



# Quarterly Report

## Australian College Of Road Safety

January 2003

### From the President

#### The Policy Documents of the College

The College has an extensive set of policies addressing a comprehensive array of road safety issues from human factors (e.g., speed management, alcohol, young drivers, pedestrians, older road users), to vehicle factors (airbags, school buses), to road factors (black spots), to fleet safety and rural safety. These can be found on the College website (<http://www.acrs.org.au/>). It seems appropriate to consider these policies now because they are being extended and thus becoming more applicable, and because we will be considering refinements and extensions at the next AGM. Hopefully, we will add policies on issues such as school speed zones, motorcycle safety, and other issues of concern to members. This report considers the processes by which these policies are created, how they can be used, and how each member may contribute to the policies.

For our policies, we owe thanks to the efforts of many members who have contributed drafts of policies or suggested improvements and, in particular, we are indebted to Ken Smith who has taken primary responsibility for the policies, and to the other members of the Policy Subcommittee of the National Executive (Brian Connor, Paul Simons, Peter Waugh and Colin Grigg).

These policy documents serve a number of important functions. First, they serve as points of focus for our deliberations, thus facilitating specific consideration of relevant evidence and practice. Second, we may learn from reading the policies which typically include the reasons (evidence, logic) for the stated policy. Third, we are often better equipped to address issues and

suggestions in our road safety work, and in discussions with others. Fourth, the policies form the basis of commentary to the media from the College. I have certainly found the policies useful in the latter regard.

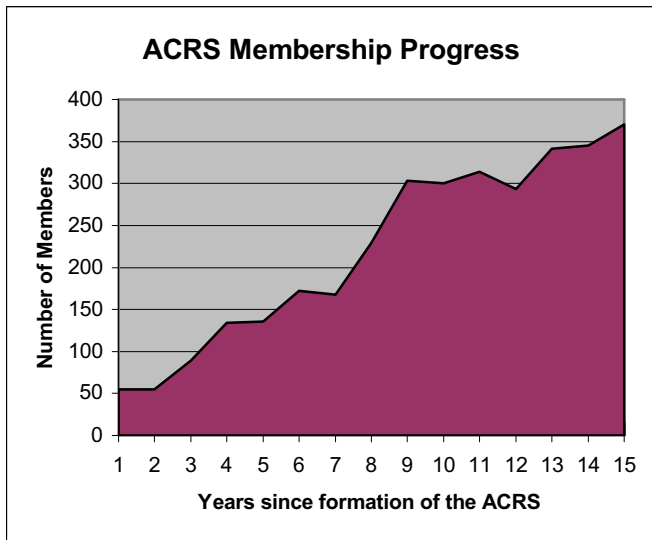
All College members have the opportunity to be involved in the creation and refinement of our policies. In accordance with the College constitution, draft policies must be adopted by members at a General Meeting, before becoming formal policies. Thus, we can all be involved in the evolution of College policies. First, any member may suggest a new policy or refinements/changes to existing policy. This can be done by writing to the Policy Subcommittee of the National Executive, through Geoff Horne at the head office in Canberra. Please consider drafting policy on issues which concern you. The policy documents provide guidance as to how to write a policy, and there are many examples available in our existing policies. If there are refinements, basic changes or additions to our existing policies which you would like to see, please also send these suggestions. We will be voting on the policies at the next AGM. However, given that this is an extensive document, the meeting will break down if we all come along to the AGM with refinements of wording without notice. So, please review our policies, consider writing new ones, and send your suggestions to Geoff Horne well before the AGM.

Soames Job, President.

#### Steady Growth in Membership

The College membership continued to grow steadily during 2002, reaching 370 by the end of the year. The College has now been functioning for 15 years. The larger the membership, the more viable it becomes to support the National

Office and to provide a high level of information flow and other services to our members. Please continue to promote membership of the College among your business colleagues .



## Membership Renewals

Have you remembered to send in your subscription for 2003? Renewals were due from 1<sup>st</sup> January. Please help to reduce the College's administrative costs by not requiring a reminder!

## News from the College Chapters

### ACT and Region Chapter

The Chapter held a seminar on Fleet Driver Safety on 27 November supported by the National Office and interstate speakers.

### NSW (New England) Chapter

At its November meeting the Chapter looked at preparing a submission for the MAA's road safety grant scheme for young people in NSW. They also studied the communiqué from the 'Developing Safer Drivers and Riders' Conference to see what could be done in New England. The Chapter is applying for a grant of \$7,000 for its Drive Alive Expo for high school students for 2003.

### NSW (Sydney) Chapter

The Chapter held a seminar on the 50kph speed limit at 4 pm on 27 November, hosted by the Sydney office of the NRMA. The speaker was Lyn Hadner of the NTC.

### Queensland Chapter

The Chapter held its last meeting for the year on 3 December with guest speaker Evelyn Bingilis. The Chapter is working on a response to the 'Developing Safer Drivers and Riders' conference communiqué. The Chapter Executive has also made an approach to the AITPM Queensland Chapter about some joint initiatives in 2003.

### South Australia Chapter

The main activity in 2002 was preparation for the community road safety workshop held on the Sunday before the national road safety conference. About 40 people attended the workshop from all States and NZ. The Chapter took on the task of summarising the workshop and making submissions to relevant stakeholders.

### Victorian Chapter

The Chapter is planning some rural seminars for older road users early in 2003. The Chapter also hopes to hold a seminar on the latest alcohol use research, with input from the Victorians who went to the ICAST conference in Montreal .

### Western Australian Chapter

The Chapter continues with its monthly 'third Thursday' meetings and held a planning meeting for 2003 activities in November.

## Proceedings of the 'Developing Safer Drivers and Riders' Conference

The July 2002 conference proceedings on CD - ROM are available at \$35 each (includes GST, post and packing), or at the **discount price of \$25** each to College members.

A correspondent in the USA wrote: "I have received the CD and had a brief opportunity to look at some presentations and discussions. It is a great compilation of work...and an extremely professional package. It has some very valuable lessons and was well worth the wait."

## Road Safety a 'huge issue' in WA

A recent member survey conducted by the RAC (WA) showed that Western Australian motorists regard road safety as a "huge issue of public concern". Members ranked road safety second only to personal safety, of slightly more concern than crime and the public health system, and significantly of greater concern than the cost of

living and the price of petrol. The survey also showed that members want the State government to spend more on road safety. (*'Motoring Agenda' December 2002*)

## Struggling with fatigue

According to the National Road Transport Commission, fatigue continues to be an important safety issue for all road users, and especially for heavy vehicle drivers. For the latter, it is a regular part of their work experience and a significant contributor to fatal heavy vehicle crashes. A recent survey of long-haul drivers found that over three-quarters of respondents rated fatigue as a substantial problem. Almost half reported experiencing fatigue during their last trip. One in five said they had at least one fatigue-related incident on their last trip, and a small number said they actually nodded off or had a near miss.

In response to this problem the NRTC is proposing a new regulatory regime for vehicles with a Gross Vehicle Mass (GVM) over 12 tonnes or buses that seat over 12 adults. The aim is to better address the dangers of fatigue in current on-road operations. The proposed regulations will allow drivers and operators to choose between three options:

- *Standard hours* – a default position prescribing the maximum working and minimum rest hours;
- *Limited Flexibility* – an optional set of more permissive minimum rest and maximum working hours but with some mandatory fatigue management and compliance-assurance responsibilities imposed on operators; and
- *Full fatigue management* – an optional approach to fatigue management, based on risk management, alternative compliance and quality assurance approaches. Operators adhere to agreed standards and operating limits in return for maximum work and minimum rest hours defined by the regulatory agency according to the operator's specific fatigue risks and fatigue management system.

The core operating options will be supported by a strengthened chain of responsibility and Compliance and Enforcement provisions. Revised record keeping requirements and a general duty to manage fatigue will be inserted in the legislation. (*NRTC 'Reformer' Oct.02*)

## PBS in focus at Melbourne seminar

PBS – Performance Based Standards – will be the subject of a seminar organised by the International Forum for Road Transport in Melbourne 10-12 February 2003. PBS in road transport changes the emphasis from regulating vehicle design to specifying the safety and infrastructure protection outcomes that the vehicles must achieve. The seminar will be hosted by the National Road Transport Commission (NRTC) and New Zealand's Land Transport Safety Authority (LTSA) and aims to show how PBS works in practice. The NRTC and LTSA are promoting PBS because it offers operators flexibility, but at the same time allows operators to receive advice on how they want to achieve their outcome. PBS means that productivity can be improved, while community requirements for safety, infrastructure protection and environmental outcomes are met.

Seminar attendees will be able to see how the Global Positioning System (GPS) is used to help check that trucks are operating within performance-based standards. For more information on the seminar visit [www.nrtc.gov.au](http://www.nrtc.gov.au) or to register interest contact [nrtcseminars@nrtc.gov.au](mailto:nrtcseminars@nrtc.gov.au).

## Technology helps driving skills

The Queensland Government has funded the development of a CD-ROM and video to teach Aboriginal and Torres Strait Islander young people the finer points of getting a driver's licence. This was a local community initiative. The CD-ROM covers the process of obtaining a licence, including sample learners questions and a virtual drive through Cairns. The video covers a series of relevant safety issues including riding in buses, pedestrian and bike safety, drink driving, fatigue, seatbelts and holding a licence. (*Qld Dept of Transport and Main Roads*)

## Road Safety Scholarships

The Centre for Accident Research and Road Safety at Queensland University of Technology (CARRS-Q) is offering a scholarship and bursary program for research and study related to road safety and accident prevention. Financial assistance is available in the following: 1. Honours bursaries; 2. Graduate certificate or diploma in road safety study support scheme; 3. Masters scholarship; and 4. PhD scholarships.

For more information contact Kate Redford on 07 - 3864 4589 or [k.redford@qut.edu.au](mailto:k.redford@qut.edu.au).

### **Safety reminder for mobile users**

Mobile phone users in New Zealand are receiving a text message reminding them to assess their ability to drive when out on the town. The message reads: RUOK2DRIV? and may appear between 8pm and 6am on selected nights and mornings (usually Friday or Saturday) to complement the youth alcohol drink-drive advertising campaign appearing on TV at the same time. The text message is being transmitted to mobile users in New Zealand's major cities from September 2002 to February 2003. The idea was developed by advertising agency Clemenger BBDO and is one of the latest ploys to 'get under the radar' of potential young drink drivers where and when they least expect it. (*Road Safety New Zealand*)

### **Caring for victims of road trauma**

One of the objectives of the College is "To encourage the provision of care and support for victims of road trauma." It is good to report therefore that the Road Trauma Support Team Vic. Inc has been promised \$900,000 over three years from the Transport Accident Commission. This will enable the RTSTV to greatly enhance their services to people affected by road trauma. Does anyone have news of activities in other States?

### **Campaigns for kids**

Getting to and from school is one of the key times when children are most at risk of road accidents. Below are two examples of road safety campaigns aimed at helping parents and children to develop safer practices in traveling to and from school, while a third example seeks to improve the behaviour of drivers.

#### **'Kids need a hand in traffic' campaign**

Recently in NSW the Kidsafe organisation, with funding from the Motor Accidents Authority, coordinated a campaign entitled 'Kids need a hand in traffic'. The campaign aimed to encourage parents and carers, particularly of 5-10 year olds, to supervise their children in and around traffic. The campaign highlighted that children are vulnerable road users not just because of their size, but because they are inexperienced they can be impulsive and unaware

of the dangers and complexities of traffic. (*InforMAAtion*)

### **Kidsafe Week in New Zealand**

Kidsafe Week organisers say that child pedestrian injury rates are unacceptably high in New Zealand. The October 2002 campaign provided information to help encourage parents and family members to accompany children on their journeys to and from school. The week was launched with a 'Walk me home' day in which more than 400 primary schools participated. Sue Kendal, Kidsafe Week organiser said that walking school buses had been effective in ensuring that groups of school children walk to school safely accompanied by one or two adults. She said that most children enjoy the walking buses, preferring the social interaction of a group journey to walking alone or being driven. In addition, when walking buses are running well, they help reduce traffic congestion around schools, which in turn lowers the risk of injury to children. (*Road Safety New Zealand*)

### **SchoolZone system targets drivers**

A New Zealand company and a city council have cooperated to design a system of speed signs that only limit vehicle speeds at key risk times for school pedestrians and cyclists. The system uses electronic on-demand 40 kph high visibility light-emitting diode signs controlled to operate only when pupils are arriving and departing. The new system was trialled at five schools located on roads with speed limits varying from 50 kph to 70 kph, and included dual carriageway, main highway and city street configurations. Typically, each school has two electronic signs up to 500 metres apart marking the entry and exit points of the speed zone, plus permanent warning signs on the main road and any side connecting roads. The system has had wide acceptance from motorists and has been very successful in slowing vehicles and raising driver awareness of school pedestrian crossings. Colin Prebble of High Technology Systems, who pioneered the SchoolZone system, said that interest in the system had been shown by road safety authorities in Australia and other countries. He said that the cost in New Zealand for a typical SchoolZone system was around NZ \$30,000. More information on the SchoolZone system is available at [www.schoolzone.org.nz](http://www.schoolzone.org.nz). (*Traffic* no.3/2002)

## News from the European Community

### Concerns over insufficient new initiatives

The European Transport Safety Council (ETSC) is critical of the few road safety initiatives foreseen in the European Commission's 2003 working program in road safety. The EU Third Road Action Plan (2002-2010) is expected to be adopted some time in 2003. The ETSC believes that the EU ambitious target of reducing road deaths by 50% by 2010 (20,000 deaths) would require unprecedented levels of implementation of evidence-based measures at EU, national and local levels if it is to be achieved.

### EuroNCAP doing a lot for road safety

The European New Car Assessment Program (EuroNCAP) was described as "a key element of the European Commission's road safety strategy" recently. Speaking at the European Vehicle Passive Safety Network's annual conference in October 2002, Energy and Transport official John Berry described the program as the most cost-efficient safety initiative supported by the EC. He said that it had been the catalyst for dramatic improvements in the crashworthiness performance of modern cars. He reported that for the future, EuroNCAP's testing protocols would include: primary safety, active secondary safety, full-frontal impact test, internal head protection testing, whiplash assessment and compatibility in the longer term. In order to take account of the electronic revolution, EuroNCAP planned to include the assessment of primary safety performance with its protocols such as braking and stability or visibility.

On the other hand, Berry raised the issue of the effectiveness of ITS systems. There was only limited data, for example, that showed the number of accidents prevented by the fitment of ABS. He advised that EuroNCAP needed to be cautious over the methodology used to rate cars for primary safety and how this data would be presented to the consumer.

Good news for car occupants was that three cars in EuroNCAP assessments had achieved five stars.

### Study supports value of in-vehicle protection

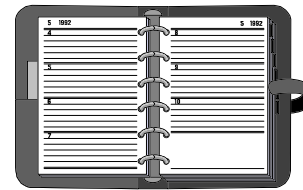
A recent study in one EU Member State reviewed the effectiveness of casualty reduction measures nationally since 1980 and demonstrated that of all

measures taken, the greatest reduction was from vehicle crash protection (15%), compared to drink/drive measures (11%) and road safety engineering (6.5%). The study concluded that the single most effective way of reducing injury risk in accidents in the short to medium term is by improving vehicle crash protection. (*ETSC 'Safety Monitor' September 2002*)

### Pedestrian Safety

The ETSC continues to express concern about the lack of effort by the motor industry to make car fronts safer for pedestrians. Jeanne Breen, the ETSC's Executive Director, said, "Time and time again, we have evidence that the car industry as a whole is not delivering voluntarily effective pedestrian protection. New cars continue to perform badly in the European Enhanced Vehicle Safety Committee (EEVC) pedestrian protection tests even though a car on EU roads today, the Honda Civic, meets around 80% of these requirements without using new technology and at an additional manufacturing cost of only 10 Euros per car." (*ETSC 'Safety Monitor' November 2002*)

## For your Diary



**10-12 February 2003: International Forum for Road Transport Technology 'International Seminar – Performance-Based Standards – Moving from theory to practice...' – Melbourne Exhibition Centre.** Contact: Organisers Australia, tel: 03 9595 0259; email: [melbourne@orgaus.com.au](mailto:melbourne@orgaus.com.au)

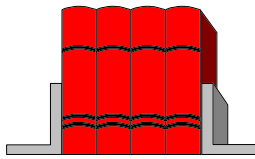
**27 February 2003: Seminar on 'Roadside Safety Barriers'** in Brisbane. For further information contact Geoff Horne at the ACRS National Office tel: 02 - 6290 2509.

**16-18 March: 1<sup>st</sup> Asia-Pacific Injury Prevention conference and 6<sup>th</sup> Nation Conference on Injury Prevention and Control – Perth, WA.** For information see [www.congresswest.com.au/injury/](http://www.congresswest.com.au/injury/)

**26-29 May 2003: SimTecT 2003 Simulation Conference and Exhibition** - Adelaide Convention Centre, Adelaide. For further details see [www.simtect.com](http://www.simtect.com).

**24-26 September 2003: AITPM National Conference on 'Transport Land Use Integration – Keeping pace with growth'** – Sydney Convention Centre, Darling Harbour. For information contact tel: 02 9320 9431; email: [aitpm@bigpond.com](mailto:aitpm@bigpond.com)

## New to the ACRS Library



The following publications have been received recently in the National Office Library. If members would like more information about them, please contact the National Office.

1. **'Motorcycling After 30'** – Monash University Accident Research Centre Report No. 192, September 2002.
2. **'Acceptability of Vehicle Intelligent Transport Systems to Victorian Car Drivers'** – RACV report 02/02, November 2002.

## Fatal accidents and vehicle fires

One of our members, Bruce Mitchell, Road Safety Officer with the City of Casey, Victoria, is seeking information on any research being done into fatal accidents where at least one vehicle involved caught fire. Please contact Bruce direct at [bmitchell@casey.vic.gov.au](mailto:bmitchell@casey.vic.gov.au) if you can help.

## Inquiry re young drivers/riders

The Parliamentary Travelsafe Committee that partnered the College in running the 'Developing Safer Drivers and Riders' conference last July is calling for submissions on a new inquiry. The inquiry is being conducted into novice driver and rider crashes in Queensland and is entitled – *Reducing the road toll for young Queenslanders – is education enough?* The inquiry will examine:

- The involvement of novice drivers and riders in crashes, and the factors contributing to their crashes;
- The human and economic costs of novice driver and rider crashes in Queensland;
- What, if any, additional driver/rider training and education should be provided to novice drivers and riders; and
- What, if any other measures should be taken to reduce novice driver and rider crashes in Queensland.

The College National Executive Committee plans to make a submission to the inquiry on behalf of the College. Individual submissions may also be made. Details are available at the website: [www.parliament.qld.gov.au/committees/travel.htm](http://www.parliament.qld.gov.au/committees/travel.htm)  
The closing date for submissions is 10 February 2003.

## National Office Contact Details

**Staff: Mr Geoff Horne, Executive Officer and Editor of the Quarterly Report  
Mrs Maxine Leader, Executive Assistant**

### Office Hours:

<b>Monday</b>	<b>9.30 - 2.30</b>	<b>Tuesday</b>	<b>9.30 – 2.30</b>
<b>Wednesday</b>	<b>9.30 - 5.00</b>	<b>Thursday</b>	<b>9.30 – 5.00</b>
<b>Friday</b>	<b>Closed</b>		

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