

NRSP
NATIONAL ROAD SAFETY

PARTNERSHIP
PROGRAM

National Road Safety Partnership Program

Monthly Bulletin

August 2022 | Newsletter No. 93

Improving Road Safety Is Simply Good Business

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NRSPP Achievements

- NRSPP welcomed two new Swinburne Communications and Design interns, Grace Harries and Manal Rizwan for 2022/23 who are replacing Kyla Fantin and Ruby Athanas.
- NRSPP delivered its seventh webinar for the year on Making Strategy Work with Brett Rutledge of Sensemap.



- Heavy Vehicle Toolbox Talks (HVTBT):
 - August release features Load Management with drivers from Qube, Bingo and Alex Fraser.
 - Truck Driver Interviews for “Batch 4 - External Factors on the Road”, currently being conducted with Boral and Toll Group drivers.



- NRSPP’s Organisational Campaign for 2023 has been confirmed and will centre on Road Worker safety. Confirmed industry partners include Sensemap to assist with language and Traffic Management Association of Australia and Transurban as the industry peer reviews.

- NRSPP Utilities Forum has been confirmed for 10 November with Templates circulated to partners and TAC will sponsor the dinner which will feature Katherine Teh as the speaker.
- CLOCS-A commenced testing a community engagement mechanism called “Ride Along” where key policy or influencers can see urban truck driving through a truck driver’s eyes.



- Dr Sarah Jones of Driven – Strategy and Policy Solutions presented as a thought start to the Utilities Forum, Understanding the Impact of Covid-19 on Supply Chains Resilience Learnings for the Future.



NRSP's Next Heavy Vehicle Toolbox Talk is Out Now!

LOAD management

Loading a vehicle inappropriately by overloading it or not securing the load properly, can result in serious injuries to vehicle occupants or other road users, as well as cause road incidents, such as rollovers.

Simple and recurrent actions while driving, such as changes in speed, taking a steep road or turning a corner can cause the load to shift. This requires checking load restraints before the journey starts, but also during each break.



Monthly Focus: Truck Rollovers

This month the NRSP theme is truck rollovers and what can be done to reduce the risk.

When considering what causes truck rollovers speed and mass are key contributors. The roll over risk increases if the truck load is top heavy and then amplified by speed especially when there are turns or bends to navigate.

For more details please explore NRSP new Thought Leadership ‘Maintaining The Momentum: Towards Stopping Heavy Vehicle Rollovers’.

Monthly Features

NRSP Thought Leadership: ‘Maintaining The Momentum: Towards Stopping Heavy Vehicle Rollovers’.



You are either part of the solution or part of the problem, so the saying suggests. When it comes to heavy vehicle rollovers, many parts of the transport industry have led the way in addressing the issue and taking action to implement solutions. But while there have been major improvements, heavy vehicle rollovers continue to happen. This Thought Leadership piece briefly examines the causes of heavy vehicle rollovers, what has worked to reduce incidents over the past decade, and what transport operators can do today to prevent rollovers in the future.

We control the cause

In the past, heavy vehicle rollovers were viewed as an inevitable part of the transport industry. While some still hold that view, heavy vehicle rollover prevention expert Alan Pincott suggests that whether we're moving timber, milk, grain or cement, many operators understand that measures can be taken to reduce the risk of heavy vehicles rollovers or prevent them entirely.

Alan believes the keys to continuing our momentum towards ending heavy vehicle rollovers are to educate all sectors of industry that rollovers can be prevented, and to raise awareness of the causes so those practices are phased out.

The most common cause, he explains, is loads having a high centre of gravity, with load heights, how material is loaded and such vehicle design elements as bed or body heights all contributing factors.

The good news is that we can control many of the contributing factors, reducing load heights for example and ensuring delivery schedules are realistic to reduce time pressures on drivers. By working together across industry sectors to address such factors we can reduce the risk of heavy vehicle rollovers.

Alan Pincott will deliver the NRSP webinar, Understanding how truck rollovers can be avoided, on August 23. Alan is a highly respected and renowned transport safety consultant. A second-generation truck driver and experienced diesel mechanic himself, Alan has devoted much of the past 15 years to preventing rollovers by educating heavy vehicle drivers and company owners.

“The biggest issue is still that most people don't understand truck rollovers,” Alan said.

You are either part of the solution or part of the problem, so the saying suggests. When it comes to heavy vehicle rollovers, many parts of the transport industry have led the way in addressing the issue and taking action to implement solutions. But while there have been major improvements, heavy vehicle rollovers continue to happen. This Thought Leadership piece briefly examines the causes of heavy vehicle rollovers, what has worked to reduce incidents over the past decade, and what transport operators can do today to prevent rollovers in the future

Special Monthly Feature

NRSPP Discussion Paper: 'Impact Of The Coronavirus On Road Safety In Australia: Lessons From The National Lockdown'.

Discussion Paper

Impact of the Coronavirus on Road Safety in Australia: Lessons from the National Lockdown

Dr Sarah Jones
Transport Consultant: drivenstrategyandpolicy.com
Thought Leader & NRSPP Steering Committee Member

DISCUSSION PAPER

Introduction

The coronavirus pandemic arguably initiated the greatest disruption to Australia's society and economy since World War II. For the first time in living memory, entire populations were subject to strict lockdown rules, curtailing access to goods and services and restricting movements across all transport modes. Australia experienced its first recession in three decades, bringing radical changes in household spending patterns, how goods were accessed and sources of household income.

This National Road Safety Partnership Program (NRSPP) discussion paper, Impact of the coronavirus on road safety in Australia: lessons from the national lockdown, extracts the lessons of the pandemic from the perspective of road users and regulators, with the aim of informing policy responses to the next crisis, be it pandemic, fire, flood or the effects of climate change.

What impact did the coronavirus have on the road toll?

Data is beginning to emerge on the impact of the coronavirus on Australia's road toll. There is always a lag between a fatality and its reporting. At this point, there is solid data for the 2020 calendar year, allowing an in-depth analysis of the nationwide lockdown from March to July.

Road fatalities are, fortunately, relatively rare events so even small changes in raw data can have a disproportionate effect. The arguments outlined in this discussion paper are necessarily speculative and ruminative, rather than definitive. As more data becomes available and fresh insights are offered, the hypothesis proposed in this paper can be further tested.

The first immediately identifiable impact of the pandemic is a reduction in road fatalities. As illustrated by Figure 1 below, 2020 saw the lowest incidence of on-road fatalities in Australia since 2012.¹⁶

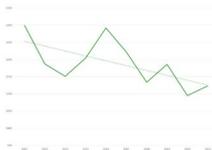


Figure 1: Australian road fatalities 2012-2021

Coronavirus Timeline

The following timeline is taken from 'COVID-19: a chronology of state and territory government announcements (up until 30 June 2020)' by Rebecca Storen and Nikki Corrigan,¹ unless otherwise cited.

2020

The first case of novel coronavirus in Australia (nCoV-19) was reported in Victoria on 25 January 2020, with an additional three cases confirmed in NSW later that day.

The name for the disease caused by nCoV-19, coronavirus disease (COVID-19), was announced by the World Health Organization (WHO) on 11 February 2020.

The first person to die from COVID-19 in Australia was a man from WA who died in Sir Charles Gairdner Hospital on 1 March 2020.

The Coronavirus Economic Response Package Omnibus Bill 2020 was introduced to Federal Parliament on 23 March 2020.²

Each state and territory government announced its first broad economic package in March 2020. Most states and territories introduced border restrictions in the same month.

On 24 July 2020, the National Cabinet agreed to the original Domestic Border Controls – Freight Movements Protocol.³

2021

The national roll-out of COVID-19 vaccines commenced on 22 February 2021 with the Pfizer vaccine (Comirnaty/BNT162b2 mRNA).⁴

By 11 April more than 1.1 million doses of vaccine had been administered.⁵

The first case of the Delta variant was detected in Australia on 16 June 2021.⁶

On 7 August 2021, National Cabinet agreed to the revised Freight Movement Code for the Domestic Border Controls – Freight Movement Protocol.⁷

The first case of the Omicron variant was detected in Australia on 27 November 2021.⁸

2022

In March 2022 the national Freight Movement Code and Protocol was rescinded.⁹

Partnership between

nspp.org.au
August 2022 | 1

Click [here](#) to download the full Discussion Paper

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This discussion paper explores the following two key questions:

- What impact did the coronavirus have on the road toll?
- Why did the road toll not fall commensurate with road travel?

This paper posits four reasons why this was so, being

- Greater inattention/distraction on the road network
- An increase in the use of vehicle as workplace
- An increase in vulnerable road users, and
- Proportionately more risk-takers on the road.

Written by Dr Sarah Jones, Director of **Driven – Strategy and Policy Solutions**

NRSP Blog

Let's take trucks out of the spotlight by eliminating rollovers

Let's take trucks out of the spotlight by eliminating rollovers



When a truck is involved in any type of road incident, it is often splashed across the news: "Truck..."

Whether the truck driver was at fault – and in the vast majority of cases they're not – the truck is usually initially blamed. When it comes to truck rollovers, there is a lot our industry can do to reduce these incidents occurring at all, eliminating one opportunity for (unfair) negative publicity.

The science is simple.

Rollovers really are simple physics: make a load top heavy and then take a corner and the inevitable happens. Think about a race car, wide base narrow top, with the purpose being to help it 'hug' the road, bends and corners.

Trucks are obviously far from race cars. Where speed is the ally of race cars it is the enemy of trucks, especially when loaded and even more so if that load is top heavy.

But like in racing, margins mean everything. The same route may have been safely negotiated 200 times, but add an extra kilometre or two and a slightly top heavy (though legal) load and the combination leads to a disastrous outcome.

Be it bulk tankers, waste, rigids or agitators, speed and mass are a deadly combination. But these are all factors [we can control](#).

Practical Measures

The introduction of [Electronic Stability Control and Stability Control](#) made a huge difference in reducing truck rollovers, and various sectors of the transport industry have taken the lead to reduce rollovers in the past decade. But there is more to do.

NRSP has released a new Heavy Vehicle Toolbox Talk package focused on loads and load management.

The [Toolbox Talks](#) include several first-hand interviews with truck drivers and, as Toll Group truck driver Fareez reinforces, slow and steady always win the 'race'.

In August, NRSP is also hosting a webinar with longstanding heavy vehicle rollover prevention expert Alan Pincott, where he will provide advice on what else drivers and operators can do to eliminate truck rollovers. For Alan, there are four steps to the transport industry eliminating rollovers entirely:

1. Own the issue
2. Understand the problem
3. Train drivers and educate operators, and
4. Work together across the transport industry

Join Alan Pincott on August 23 to better understand the challenges, what the industry has already done to reduce rollover incidents, and practical measures you can put in place to prevent them.

Click [here](#) to register for the free August 23 NRSP webinar, [Understanding How Truck Rollovers Can Be Avoided](#).

Click [here](#) to see full blog.

NRSP News



Creative Change Sees A Sad Farewell And An Exciting Welcome

Another 12 months flies by and with it comes the creative transition of NRSP's Swinburne University intern.

[Read more...](#)



Psychology Needs At Work

Griffith University is conducting research as part of an honours research project investigating psychological needs in the workplace.

[Read more...](#)



Truck Drivers Enter World Of Elite Athletes To Predict Fatigue And Stop Crashes

Truck drivers are entering the domain of professional athletes to help road safety researchers predict – and stop – crashes caused by fatigue.

[Read more...](#)



CLOCS-A Ride Along Program

This month the CLOCS-A team will be piloting a new initiative to give road users a chance to experience travelling through a city environment in a construction truck.

[Read more...](#)



Heavy Vehicle Toolbox Talks: Load Management

Loads alter characteristics of a vehicle, such as weight and centre of gravity. In turn, to stay safe on the road, driving and manoeuvring also require adaptations. Learning how to load, restrain and unload your load properly keeps you and those you are sharing the road with, safe.

[Read more...](#)

Social Media

DID YOU KNOW?

The transport sector is responsible for 25% of global energy and CO₂ emissions.

Eco-safe driving benefits

- Win-Savings:** Reduced fuel consumption reduces carbon emissions. (5-30%)
- Win-Safety:** Aggressive driving decreases reduced fuel and maintenance cost.
- Reduction in incident rates.

NISPP QUICK FACT - ECO-SAFE DRIVING, SAFETY AND THE ENVIRONMENT

Eco-safe driving is a driving style that reduces fuel consumption and improves vehicle efficiency, thereby significantly reducing the impact of gasoline on the environment

[Download it here.](#)

THROWBACK THURSDAY!

Time pressure is a major contributor to speeding and other risky driving behaviours.

Each 5 km/h increase in travelling speed above 60 km/h doubles the risk of a crash.

Time pressure can cause:

- Accelerating in the queue in traffic
- Excessive lane weaving and aggression
- Proportional time pressure
- Changes in posture, leaning forward in car
- Aggressive overtaking
- Following a vehicle
- Negative physiological reactions
- Tailgating
- Risk taking
- Struggling to manage traffic flow
- Running red lights
- Braking too late
- Changing direction
- Changing lane
- Changing speed
- Changing gear
- Changing wheel

NISPP FACT SHEET - TIME PRESSURE

We all experience the pressure of needing to be somewhere in a hurry. This fear of being late can cause drivers to drive above the speed limit. It can lead to stress, risky or aggressive driving behaviours.

[Download it here.](#)

DID YOU KNOW?

Tyre wear particles are considered the largest source of microplastics in the environment.

Factors that influence the size and quantity of the particles that are introduced into the environment include:

- Driving speed
- Climate/temperature
- Road surface
- Road condition
- Tyre tread

Not only can you save the environment but you can also save money by driving with appropriately inflated tyres and monitoring driving speed. Check your car's tyre placard for the appropriate pressure for your tyres.

NISPP QUICK FACT - MICROPLASTICS FROM TYRES

Tyre wear particles are detrimental to the health of the environment. Save the environment and money by driving with appropriately inflated tyres and monitoring driving speed.

[Download it here.](#)

THROWBACK THURSDAY!

When individuals and organisations adopt the elements of eco-safe driving and improve their driving behaviour, it leads to economic, environmental and social benefits for the company and the community.

How does your organisation consider eco-safe driving?

- Economic
- Environmental
- Social

Enhanced quality of life

NISPP Q&A - ARE THERE BUSINESS AND SAFETY BENEFITS FROM ECO-SAFE DRIVING?

When road safety is viewed as an investment for companies, safe and sustainable driving can provide significant savings and improve behaviour leading to economic, environmental and social benefits.

[Download it here.](#)

DID YOU KNOW?

Rain is linked to increased crash rates, up to double the risk.

Who is most at-risk during wet weather driving?

- Drivers in a hurry or distracted that don't drive to the conditions
- Inexperienced drivers
- Drivers whose car is in poor condition
- Drivers with a heavy load, such as trucks

NISPP TOOLBOX TALK - WET WEATHER DRIVING

Studies show that crashes tend to increase during rainy conditions, so it's very important to be aware of who is most at-risk on the road..

[Download it here.](#)

THROWBACK THURSDAY!

Drowsiness affects driver's safety by increasing their reaction time, decreasing their ability to concentrate.

The only remedy to drowsiness and fatigue is sleep.

However, if drowsiness still occurs remember these 5 tips:

- Take a 15 minute power nap
- Only drive for 2 hours at a time
- Limit driving to less than 8 hours per day
- Avoid direct sun on the body (use shading)
- Beware of the effects of overeating

NISPP FACT SHEET - THE ONLY REMEDY FOR DROWSINESS IS SLEEP

Drivers who have slept for 4-5 hours in the past 24 hours are 4.5 times more likely to crash than drivers who have slept 7 hours or more.

[Download it here.](#)

NRSP Resources



VicRoads – Electronic Braking And Stability Control System Eliminates Rollovers

Introducing Electronic Braking Systems with stability control in key Victorian logging areas has eliminated rollovers.

[Download here...](#)



Discussion Paper: Building Partnerships and Developing Networks

Partnerships with industry members and the wider community offer a significant opportunity to improve the safety, productivity and well-being of the transport industry.

[Download here...](#)



NSW EPA: Preventing Fires – Truck Inspection Manual

More than 200 trucks catch fire every year in NSW with many of these fires being preventable. These fires endanger lives, and can cause water, land and air pollution, significant traffic delays, and often result in the destruction of the truck and its cargo.

[Download here...](#)



How to set up a low distraction cabin | NTI Limited

Driving a truck is a complex task, requiring drivers to be ready to make split-second decisions for hours on end.

[Read more...](#)

NRSPP Resources

Q&A: Tipper Trucks Tipping Over

The question: How do we reduce the risk of tipper trucks tipping over?

What is the issue and how do we reduce the risk? Tipper trucks are vehicles that carry loads or commodities in a bin or tray where one side or end will lift high enough to let the loads slide or tip out.

Scope of the problem: Tipper trucks are vehicles that carry loads or commodities in a bin or tray where one side or end will lift high enough to let the loads slide or tip out.

The risk of tipping over each vehicle is further compounded by: They are often used on road construction sites, an area that may not be level or stable. The shifting terrain may cause the bin to tip over the side of the truck. The bin may be full of loose loads, possibly gravel or dirt, which may shift and slide out of the bin as the truck tips. The bin may be full of loose loads, possibly gravel or dirt, which may shift and slide out of the bin as the truck tips.

Reduce: A tipper truck operator should be trained in the use of the truck and the bin. The operator should be trained in the use of the truck and the bin.

NRSPP Q&A: Tipper Trucks Tipping Over

Tipper trucks are vehicles that carry loads or commodities in a bin or tray where one side or end will lift high enough to let the loads slide or tip out.

[Download here...](#)

Q&A: Loading Docks: Managing the safety risks

The question: How do we reduce the risk of loading dock accidents?

What is the issue and how do we reduce the risk? Loading docks are the main arrival and departure areas in a warehouse for truck or van deliveries. A loading dock is where the loading and unloading of goods and equipment takes place and is therefore typically shared by trucks, forklifts and workers.

Scope of the problem: Loading docks are the main arrival and departure areas in a warehouse for truck or van deliveries. A loading dock is where the loading and unloading of goods and equipment takes place and is therefore typically shared by trucks, forklifts and workers.

There are several kinds of loading dock: Flush docks, where the opening is flush with the floor of the dock. Embedded docks, where the truck seats inside to deliver goods. Open docks, where the truck seats outside to deliver goods. Closed docks, where the opening to the dock is closed. See both docks, where the opening to the dock is at an angle.

NRSPP Q&A: Loading Dock Safety

Loading docks are the main arrival and departure areas in a warehouse for truck or van deliveries. A loading dock is where the loading and unloading of goods and equipment takes place and is therefore typically shared by trucks, forklifts and workers.

[Download here...](#)

Q&A: Bulk Tanker Rollovers

The question: How do we reduce the risk of Bulk Tanker Rollovers?

What is the issue and how do we reduce the risk? Bulk tankers transport liquids, dry bulk cargo or pressurised gases.

Scope of the problem: Bulk tankers transport liquids, dry bulk cargo or pressurised gases.

NRSPP Q&A: Bulk Tanker Rollovers

One type of heavy vehicle that creates unique challenges is the bulk tanker. Bulk tankers transport liquids, dry bulk cargo or pressurised gases.

[Download here...](#)

Learning Event

Loss of Control of Vehicle

Hazard (Land Transportation) led to **Unwanted Event** (Loss of Control of Vehicle)

Description: An articulated water truck was travelling to a rig site carrying 22,000L of treated water. Whilst rounding a bend in a 40km/h in-field dirt road, the truck rolled over onto its side.

Risk Event Statement: An articulated water truck was travelling to a rig site carrying 22,000L of treated water. Whilst rounding a bend in a 40km/h in-field dirt road, the truck rolled over onto its side.

Causes: The driver was unable to negotiate the curve and lost control of the vehicle. The driver was transported to hospital, treated for a broken collarbone and neck and was in a serious condition.

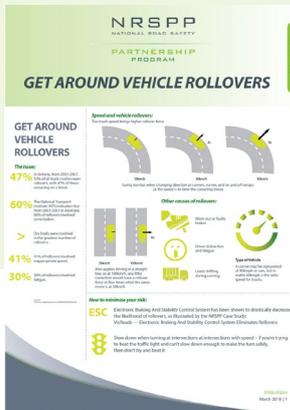
Lessons: In-field roads, design and in a speed limit sign in-field roads. The driver in-field roads. The driver in-field roads. The driver in-field roads.

Learning Event Bulletin: Loss Of Control Of Vehicle

An articulated water truck was travelling to a rig site carrying 22,000L of treated water. Whilst rounding a bend in a 40km/h in-field dirt road, the truck rolled over onto its side.

[Download here...](#)

NRSPP Resources



Get Around Vehicle Rollovers

In Victoria, from 2003-2007, 10% of all truck crashes were rollovers, with 47% of these occurring on a bend.

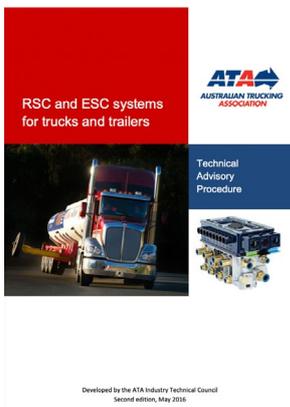
[Download here...](#)



ARTSA Institute: Rollover Roundabouts

Road safety risk exists at intersections for freight carrying heavy vehicles. Trucks need time and space to safely travel through an uncontrolled intersection.

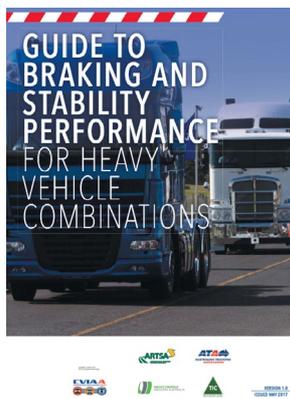
[Download here...](#)



Stability Control Technical Advisory Procedure

This technical advisory procedure has been developed to provide operators with best-practice advice and extensive technical information on Electronic Stability Control (ESC) and Roll Stability Control (RSC) technologies, and has been updated as at May 2016.

[Download here...](#)



ARTSA: Guide To Braking And Stability Performance For Heavy Vehicle Combinations

This Guide provides brake and stability performance ratings for truck and trailer combinations, with varying brake technologies.

[Download here...](#)

NRSP Resources

USEFUL LINKS



Better Business Hub | NTI Limited

Practical advice and tools for increasing your profitability, managing your team, and cutting red tape.

[Read more...](#)



ARTSA Reference Library

The ARTSA Institute (ARTSA-i), formerly known as the Australian Road Transport Suppliers Association, has been established to respond to the challenge of the rapidly changing heavy vehicle industry.

[Read more...](#)



Resource Library | Australian Trucking Association

Developed by the ATA's Industry Technical Council, the Drawbar Trailer Technical Advisory Procedure provides operators with consistent and clear, advice about the design, fabrication, and maintenance of drawbar trailers.

[Read more...](#)

Events



23rd International Council on Alcohol, Drugs and Traffic Safety (ICADTS) Conference

23rd International Council On Alcohol, Drugs And Traffic Safety (ICADTS) Conference

Presented by:

Dr Doelen, Rotterdam, The Netherlands

August, 28 2022 | 12:00am AEST

For over 65 years delegates have met to find solutions to issues relating to alcohol, drugs and traffic safety around the world. ICADTS provides delegates with a great opportunity to network and explore ideas and solutions to current and emerging issues.

[Register here](#)

Understanding how truck rollovers can be avoided

Presented by
Alan Pincott | Trainer & Consultant at ATSSS
 Tuesday 23 August 2022 | 11:00am AEST

WEBINAR



Understanding how truck rollovers can be avoided

Presented by:

Alan Pincott | Trainer & Consultant at ATSSS

August, 23 2022 | 11:00am AEST

Truck rollovers were once viewed as inevitable, an accepted part of the transport business. While the transport industry has made progress in stopping rollovers, some still hold that view. In this webinar, heavy vehicle rollover prevention expert Alan Pincott will show that whether we're moving timber, milk, grain or cement, understanding the causes and putting some simple measures in place can reduce the risk of rollovers, or prevent them entirely.

[Register here](#)



Job at hand: Practical ways to stay focused (and safe) behind the wheel

Job at hand: Practical ways to stay focused (and safe) behind the wheel

Presented by:
Black Dog Institute

September, 14 2022 | 11:00am AEST

It's easy for our mind to wander when we're driving. For people who spend a lot of time behind the wheel – whether you're a long-haul heavy vehicle driver or part of your organisation's sales or client support team, isolation can become your worst enemy, allowing distraction to take hold as you ruminate on your thoughts. In this webinar, **David Westgate** will outline practical ways to stay focussed on the job at hand – driving – and draw on his own 'lived experience' to explore the link between mental health, road risks and safer driving.

[Register here](#)



2022 Australasian Road Safety Conference

28–30 SEPTEMBER • CHRISTCHURCH, NZ • ONLINE

2022 Australasian Road Safety Conference

Presented by:
Australasian Conference of Road Safety

September, 28 2022 | 11:00am AEST
September, 30 2022 | 11:00am AEST

Join Australasia's leading road safety and injury prevention researchers, practitioners and policy makers for the Australasian Road Safety Conference 2022.

ARSC 2022 will be held in conjunction with Trafinz in Christchurch, NZ and online to accommodate delegates from anywhere in the world. This hybrid format will bring together road safety stakeholders and decision-makers from Australasia and international jurisdictions to facilitate collaboration and share information.

[Register here](#)

