

IRTE NZ CONVENTION 2002

“SAFETY PAYS”

An Industry Perspective

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The Operating Environment

- Client expectations
- Social and political pressure
- Public accountability
- Operator licensing - why it's still valid
- Truck crash facts
- Road design/motorists failures



The Safety Focus

- Industry research - taking the lead
- Operator safety rating system - why we need it
- Vehicle defect standards
- Driver management - the critical factor
- Moving forward



“Safety Pays” (3 views)

(1) Safety (Quality) is like buying oats:

“If you want nice clean oats you must pay a fair price”

Fred Hermann (President Van Brunt & Sons)

(2) “It’s hard to put a dollar value on safety, while safety doesn’t sell, saving money does”

Russell Massie: in Truck & Bus Transportation (1995)

(3) The tragedy experience: A reality lesson



Overcoming Problems



Is about taking responsibility



Client Expectations



- Maximised vehicle capacity / utilisation
- Minimum delivery times
- Sophisticated services
- Low freight costs
- Internationally competitive performance

Who keeps who in business?



Social & Political Pressures

- **Luddites of the mobility age:**
 - ignore road freight transport's economic benefits
 - hostile toward the trucking industry
 - road transport and vehicles viewed as threat/menace to civilisation
 - highway policy seen as a failure
 - favour extortionist tax regimes to encourage freight onto rail
 - view cycling, walking, rail as progressive



Realist's View

- “To reverse or replace current transport technology would be the first modal shift in history to restrict (limit) rather than expand mobility, social integration and safety”

Peterson, A (2000) World Highways



Public Accountability

- The industry must be accountable
- Public entitled to raise questions about truck safety
- Zero tolerance for safety failings
- Past record cannot be excuse for complacency
- Whole of industry commitment for improvement includes:
 - trailer manufacturers, engineers, equipment vendors, maintenance personnel



Operator Licensing

- Economic protectionism removed (mid 1980s)
- Emphasis on operational safety
- Entry, surveillance and audit systems retained
- Operator licensing positives:
 1. “operator approved” by authority
 2. member of select group
 3. operations will be carried in a safe manner
 4. public confidence test can be met
- Privilege to operate can be modified or removed

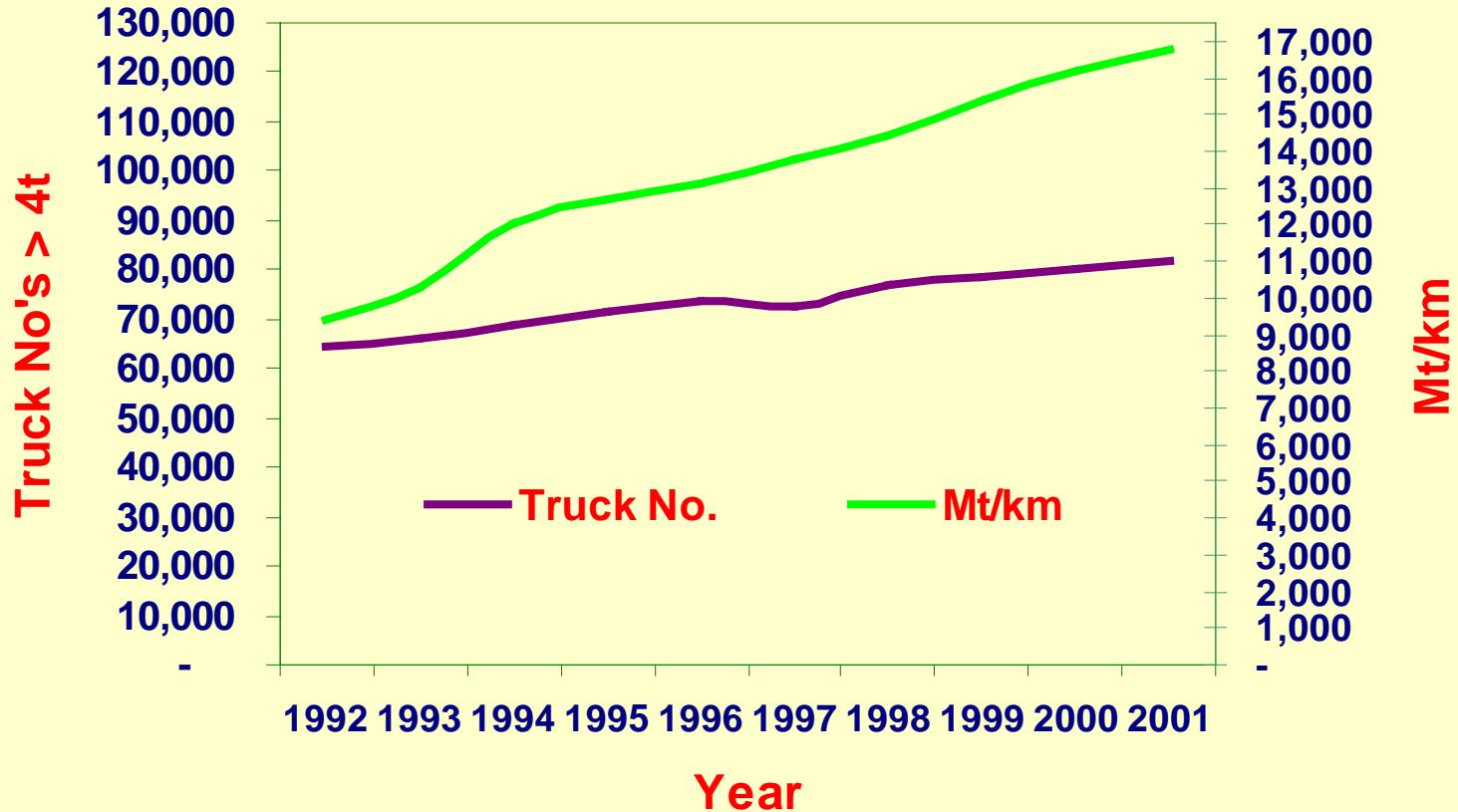


Compliance Systems

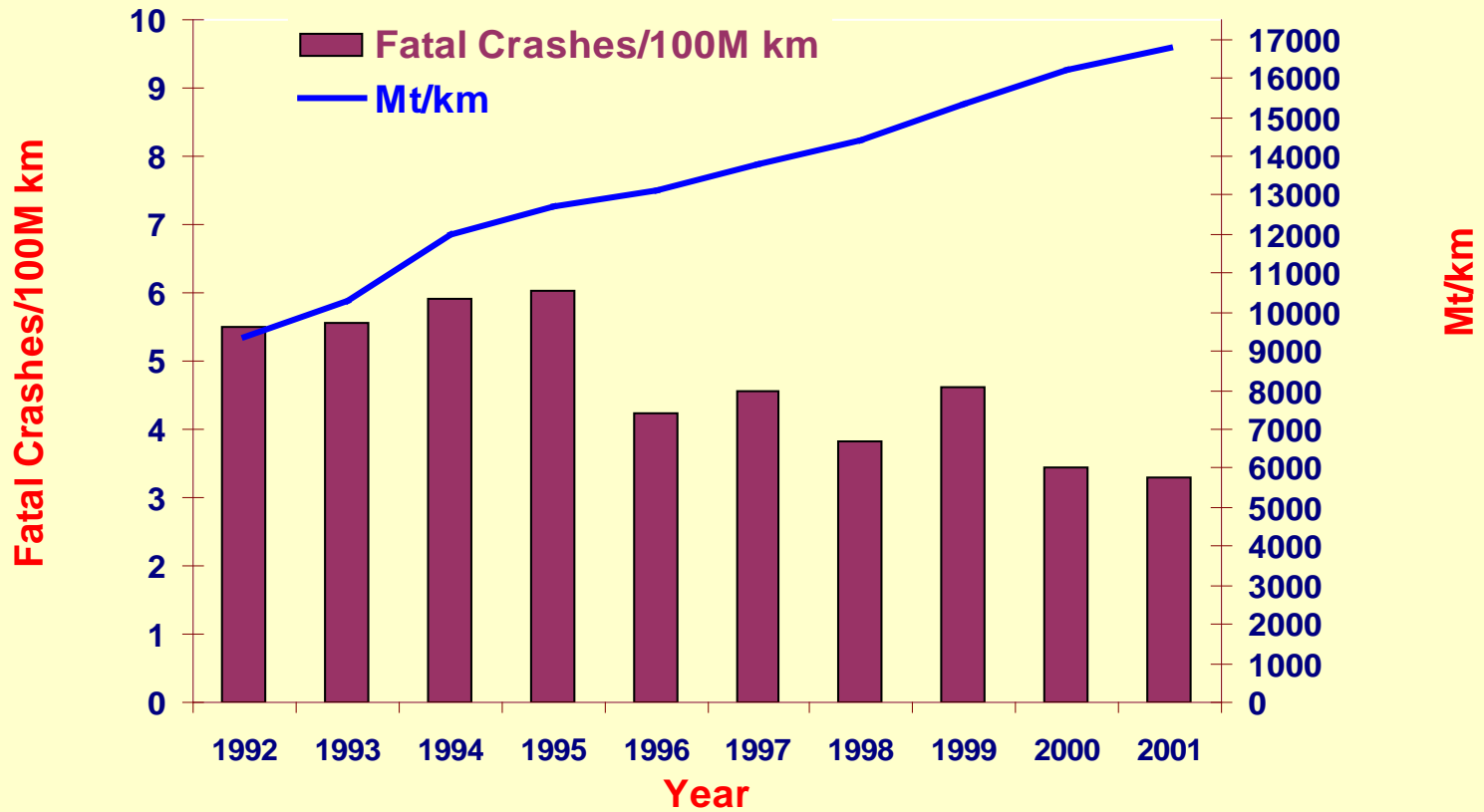
- **Industry re-regulated in last 13 years? Regular and random enforcement by various agencies:**
 - OSH Inspectors
 - ACC Auditors
 - Commercial Vehicle Investigating Unit
 - General duties Police
 - Vehicle Compliance Officers
 - Transport Licensing Auditors
 - Dangerous Goods Inspectors
 - Environmental Protection Officers
- **Results in imposed compliance costs**



Truck Fleet -vs- Productivity



Truck Productivity -vs- Truck Involved Fatal Crashes/100Mkm



Unsafe Driving Acts Around Trucks

- Changing lanes abruptly in front of a truck
 - causing the truck to slow or brake quickly
- Changing lanes abruptly to make an exit
- Unsafe passing - primarily caused by insufficient headway
- Driving slowly in the fast lane (causing truck to pass on the left)
- Speeding up when truck attempts to pass
- Merging improperly causing truck to take avoidance action
- Driving while talking on the phone or reading
- Failure to signal lane changes



Unsafe Motorist Behaviours

- Aggressiveness
- Inattentiveness
- Incompetence
- Fatigue and ignorance
- Lack of awareness
 - of the limitations, acceleration, braking, visibility around trucks



Safe Roads for Trucks

- Reasonable lane widths
- Sound seal edges
- Shallow shoulder gradients
- Visible edge markings
- Compacted hard shoulders
- Increased number of passing bays



Industry Takes a Lead

- RTF research into industry safety performance:
6 factors contributing to crashes identified:
 - Management pressure
 - Vehicle conditions
 - Driver failure
 - Outside pressure
 - Road conditions
 - Motorist failures
- Industry identified operating safety rating system as best option



Operator Safety Rating System

- Provides objective measurement for:
 - on-road performance
 - crash history
 - management performance
 - vehicle compliance history
- Identifies those that warrant more intensive enforcement
- Identifies good and superior operators
- Offers opportunity for benefit-based compliance regimes



Vehicle Condition

- Lack of co-ordination in inspection practice creates frustration and resentment
- Defect categorisation standards are essential
- Operators require stability and consistency
- OSRS could be jeopardised if defect categorisation is not available
- New roadside inspection initiatives likely to find support



Driver Performance

- Drivers:
 - Industry's first line of defence
 - May develop attitudes that aren't conducive to safety
 - Work environment contributes to driver performance
 - Must be kept up to date with regulatory changes
- Supervisory staff responsible for driver performance
- No excuse for not risk profiling new drivers
- Company's safety reputation rests with drivers



Moving Forward - Concluding Comments

- OSRS offers considerable benefits
- Regulators must capitalise on industry safety initiatives
- “Safety” isn’t in competition with productivity/ efficiency
- It’s the key to:
 - survival and economic prosperity

Safety Pays becomes reality - not an ideal

