

# NRSP

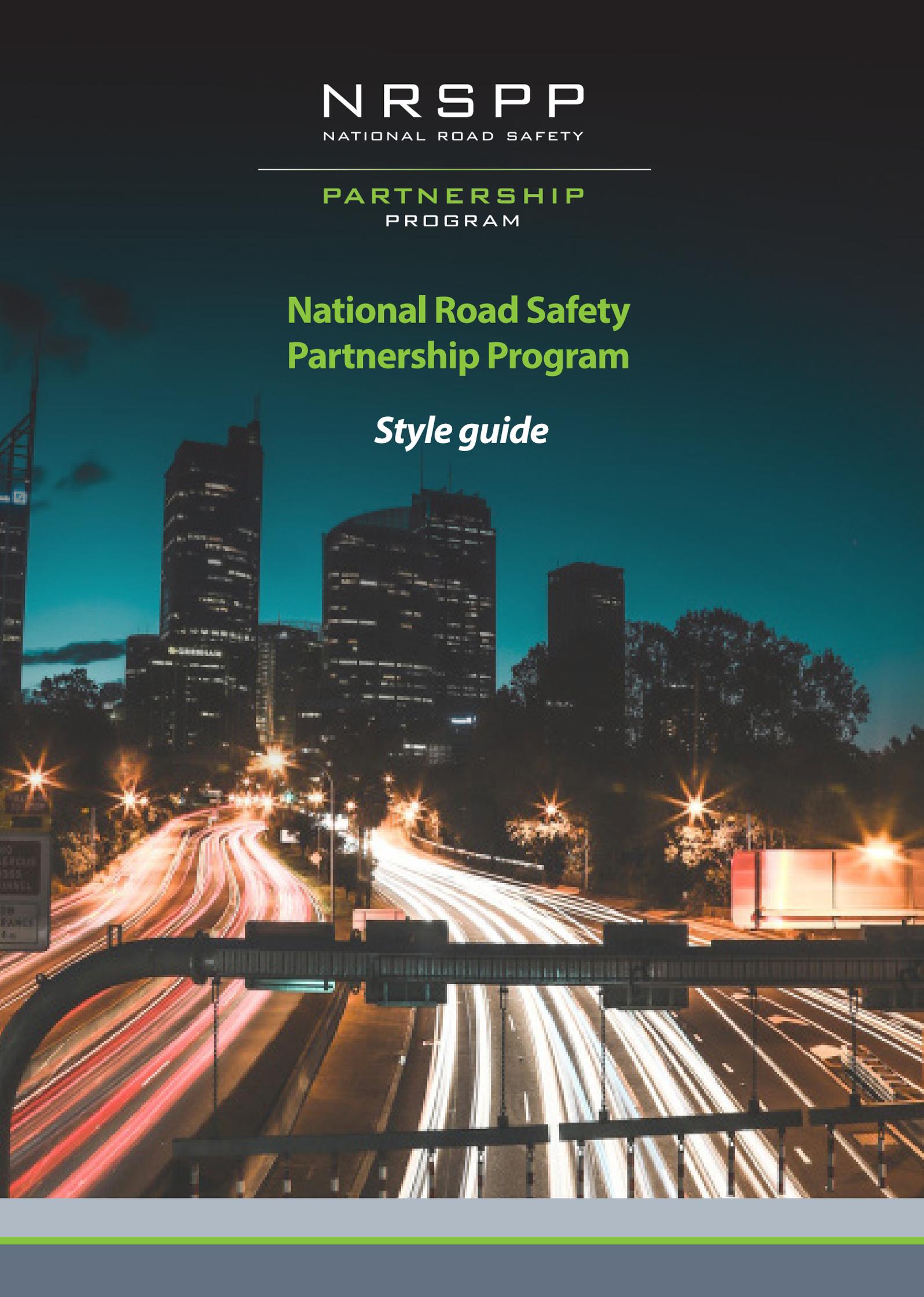
NATIONAL ROAD SAFETY

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**PARTNERSHIP**  
PROGRAM

## **National Road Safety Partnership Program**

*Style guide*





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# Logo

As the major graphical representation, the NRSPP logo becomes the single most visible manifestation of the National Road Safety Partnership Program within the industry.

**NRSPP**  
NATIONAL ROAD SAFETY

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**PARTNERSHIP**  
**PROGRAM**

## Logo variations

Full colour for white backgrounds and other lightly coloured backgrounds:

**NRSPP**  
NATIONAL ROAD SAFETY

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**PARTNERSHIP**  
**PROGRAM**

For a coloured background:



The ends of this logo line should fade. If it looks like a solid line then it is incorrect.

# Logo dimensions

When placing the NRSPP logo, ensure that there is enough clearspace around the logo so that it is not cluttered. The minimum clearspace is worked out to be the exact same height of the letter N within NRSPP. An equal clearspace around the logo is to be used at all times.

-  Logo artwork area
-  Logo area with sufficient clearspace



## Minimum size

The minimum recommended size for the logo is 65mm wide (700 pixels online). This is to ensure the words remain legible.



# Typography

Distinct typography gives NRSP printed messages in literature a visual tone that is uniquely ours. Consistent usage of typography enables our audience to immediately recognise who we are and understand what we are saying.

The typeface used is Myriad Pro.

## Headings

**Myriad Pro Bold Italic**

**25pt x 29.5pt**

**ABCDEFGHIJKLMNOPQRSTUVWXYZ**

**abcdefghijklmnopqrstuvwxy**

**1234567890**

### Sub headings

**Myriad Pro Bold Italic**

**13pt x 17.5pt**

**ABCDEFGHIJKLMNOPQRSTUVWXYZ**

**abcdefghijklmnopqrstuvwxy**

**1234567890**

Body copy

Myriad Pro Regular

9pt x 13pt

ABCDEFGHIJKLMNOPQRSTUVWXYZ

abcdefghijklmnopqrstuvwxy

1234567890

# Colour palette

You may use the following colours:

|   |  |  |  |
|---|--|--|--|
| CMYK<br>C: 65<br>M: 49<br>Y: 36<br>K: 9 | CMYK<br>C: 75<br>M: 0<br>Y: 100<br>K: 37 | CMYK<br>C: 50<br>M: 0<br>Y: 99<br>K: 0 | CMYK<br>C: 19<br>M: 0<br>Y: 98<br>K: 0 |
| RGB<br>R: 100<br>G: 114<br>B: 131       | RGB<br>R: 31<br>G: 128<br>B: 63          | RGB<br>R: 141<br>G: 198<br>B: 64       | RGB<br>R: 217<br>G: 224<br>B: 39       |

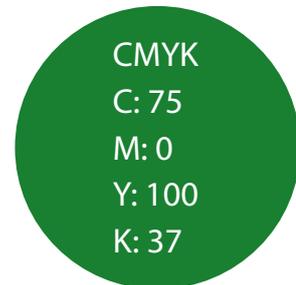
30%



Headings  
Sub headings  
Body copy



Headings  
Sub headings  
Hyperlinks



Headings  
Sub headings  
Hyperlinks

# Application

The NRSPP logo is available to be used on all necessary collateral promoting NRSPP and your company's involvement in the program.

This will include, but is not limited to:

- social media
- newsletters
- press releases
- adverts
- banners
- vehicle signage
- marketing merchandise (pens, hats, clothing, etc.)

## Q&A: Loading Docks: Managing the safety risks

### The Question

What is the issue and how do we reduce the risk?

This Q&A has been produced to help delivery truck drivers and their wider organisations reduce the safety risks at loading docks.

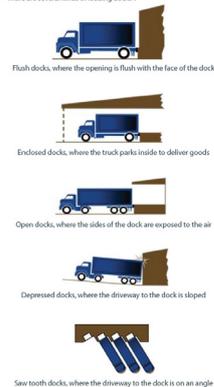
### Scope of the problem

#### What is a loading dock? <sup>14</sup>

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.

Each kind of dock presents potential safety issues which need to be controlled for. For example, open docks are exposed to inclement weather and debris blowing onto the loading dock floor, which can create a slipping hazard. Depressed docks carry the risk of a truck driver colliding with the loading dock wall, due to the angle of driveway. However, while these specific dock types present their own unique challenges, all loading docks carry inherent safety risks which make them one of the most dangerous spots in a warehouse. This is due to the combination of hazards, number of activities and interactions between trucks, forklifts and people that occur in this confined area<sup>15</sup>.

There are several kinds of loading docks<sup>16</sup>:



V980

**Expenditure on road safety is an investment, not a cost.**

Each US dollar invested in road safety returns \$15 on average – a 1,500% rate of return.

NRSPP WEBINAR: ZURICH INSURANCE  
- TOTAL COST OF ROAD RISK

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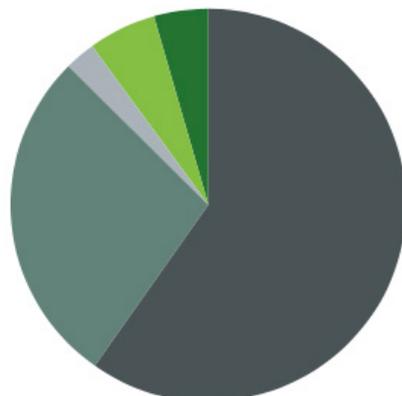
# Infographics

Infographics are used to visually represent a statistic. Below are some examples of the NRSPP infographics. The main colour scheme of the infographics should relate to the NRSPP main colour palette where possible. Tints and shades of the main colour palette may also be used. Tables and graphs are to use the NRSPP colour palette unless specified otherwise.

## Infographic examples



| Role  | Responsibilities   |
|---|--|
| Depot managers and manager scheduling services  | <ul style="list-style-type: none"> <li>Ensure compliance with all standards in fatigue procedures</li> <li>Monitor, identify, report, investigate and record non-compliances and take necessary corrective action to prevent further occurrences</li> <li>Ensure all incidents are investigated to determine whether fatigue was a contributing factor</li> <li>Ensure records of bus operators are current and include individual driving hours (e.g. rosters, schedules)</li> <li>Ensure relief/casual bus operators are made aware of the Fatigue Management Program and that they are fit for duty according to the company's policy and procedures</li> <li>Ensure FORM 778 – Fitness for Duty is posted next to the areas where employees sign on for duty</li> </ul>  |
| Administrators of fatigue, including schedulers, roster clerks, duty officers and managers; service managers and coordinators; regional fleet managers; leading hands; staff supervisors; depot managers; safety staff; network control centre staff; and any other employee involved in administration of the implementation of fatigue management, including relief staff | <ul style="list-style-type: none"> <li>Schedule and roster within fatigue and rest limits</li> <li>Ensure schedules and rosters are reasonable and achievable under legislated driving limits</li> <li>Verify bus operators' level of accreditation with regard to driving hours and competency classification of Advanced Fatigue Management (AFM) in the internal rostering and scheduling system (HASTUS)</li> <li>Keep schedules and rosters as regular and predictable as possible</li> <li>Ensure no schedules and rosters are planned to extend beyond approved frequencies</li> <li>Ensure increased fatigue risk for heavy vehicle operators returning from leave is considered in rostering and scheduling</li> <li>Complete FORM 707 in consultation with the bus operator where a fatigue issue may be identified</li> </ul> |
| Staff supervisors   | <ul style="list-style-type: none"> <li>Perform all responsibilities as Administrator of Fatigue</li> <li>Coordinate Advanced Fatigue Management medical assessment process</li> </ul>  |
| Rostering and special schedules coordinator   | <ul style="list-style-type: none"> <li>Regularly monitor HASTUS for any fatigue breaches</li> <li>Generate corrective actions for breaches that occur and alert management to fatigue breaches</li> </ul>  |
| All employees   | <ul style="list-style-type: none"> <li>Report to work in a fit state, free from fatigue and the influence of alcohol and other drugs</li> <li>Declaration of secondary employment</li> </ul>   |



# ***Agreement of intention***

## Use of Name and Logo

- No party shall use, nor permit any person or entity to use, the name or logo (or any variation thereof) of another party without first obtaining prior written consent from the other party.
- Where a party agrees to make their involvement as a partner in the NRSPP public, they also agree to have their logo shown on NRSPP materials where other partners are listed unless specifically stated otherwise.
- The NRSPP logo shall be used by NRSPP partners in a manner compliant with the NRSPP Style Guide.
- The parties agree that the NRSPP logo is the property of the organisation which manages the secretariat which is MUARC.