Resources



National Road Safety Strategy

Around 1,200 people are killed each year on Australia's roads and about 40,000 are seriously injured. Even one death on our roads is one too many. Australia is working towards the goal of zero deaths and serious injuries on our roads by 2050 (Vision Zero).

[Find out more...](#)



ANCAP: Understanding Safety Features

Vehicle safety features have come a long way over the years. Features such as crumple zones, seat belts and airbags all provide protection if you have a crash, however active safety assist technologies which can prevent a crash from occurring are now a significant point of differentiation.

[Find out more...](#)



NHTSA: Driver Assistance Technologies

Driver assistance technologies hold the potential to reduce traffic crashes and save thousands of lives each year.

[Find out more...](#)



National Road Safety Strategy: Fact sheet: Vehicle safety

Vehicle safety technology is an effective measure to reduce road deaths and serious injuries and holds the potential to eliminate some of the key contributors to road trauma.

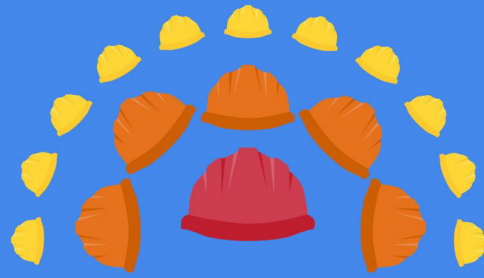
[Find out more...](#)

Events

MARCH

Growing a Strong Safety Culture

Presented by
Brett Rutledge | Linguistics & Strategy, Sensemap
Thursday 10 March 2022 | 11:00am AEDT
WEBINAR



NRSP
NATIONAL ROAD SAFETY
PARTNERSHIP
PROGRAM
SENSEMAP

Growing A Strong Safety Culture

Presented by:
Brett Rutledge, Linguistics & Strategy, Sensemap

March, 10 2022 | 11:00am AEDT

Culture is one of the most important and most misunderstood aspects of organisational safety. It isn't simply part of being a safe organisation, it's all of it.

This webinar will explore the concept of culture and the reasons almost all organisations undermine rather than grow their culture. It will explain what culture really is, what is required for culture to be accepted and adopted by your people, and the key elements that are critical to every culture but missing from most...

[Register here](#)

Emerging Technologies Pilot Project: Eyes on Fatigue



Presented by
Dr. Darren Wishart | Senior Lecturer, School of Applied Psychology
Thursday 31 March 2022 | 11:00am AEDT
WEBINAR

NRSP
NATIONAL ROAD SAFETY
PARTNERSHIP
PROGRAM

Griffith
UNIVERSITY
Queensland, Australia

Emerging Technologies Driver Monitoring Project: Eyes On Fatigue

Presented by:
Dr Darren Wishart, Senior Lecturer, School of Applied Psychology

March, 31 2022 | 11:00am AEDT

This webinar will present an overview and the results of the recently completed Emerging Technologies Driver Monitoring Project: Eyes on Fatigue research conducted within the heavy vehicle transport and logistics sector...

[Register here](#)

Events

APRIL

Systems Thinking in Action: A tool to optimise learnings in work-related driving incidents

Presented by

Associate Professor Sharon Newnam | Associate Director, Systems Safety Team,
Monash University Accident Research Centre

WEBINAR

Wednesday 21 April 2022 | 11:00am AEST



Systems Thinking In Action: A Tool To Optimise Learnings In Work-Related Driving Incidents

Presented by:

*Associate Professor Sharon Newnam, Associate Director,
Systems Safety Team, MUARC*

April, 21 2022 | 11:00am AEDT

Workers operating light motor vehicles are at significant risk of being injured on the road. However, limited lessons have been learnt for preventing incidents. We have learnt from other safety critical environments that a systems thinking approach is required as a first step to better understand incidents so that feasible and practicable control measures are identified to mitigate the risk of future incidents...

[Register here](#)



Government of
South Australia



Transport
for NSW



State Insurance
Regulatory Authority



Queensland
Government



Transport
Accident
Commission