

NRSP

NATIONAL ROAD SAFETY

PARTNERSHIP
PROGRAM

National Road Safety Partnership Program

Monthly Bulletin

July 2024 | Newsletter No. 114

Improving Road Safety Is Simply Good Business

NRSP is proudly hosted by



MONASH
University

ACCIDENT
RESEARCH
CENTRE

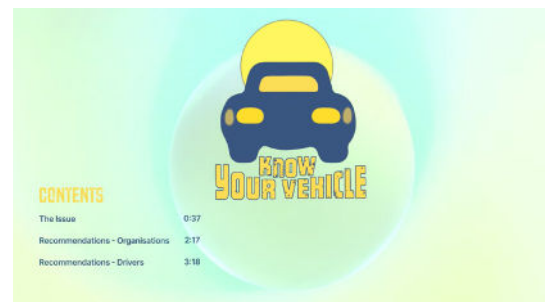
Contents

NRSPP Achievements	3
NRSPP's Newest Light Vehicle Toolbox Talk is Out Now!	4
NRSPP Annual Report	5
NRSPP Monthly Focus	6
Monthly Features:	
NRSPP Thought Leadership	6
NRSPP Blog	7
NRSPP Quick Fact - What's Hiding Behind the A-Pillar	8
NRSPP News	9
Social Media	10
NRSPP Resources	12
Events	15
Acknowledgements	

NRSPP Achievements

- NRSPP Governance Board met and held its 13th Meeting which resolved:
 - o Approval of the NRSPP Annual Report for 2023/24.
 - o NRSPP Budget for 2024/25 and work program.
 - o Confirmation of ACT Government to become a new Core Funder.
 - o Presentation on a new proposed Future Freight Cooperative Research Centre.
 - o NRSPP road safety campaign for 2025 will be on road safety is a shared responsibility.
- NRSPP to sponsor Best Submission with Implications for Improving Workplace Road Safety at the [ARSC 2024 Conference | Road Safety Excellence - Australasia \(australasianroadsafetyconference.com.au\)](https://australasianroadsafetyconference.com.au)
- NRSPP farewells the 2023/24 Swinburne Communications Design Interns Khyati Chandarana and Marama Amity and welcomes our 2024/25 Interns Christine Vong and Safiye Keskin.
- NRSPP 2023 organisational campaign "Respect Traffic Controllers" is a finalist in the 2024 International Safety Media Awards.
- Vehicle Safety Research Group Communications Working Group met on 27 June confirming the work program and supporting communications and design for the 2024 work program and Used Car Safety Ratings.
- NRSPP Grey Fleet Working Group met virtually on the 18 June and confirmed:
 - o Focus partners
 - o Working Group Terms of Reference
 - o Deliverables
 - o Literature Review focus, framework and search terms
 - o Evaluation approach
 - o Key timelines
- Webinars coming soon:
 - o NTARC2.0: Major Incident Investigation Report

- Our July Light Vehicle Toolbox Talks (LVTBT) release features the theme of [Vehicle Familiarisation](#), view the [full Toolbox Talk video](#) below.





NRSP's First New Light Vehicle Toolbox Talk is Out Now!



Wondering what that beep could be? What about how to work mirrors, check the oil level, change music, adjust your seat.

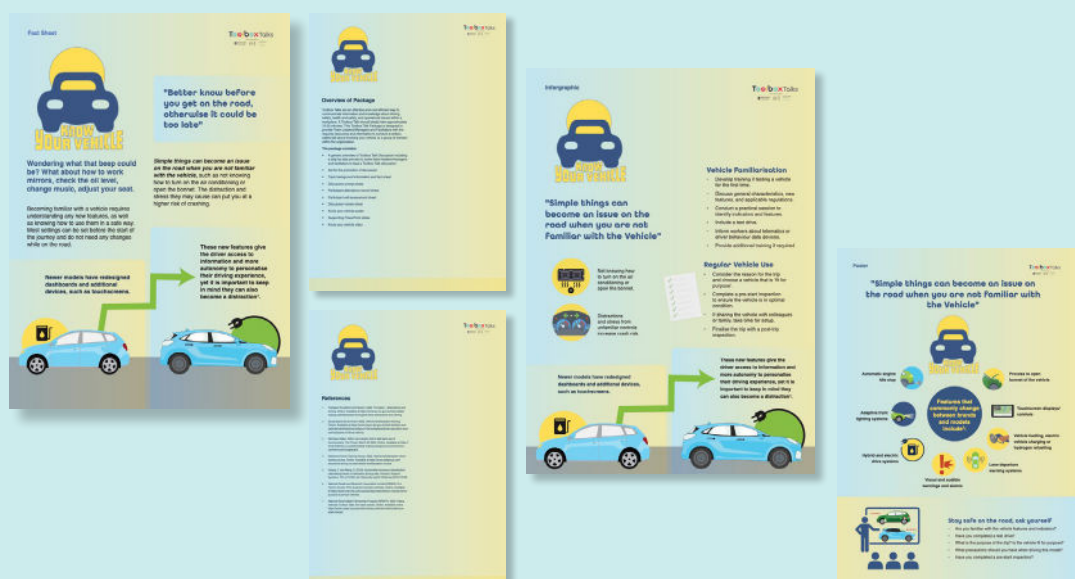
Becoming familiar with a vehicle requires understanding any new features, as well as knowing how to use them in a safe way. Most settings can be set before the start of the journey and do not need any changes while on the road.

Simple things can become an issue on the road when you are not familiar with the vehicle, such as not knowing

how to turn on the air conditioning or open the bonnet. The distraction and stress they may cause can put you at a higher risk of crashing.

Newer models have redesigned dashboards and additional devices, such as touchscreens.

These new features give the driver access to information and more autonomy to personalise their driving experience, yet it is important to keep in mind they can also become a distraction.



NRSPP Annual Report

Welcome

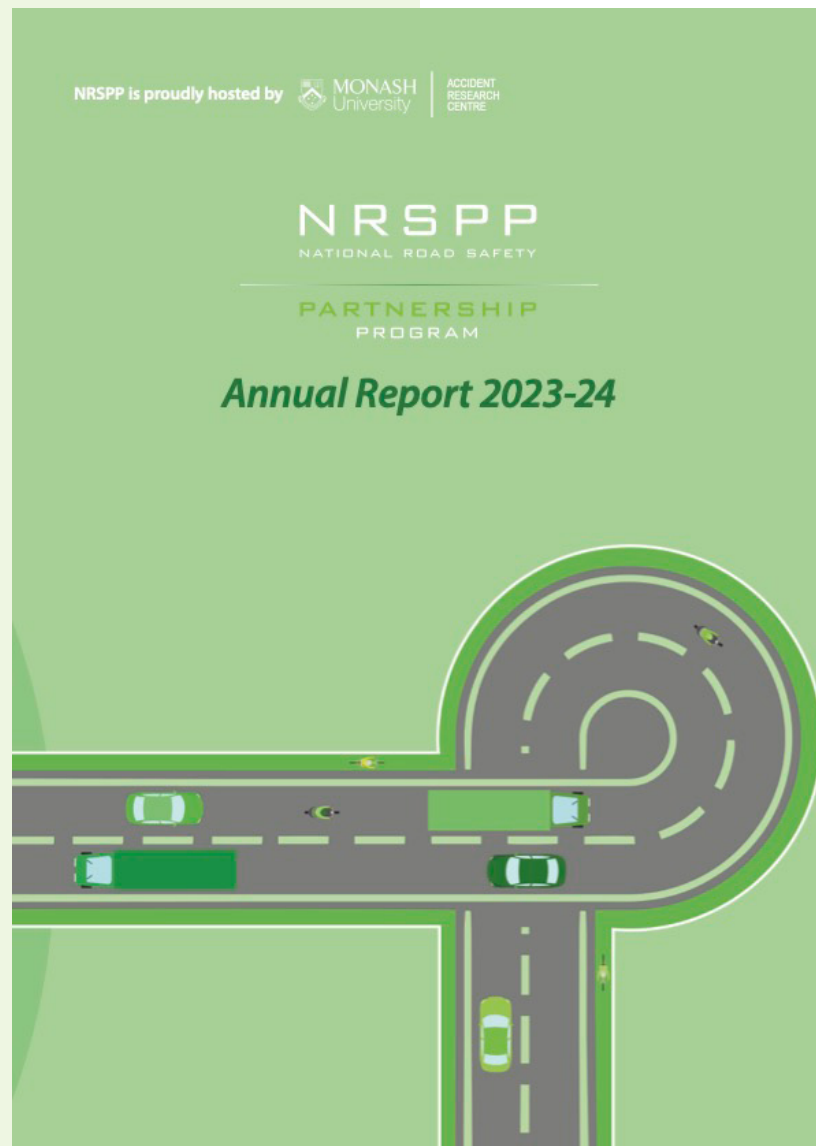
Judith Charlton | Independent Chair of NRSP

It is my pleasure to commend to you this Annual Report and year in review, describing another standout year for the National Road Safety Partnership Program (NRSP).

There are many achievements to acknowledge and celebrate as the NRSP continues to shape the culture of road safety in the workplace. The recent partnership between National Transport Insurance (NTI), Monash University Accident Research Centre (MUARC) and the NRSP has been a major effort, culminating in the launch of a new-look heavy vehicle major incident report – NTARC2.0.

The research highlights key insights into the heavy vehicle sector, including the challenging operating environment with adverse trends in incident severity and frequency. It is particularly encouraging to see this significant program of research acknowledged by Assistant Minister for Infrastructure and Transport Senator Carol Brown.

To read the full text, download the Annual Report [here](#).



Monthly Focus: Vehicle Familiarisation

The new vehicles today are evolving at an unprecedented rate, a car model today is drastically different from the same model 10 years ago. Today's vehicles are now standard with so much safety technology the driver struggles to know what it all does plus they are now a digital driving experience and some entirely or partially electric.

What this means for the driver is a whole new user experience which varies significantly between vehicles brands, types, makes and year of production.

Even simple activities such as climate control, car play/connectivity and window function can be incredibly complex for a new driver especially if they take the task on whilst driving. Add into the mix a swath of new beeps and bops, lane keep assist springing into play, suddenly what was a simple car trip for a new comer can become quite unsettling.

This month the NRSP's theme is "Know your Vehicle". All new drivers before driving should take a moment to familiarise themselves with their vehicle before heading off as trying to do it on the move will be a distraction which at the wrong time could have disastrous consequences.

Monthly Feature: Thought Leadership

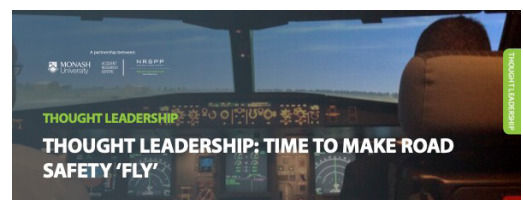
THOUGHT LEADERSHIP

TIME TO MAKE ROAD SAFETY 'FLY'

If we choose to fly a 'budget' airline, there are some things we expect to compromise on in return for cheaper airfares, but the plane staying airborne and getting us to our destination safely is not one of them. It seems, however, that standard doesn't hold true when we are talking road instead of air safety.

It's a comparison – or a 'double' standard, if you will – that perplexes longstanding safety practitioner and advocate David Jenkins, and one that is reinforced in his mind when we spend much more on road safety than aviation safety.

Click [here](#) to download the full Thought Leadership.



Introduction

If we choose to fly a 'budget' airline, there are some things we expect to compromise on in return for cheaper airfares, but the plane staying airborne and getting us to our destination safely is not one of them. It seems, however, that standard doesn't hold true for road safety.

It's a comparison – or a 'double' standard, if you will – that perplexes longstanding safety practitioner and advocate David Jenkins, and one that is reinforced in his mind when we spend much more on road safety than aviation safety.

"So for a comparatively modest investment in annual aviation administration, which is both managing airports and the safety associated with flights in and out of Australia, by and large we've achieved a fantastic safety record," he says.

"So what's the reason for the success in aviation? You have a high degree of training, which is regularly refreshed and assessed almost on a daily basis. In fact, some operators have real-time feedback in the cockpit – the equivalent of in-vehicle monitoring systems – constantly assessing whether pilots are adhering to their training and analysing near misses.

"Then you have safe aircraft with many advanced features that help pilots make the right decisions, and when they make the wrong decisions provide an audible and visual warning to alert them they're entering into danger.

"And finally if the skies are roads, the roads are designed, planned and monitored, and the aircraft using them operate within strict parameters that they're given, and if they don't follow those parameters there are consequences. We also recognise that, despite all of that, if aircraft fall out of the sky or crash with other aircraft, outcomes tend to be severe."

"Increasingly, vehicles have technology that helps drivers avoid making bad decisions..."

Road safety on a different plain

"So if a car were an aircraft, where are we?" David continues. "Our training is, let's face it, pretty basic. It's generally early in life and may never be refreshed, other than through experience and the 'school of hard knocks'."

"Many employers only assess if you have a valid licence for the vehicle you plan to drive. Yet, there are employers who insist on additional driver training for people who drive company vehicles, but not necessarily for those who drive their own vehicle to support company operations."

"Then we have how safe vehicles are, and this is where a major issue lies. Increasingly, vehicles have technology that helps drivers avoid making bad decisions – lane keeping assist, blind spot indicators, fatigue detection or distracted driving technology. That technology is increasingly available and, to me, adopting it really is a duty of care. The Federal government has published standards for employers and has made reference to the 'grey fleet', not just to owned vehicles, clearly stating that you should do an appropriate risk assessment."

"In fact, if you're asking an employee to do work on your behalf and use their own vehicle, shouldn't you be investing some of the money you're saving on buying a company vehicle into making sure the vehicle they're using is safe?"

"And, if you do that risk assessment, you will understand that certain technologies are critical contributors or controls to reducing crashes."

"Data tells us that, too. There have been several studies, particularly by insurers comparing the outcomes of crashes to safety ratings of the vehicles involved, that have shown a strong correlation between safer vehicles and better survival outcomes. So the more stars or the higher the safety ratings, the more likely you are to survive."

"But we also know, just like aircraft, that at some point speed overcomes all those safety features. Globally, speed causes one third or more of road crash fatalities, let alone serious injuries, and if you are travelling above certain speeds, even airbags and seatbelts are not going to protect you because you come to such a sudden halt that the outside of your body is intact, but the inside of your body is destroyed."

Monthly Feature: Blog

Road safety recipe: Actions to immediately reduce crashes and road trauma



There are some things in our approach to road safety that are clear to industry veteran David Jenkins. And there are some things that are not.

For example, why is it that, despite spending so much more on road safety in comparison to air safety, we 'accept' much worse outcomes?

On the other hand, there are some clear things that we can do immediately to improve road safety and reduce road trauma in Australia.

David Jenkins has been involved in safety for 35 years. Now running a consultancy in the U.S., he was formerly the VP for Safety & Security in Australia for a major international mining company, where he led changes to vehicle safety that improved safety performance and reduced costs dramatically.

David Jenkins will share safety knowledge and experience from more than three decades in industry in an NRSP webinar in July, [Making Road Safety 'Fly': A Corporate Leader's Insights And Lessons From Three Decades In Industry](#), and expands on his perspectives on road safety, including the air vs. road safety comparison, in this [Thought Leadership](#) piece.

He believes we could improve road safety quickly with some simple changes in mindset, such as procurement practices that insisted on 5-star safety rated vehicles in an organisation's fleet, including 'grey' fleets.

In the longer term, educating drivers so they understand modern safety technologies, such as lane and blind spot assist, will lead to more crashes being avoided.

"There are short, medium and long term things we could focus on," David says.

"One short term thing is for employers to make a decision today to buy the safest vehicle appropriate and make sure it's 5-star compliant. That is really easy and cost effective: nowadays the cost of a 5-star vehicle versus one that isn't is negligible. Five star does not mean it's gold plated luxury, it means it's safe.

"We know speed is a killer. So another one in the medium term is for local and federal governments to mandate lower speeds; both in the urban and the rural environment, get the damn speeds down.

Click [here](#) to register for the July NRSP webinar with David Jenkins, [Making Road Safety 'Fly': A Corporate Leader's Insights And Lessons From Three Decades In Industry](#) and here to read the Thought Leadership piece, [NRSP Thought Leadership: Make Road Safety 'Fly'](#)

To read the full text, download the blog [here](#).

Monthly Feature: Quick Fact

What is the A-pillar?

The A-pillar is the diagonal pillar on the sides of the windscreen, running from the dashboard to the roof.

Vehicles, Cyclist, Pedestrians and Motor Cyclists

The wider the A-pillar the wider the blind spot.

The A-pillar can conceal motor cyclist, cyclists, pedestrians and even small cars.

Technology

Blind spot monitors are a broad category of vehicle-based safety devices that warn a driver of other road users in their blind spot.

Active systems are sensors which scan your vehicle's blind spots. If there is something, such as a cyclist, in your blind spot, these sensors will detect it and pass on a message to warn the driver.

Tips

Slow down and observe your surroundings. Approach intersections slowly, with enough time to assess your surroundings. Look twice in each direction, and come to a full stop in obstructed intersections.

To read the full text, download the Quick Fact [here](#).


NRSP
NATIONAL ROAD SAFETY

**PARTNERSHIP
PROGRAM**

WHAT'S HIDING BEHIND THE A-PILLAR?
QUICK FACTS

What is the A-pillar?


The **A-pillar** is the diagonal pillar on the sides of the windscreen, running from the dashboard to the roof.



Source: Driving Test Caps A-Pillar Blind Spots (2018)

QUICK FACTS

Vehicles, Cyclist, Pedestrians and Motor Cyclists

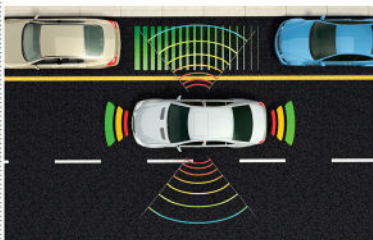


The wider the A-pillar the **wider the blind spot**.
The A-pillar can **conceal** motor cyclist, cyclists, pedestrians and even small cars.

Source: Driving Test Caps A-Pillar Blind Spots (2018)

QUICK FACTS

Technology




Blind spot monitors are a broad category of vehicle-based safety devices that warn a driver of other road users in their blind spot.

Active systems are sensors which scan your vehicle's blind spots. If there is something, such as a cyclist, in your blind spot, these sensors will detect it and pass on a message to warn the driver.

Source: Doctor Cars, How do blind spot monitors work? (2018)

Tips



Slow Down and Observe your Surroundings Approach intersections slowly, with enough time to assess your surroundings. Look twice in each direction, and come to a full stop in obstructed intersections.

Source: Doctor Cars, How do blind spot monitors work? (2018)

QUICK FACTS

Blind spot monitors are a broad category of vehicle-based safety devices that warn a driver of other road users in their blind spot.

Active systems are sensors which scan your vehicle's blind spots. If there is something, such as a cyclist, in your blind spot, these sensors will detect it and pass on a message to warn the driver.

Source: Doctor Cars, How do blind spot monitors work? (2018)

NRSP News



New Release: Vehicle Familiarisation Light Vehicle Toolbox Talk

Wondering what that beep could be? What about how to work mirrors, check the oil level, change music, adjust your seat. Better know before you get on the road, otherwise it could be too late.

[Read more...](#)



Australasian Road Safety Conference Podcast Episode 2 Released

In this episode, we chat with Dr Ingrid Johnston about what the Australasian College of Road Safety (ACRS) does and the benefits you can receive from joining the ACRS, such as access to networking events and learning opportunities.

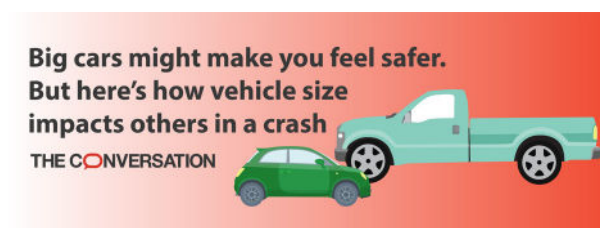
[Read more...](#)



MUARC Is Conducting A Survey For Young Drivers!

Monash Accident Research Centre (MUARC), is conducting a research project to explore the factors that influence young drivers' everyday driving behaviours.

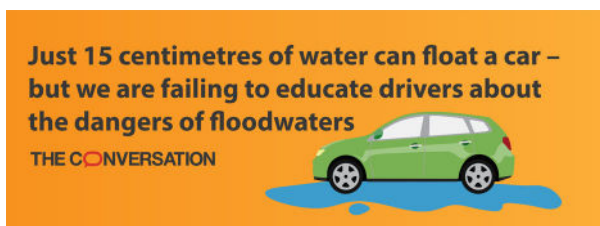
[Read more...](#)



Big Cars Might Make You Feel Safer. But Here's How Vehicle Size Impacts Others In A Crash

We're seeing more big cars on our roads, especially large wagon-style vehicles with a four- or all-wheel drive, known as sport utility vehicles or SUVs. For every passenger car sold in Australia, almost three SUVs are sold.

[Read more...](#)



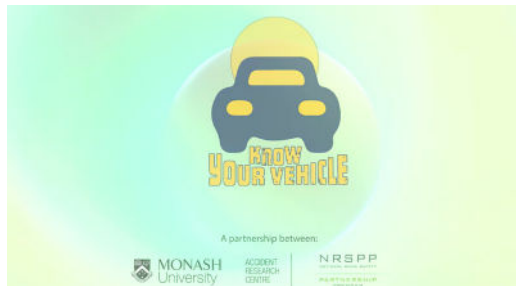
Just 15 Centimetres Of Water Can Float A Car – But We Are Failing To Educate Drivers About The Dangers Of Floodwaters

Every year in Australia, people driving into floodwaters drown and many more are rescued. Do you know what to do when there's water on the road?

[Read more...](#)

Social Media - HV TBT Snippets

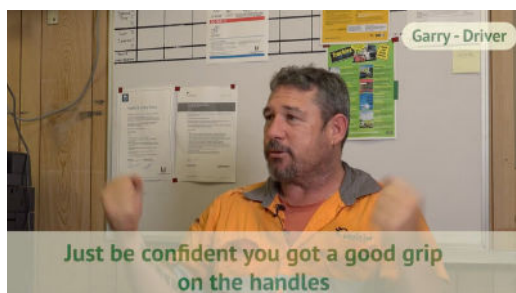
View our HV TBT Snippet videos on our website now!



Know Your Vehicle LVTBT Teaser

Download the full light vehicle 'Know Your Vehicle' toolbox talk

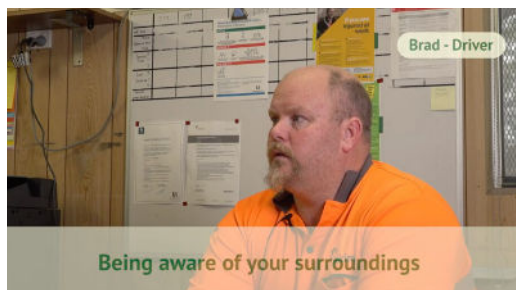
[Watch video here.](#)



HVTBT snippet week 01- 3 points of contact

Garry from Holcim talks about how to stay safe when entering and exiting the cabin.

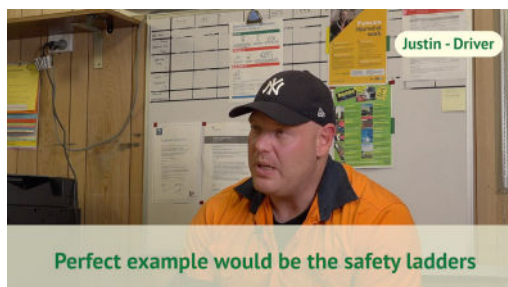
[Watch video here.](#)



HVTBT snippet week 02- 3 points of contact

Brad from Holcim talks about being cautious while climbing in and out of the truck cabin.

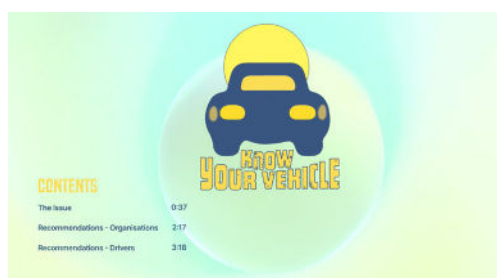
[Watch video here.](#)



HVTBT snippet week 03- 3 points of contact

Justin from Holicom explains three points of contact.

[Watch video here.](#)

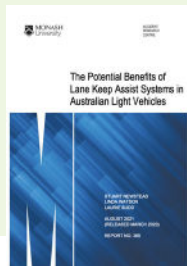


Know Your Vehicle LVTBT

Download the full light vehicle 'Know Your Vehicle' toolbox talk at the link below.

[Watch video here.](#)

NRSP Resources



The Potential Benefits Of Lane Keep Assist Systems In Australian Light Vehicles

Technologies mitigating unintentional lane departures are very important in the Australian road safety context, particularly on high-speed rural roads. Resulting crashes from unintentional lane departures comprise a high proportion of serious injury in light vehicle involved crashes, accounting for 42% of fatal crashes and 55% of resulting fatalities.

[Read here...](#)



World's First Commercial Van Safety Ratings – By Thatcham Research And Euro NCAP

With more home deliveries due to the pandemic, an increase in the number of vans on our roads is beginning to draw attention to the issue of the safety standards of these vehicles. A new Van Safety Rating, launched by Thatcham Research and Euro NCAP, have produced some worrying results.

[Watch here...](#)



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 here...](#)



Retired IIHS-HLDI Chief Survives Severe Crash By IIHS

Adrian Lund spent much of his career getting automakers to build vehicles that would protect their occupants from serious injury in a crash. After a severe collision last summer, the retired president of the Insurance Institute for Highway Safety and the Highway Loss Data Institute in all likelihood owes his life to the improvements he helped usher in.

[Watch here...](#)



VSRG RESEARCH PROGRAM: A REAL- WORLD EVALUATION OF AUTONOMOUS EMERGENCY BRAKING AND FORWARD COLLISION WARNING IN AUSTRALASIAN LIGHT VEHICLES

This study conducted a real-world evaluation of Autonomous Emergency Braking (AEB) and Forward Collision Warnings (FCW) in light vehicles in Australia and New Zealand using police-reported crash data in Australia and New Zealand between 2013 and 2017 inclusive.

[Download here...](#)

NRSP Resources



Commonwealth Fleet Vehicle Selection Policy

The Commonwealth provides an outline for policy to guide companies in their selection of fleet vehicles.

[Read here...](#)



Learning Event Bulletin: Driving – Loss Of Control – Vehicle

What Happened?

While travelling to site in a Light Vehicle the driver noted that the brakes were not operating normally. The driver was only getting braking effect at the very limit of pedal travel. Upon arrival at site the driver inspected the vehicle and discovered that the brake line support bracket was not attached and the brake line was fractured. The vehicle was removed from service and transported off-site for repair. The maintenance provider was advised about the incident.

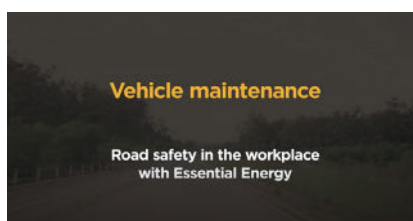
[Download here...](#)



Global NCAP Fleet Safety Guide And Safer Vehicle Purchasing Policy 2022-2023

For many businesses, driving for work purposes is one of the greatest risks faced by their employees. Careful management of the way fleets are driven, maintained and purchased will save lives and reduce the costs of road crashes.

[Read more here...](#)



Road Safety In The Workplace With Essential Energy | Vehicle Maintenance

Learn how Essential Energy has made road safety a core part of their business. This video shows the importance of safe vehicles. Pre-delivery inspections are completed before vehicles enter the fleet with proactive maintenance that targets conditions that drivers often face including dusty conditions, mountainous terrain and more.

[Watch here...](#)

NRSPP Resources



Standard motor vehicle policy

VicFleet manages the Victorian Government's standard motor vehicle policy.

The policy objective of the government is that motor vehicle use supports the government's service delivery requirements and also delivers effective outcomes in vehicle efficiency, safety and environmental performance.

[Read more here...](#)



The Things You Need to Know Before You Drive a Vehicle

Learning to drive a car can seem daunting, but with the right preparation, it can be a lot easier. Here are a few things you need to know before you start driving:

[Read more here...](#)



'Historic moment': Tasmania moves towards introducing industrial manslaughter laws

Tasmanian workers are one step closer to being afforded the same protections as their mainland counterparts under new industrial manslaughter laws.

[Read more here...](#)

Events

JULY

Making road safety 'fly': A corporate leader's insights and lessons from three decades in industry

By: David Jenkins , Intellergy Solutions

Date: July 25, 2024
Time: 11:00am AEDT

Intellergy SOLUTIONS

A partnership between:
MONASH University | AUSTRALIAN ROAD RESEARCH BOARD | NRSP



Making Road Safety 'Fly': A Corporate Leader's Insights And Lessons From Three Decades In Industry

July 25, 2024

Online

David Jenkins has been involved in safety for 35 years. In this NRSP webinar, the industry safety leader will share knowledge and perspectives on road safety built over more than three decades, including short-term measures that can improve road safety immediately and how educating consumers can drive demand for safer vehicles in the long-term.

[Register here](#)

AUGUST

itsaustralia

Summit 2024

13-15 August 2024
International Convention Centre
Sydney/Warrane



ITS Australia Summit 2024

August 13 – August 15, 2024

International Convention Centre Sydney/Warrane

Held over 4 days, ITS Summit 2024 will include plenary and technical sessions, technical tours and demonstrations of leading Sydney transport hubs, industry exhibition and of course, vibrant networking social functions at some of Sydney's most iconic locations.

[Register here](#)

Events



2024 Australasian Road Safety Conference

September 30 - October 3, 2024

Hobart, Tasmania

Join Australasia's Leading Road Safety And Injury Prevention Researchers, Practitioners And Policymakers For The Australasian Road Safety Conference 2024.

ARSC 2024 Will Be Held In Hobart, Tasmania. This Face-To-Face Format Will Bring Together Road Safety Stakeholders And Decision-Makers From Australasia And International Jurisdictions To Facilitate Collaboration And Share Information.

[Register here](#)

Acknowledgements

NRSP is delivered in partnership with



NRSP Core Funders



Programs Governed by NRSP

