



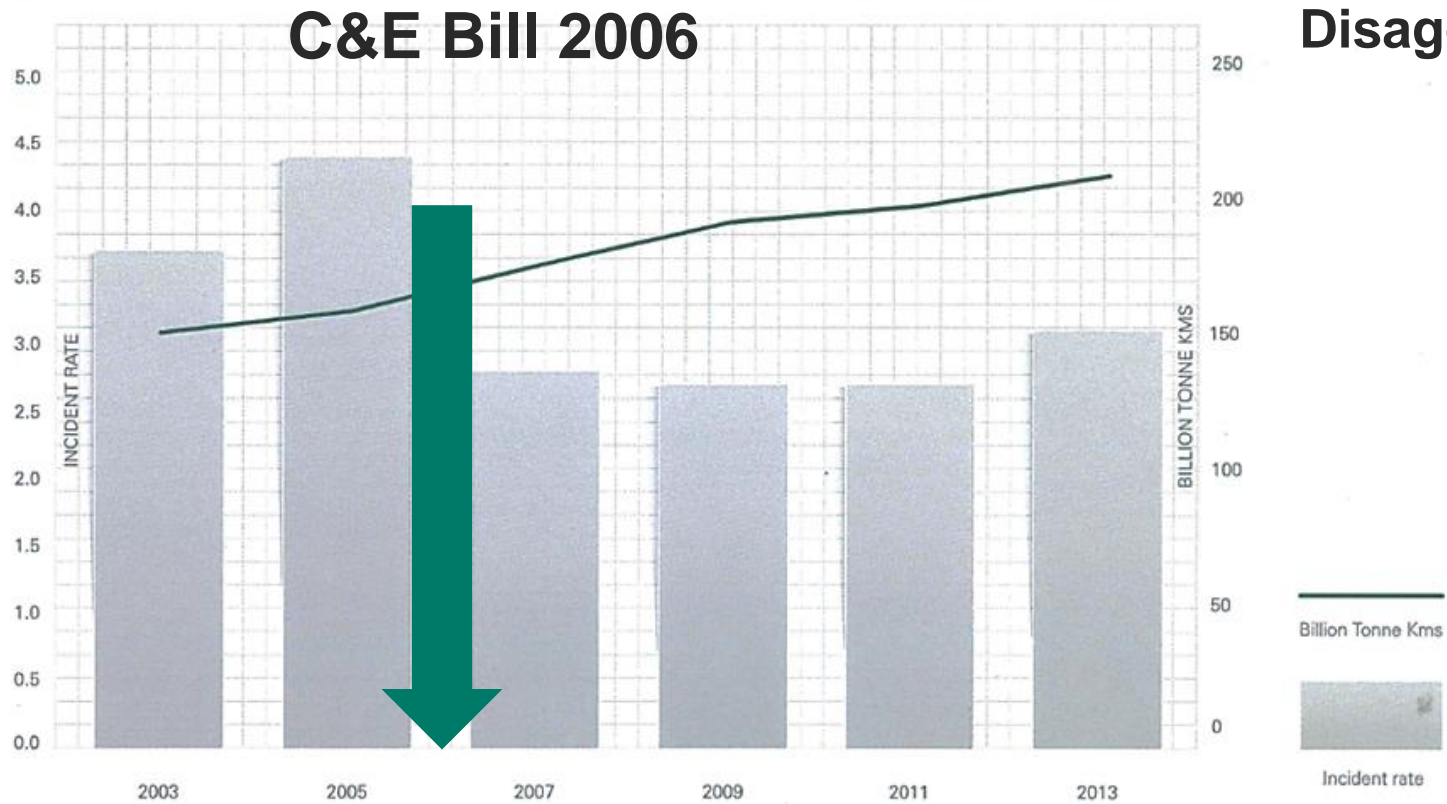
**Plenary session on Heavy Vehicles
Australasian College of Road Safety Conference**

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Are heavy vehicle laws making us safer?

Major Crash Incidents (per '000) vs Growth in Freight Task



Disaggregation?

Safety advantages of the HVNL

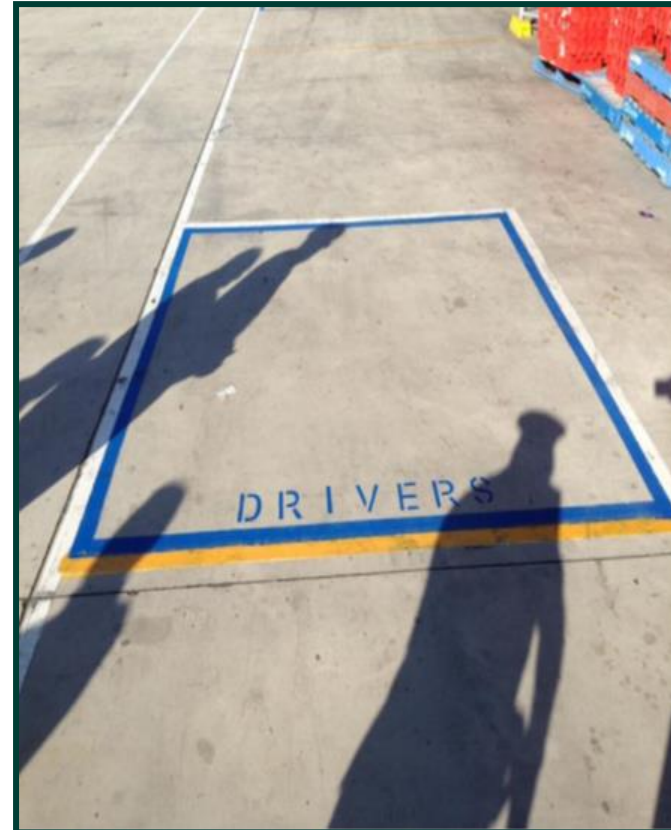
- (1) Prescriptive about the vehicle – what it must weigh, what it must do (performance), dimension parameters
- (2) Prescriptive (to a degree) about the driver – hours of work and rest
- (3) Chain of responsibility concept – on-road outcomes not solely dictated by the driver

However...

- Transport is the most dangerous occupation in which an Australian can be employed
- What would make us safer?
 1. Existing policy environment
 2. Reformed/different policy environment

Existing policy environment

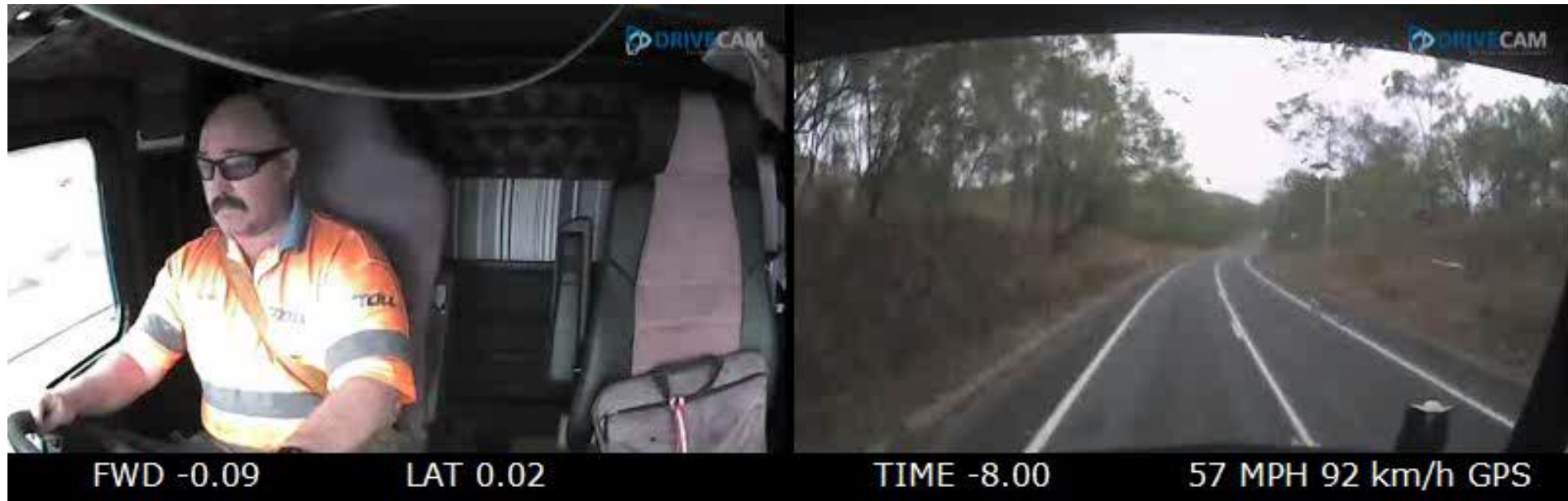
1. Greater enforcement of CoR
2. Industry education – what is ‘reasonable’?
3. Single repository of all the rules
4. More driver rest areas
5. Mandatory telematics/EWD
6. Sharing the road campaigns



Sharing the road



Sharing the road



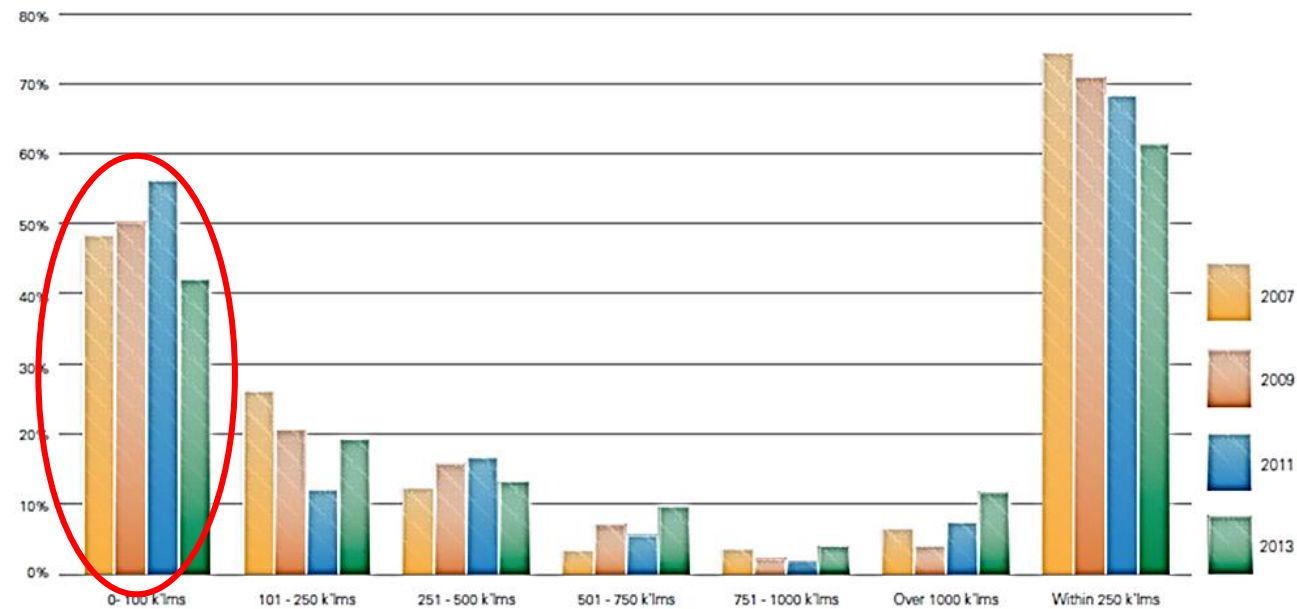
Sharing the road



Reformed/changed policy environment

1. Operator licensing regime
2. More 'carrot' for good operators
3. Focus on driver, not just the vehicle

Accident Distance From Point Of Departure



Questions/Conundrums/Reflections?

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