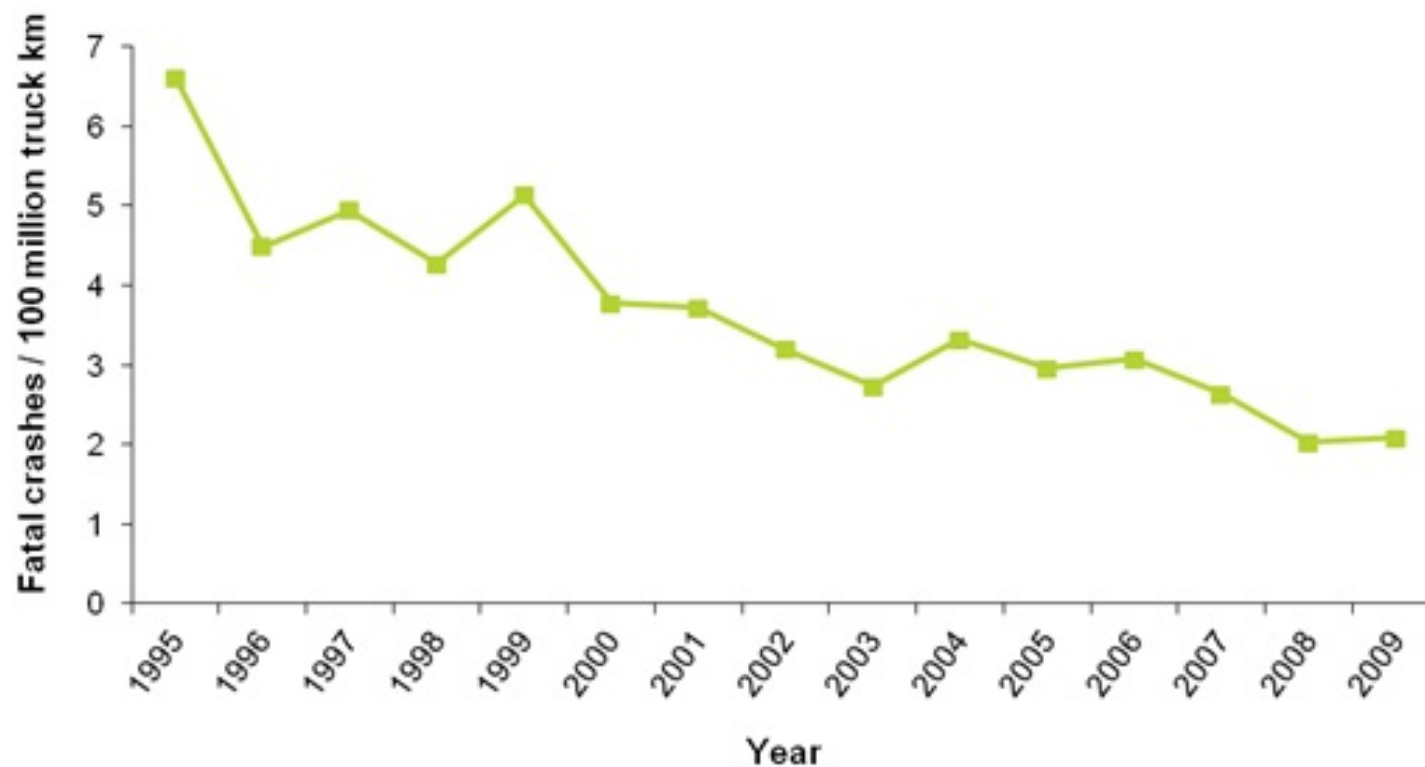


# Incentivising safety improvements

IRTENZ Conference 2013

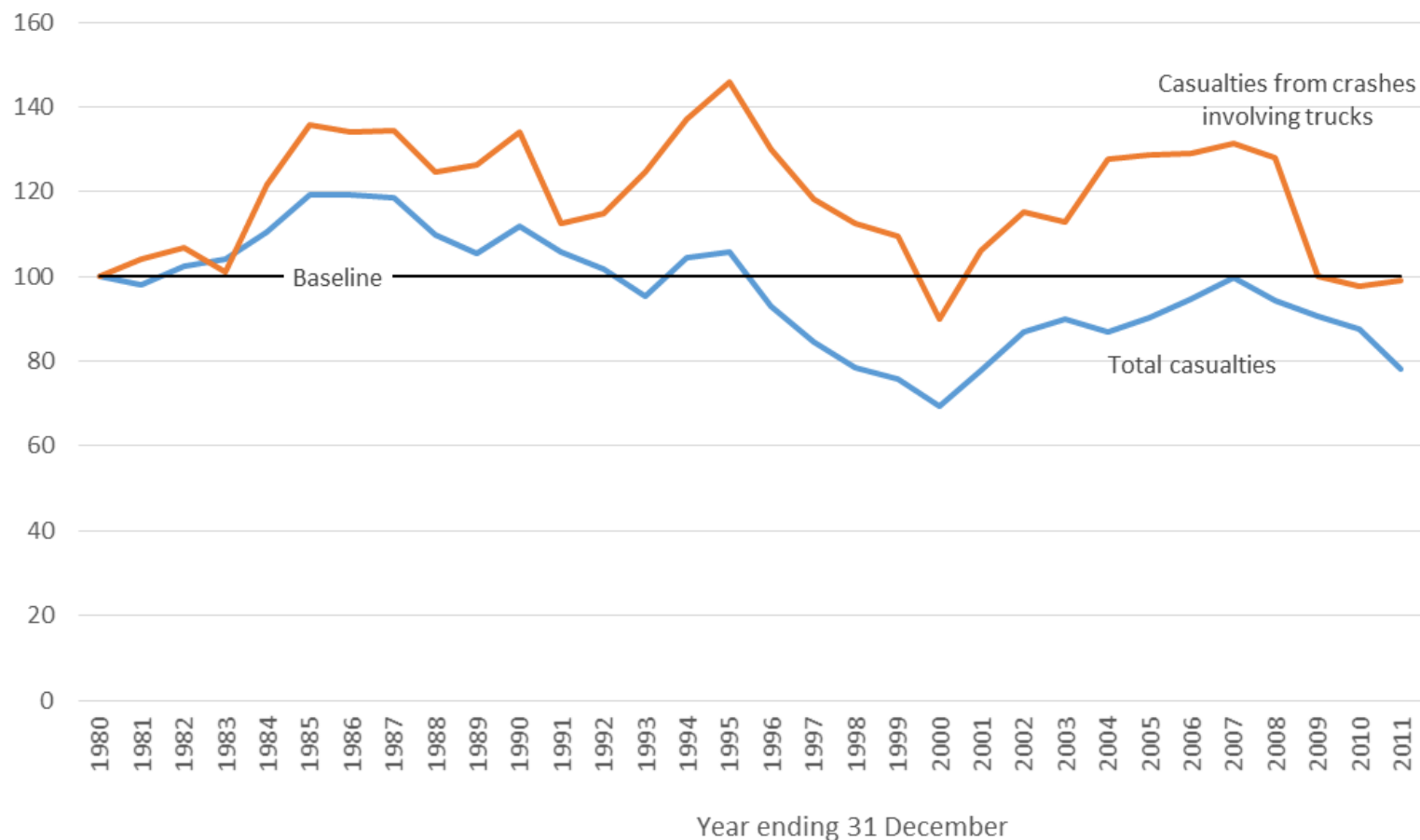


## Fatal truck crashes per 100 million truck km

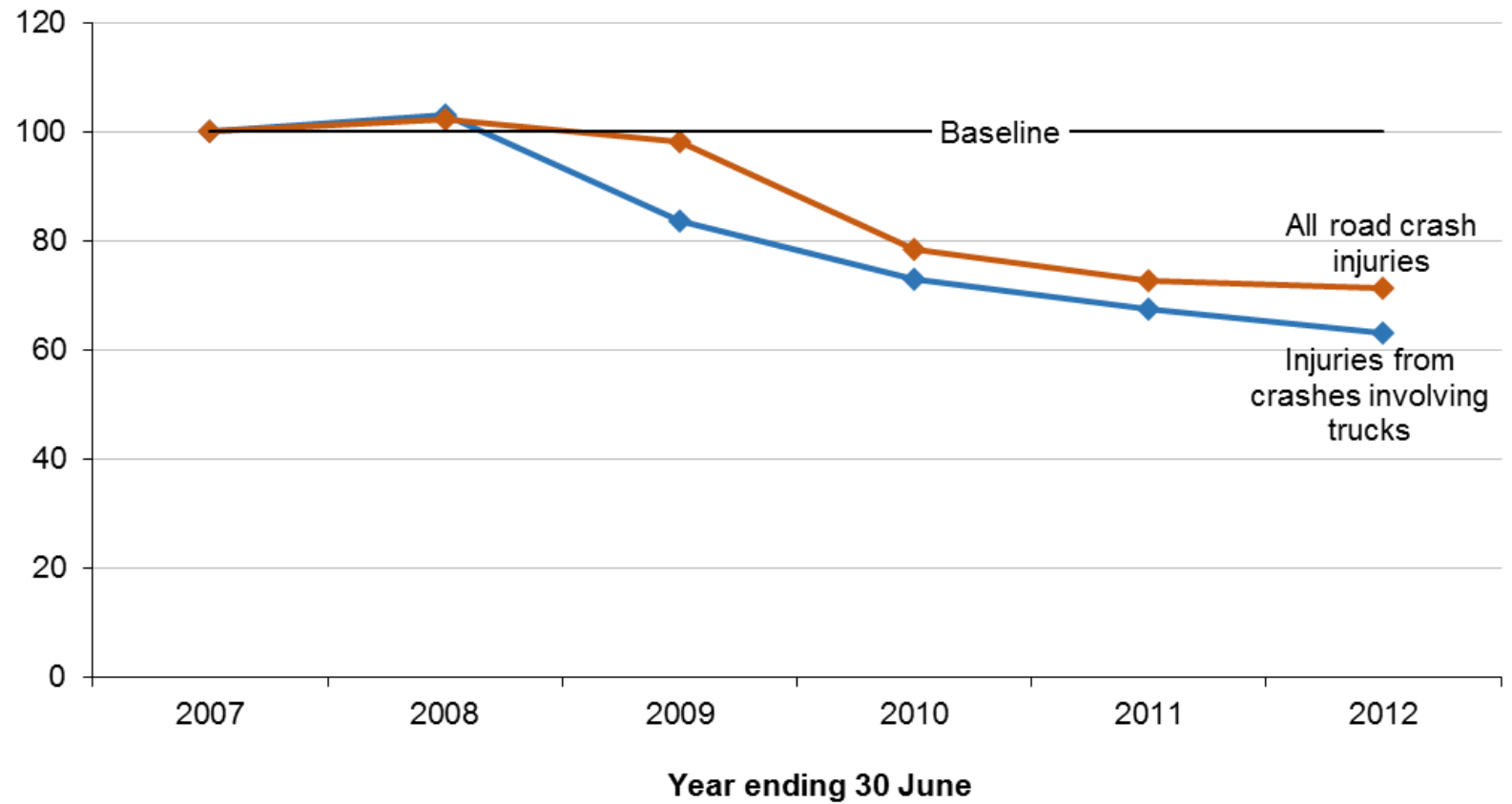


Truck km travelled based on total RUC km purchased

### Casualties from road crashes (MoT data)



### ACC entitlement claims

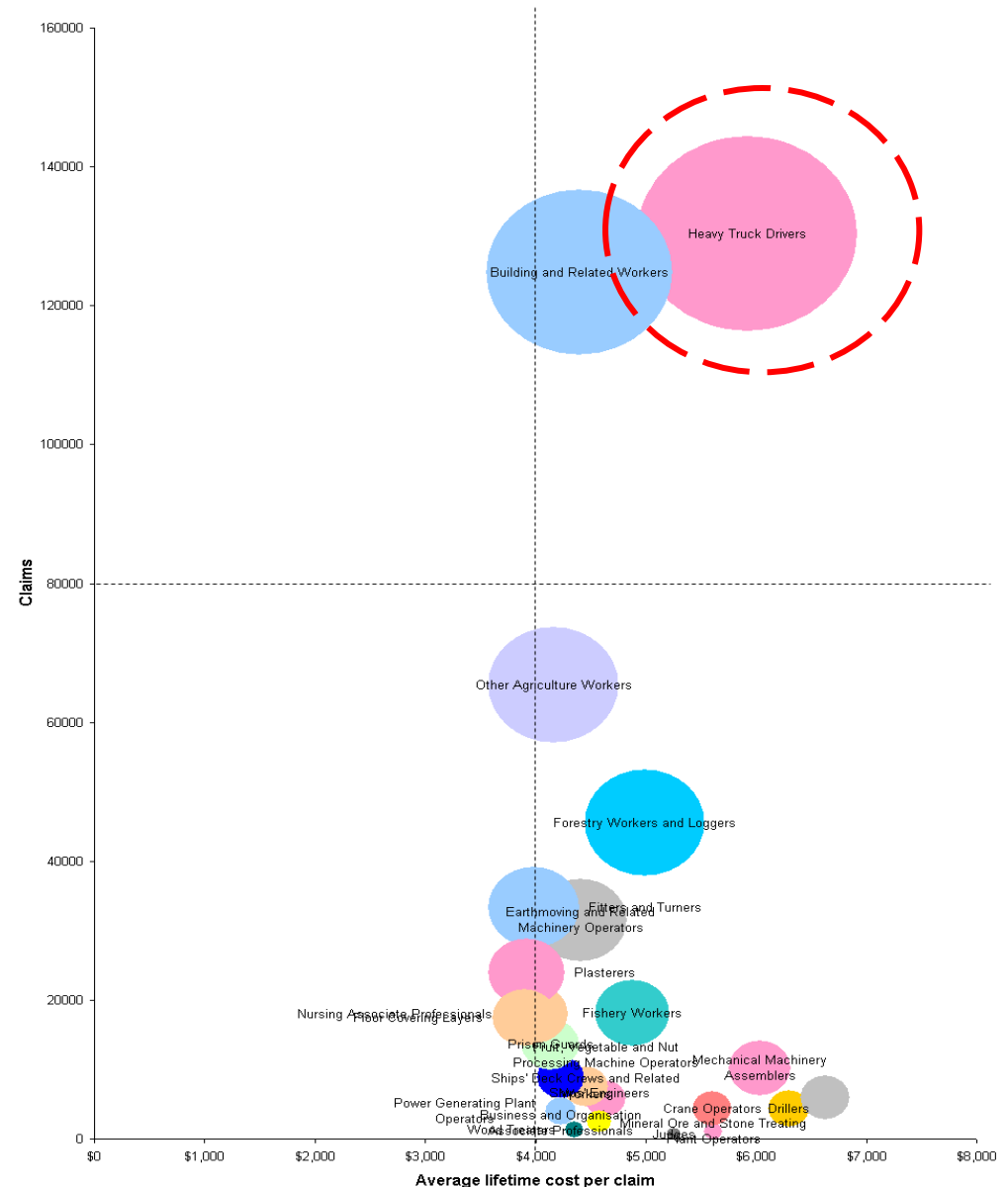


# Worst 25 occupations – AVERAGE lifetime cost of claims

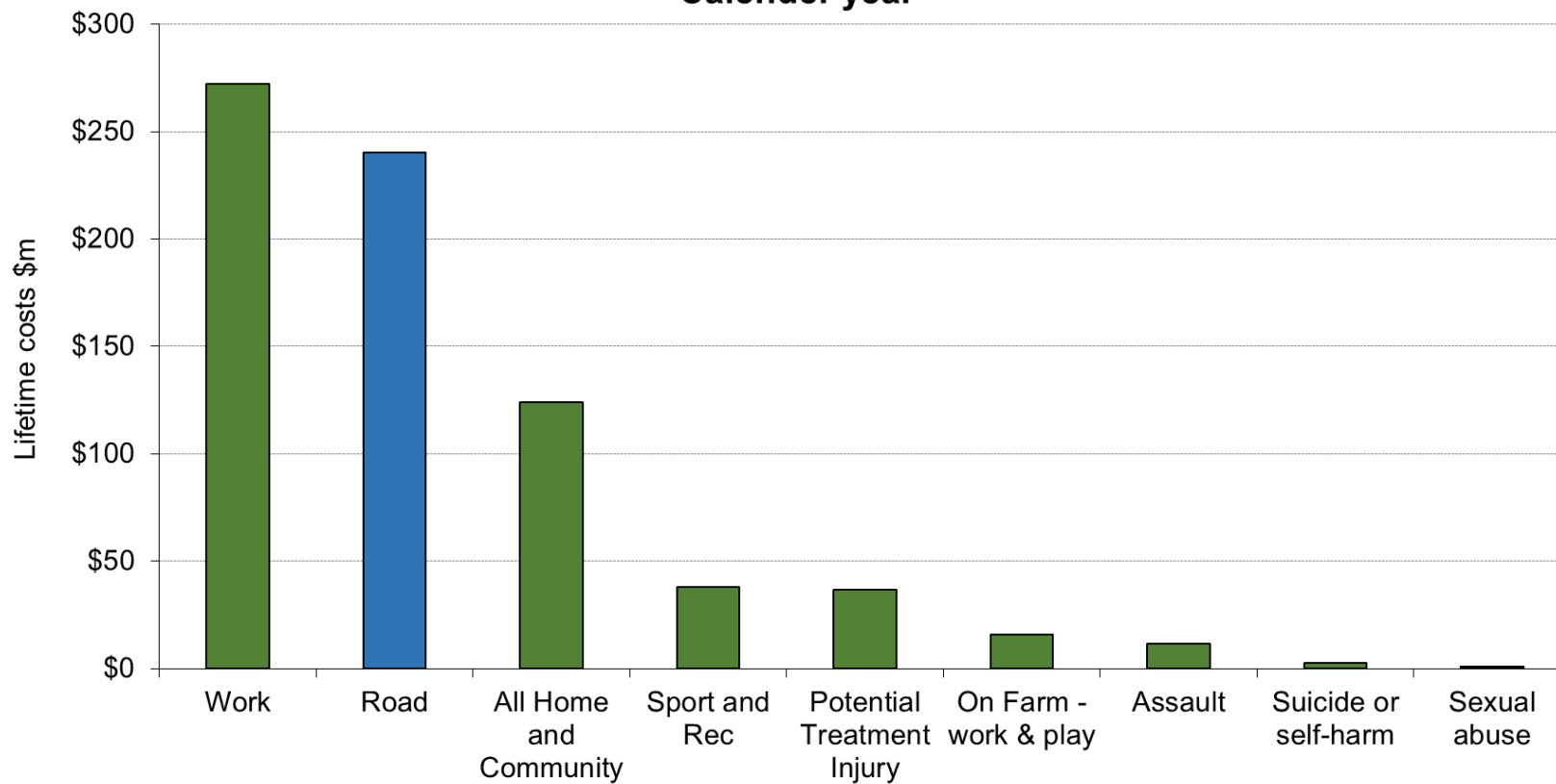
Out of the top 25 most expensive occupations by average claims, “Heavy Truck Drivers” and “Building and Related workers” are the most costly groups in total –

...and are still some of the most severe in terms of average cost

Top 25 Occupations - by highest AVERAGE cost per claim



## Total lifetime costs for Truck Drivers by settings - from 2003 to 2012 Calendar year





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# Why focus on safety?

## *Example – 19% product uptake of 19k trucks over 4 years*

	Benefit / Cost ratio
ACC over first 5 years	3
ACC from year 6 onwards	4
Societal benefits through improved road safety	15
Fleet operator	> 20

Australian government and industry audit based fleet incentive schemes have been very successful with:

- high uptake >50% of large truck in fleets
- 50% to 75% reduction in crashes irrespective of fault, depending on the scheme
- 50% improvement before joining to after accreditation



## Example - fleet owner with 10 trucks

	Per vehicle p.a.	Description
Cost	\$2,600	Implementation, SAFEDNZ driver training, audits etc
Benefit	\$19,400	Safety, maintenance, fuel savings, staff turnover reduction
Ratio	7.5 times	

- if only consider financial benefits to the operator, net benefit \$8,800 p.a. per vehicle (excludes safety benefits)
- current average profit \$6,000 p.a. per vehicle

## Case study: Alexander Petroleum

- Achieved in 3 years:
  - 18% reduction in fuel consumption (l/100km)
  - 50% reduction in incidents
  - 99% reduction in 90km/h speed exception reports from vehicle instrumentation
- Improvements in:
  - management / leadership
  - drivers
  - vehicles
  - journey



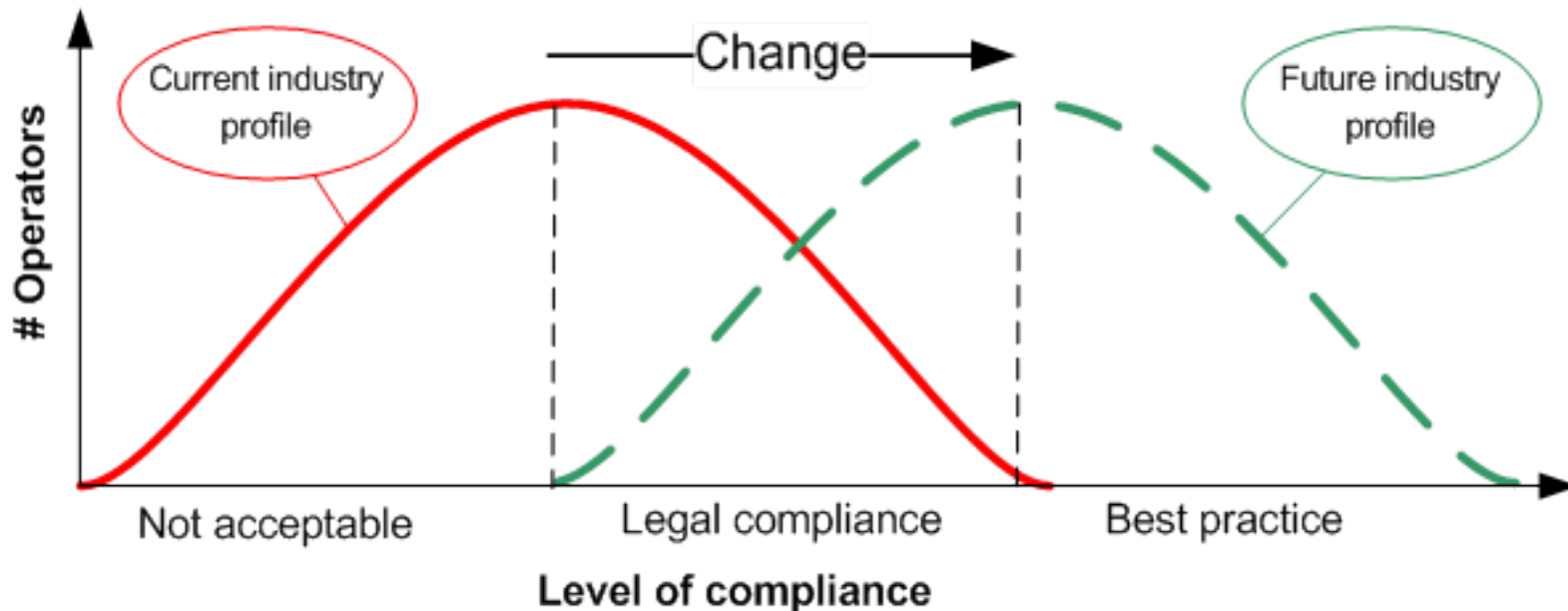


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# ACC's Fleet Safety Incentive Programme

# Incentive Programme for fleets



<p>Operators systematically flouting the law.</p>	<p>Operators who comply except when expediency gets in the way</p>	<p>Operators who strive for industry best practice, beyond minimum compliance levels</p>
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Incentive scheme aimed at encouraging the adoption of systematic management practices that will result in improved:

- road safety
- workplace injuries prevention
- fuel savings
- fleet viability and profitability
- transport productivity



- Modelled on:
  - ACC's Workplace Safety Management Programme
  - Australian heavy vehicle schemes
  - OSH injury prevention
- Incentives include reduced levy on ACC portion of vehicle licence fee
- Specific audit standards must be met
- Determined by ACC-approved on-site audit
- Road safety best practice consistent with HSE Amendment Act 1992

Abbrev	Programme	Fleet Target	Owner	Description
ORS	Operator Rating Scheme	Heavy fleets	NZTA	Rating of operators based on enforcement data related to driver infringements and vehicle inspection results.
FSP	Fleet Safety Programme 1. performance monitoring 2. web-based resource	All fleets (light and heavy)	ACC	Advice to fleets on road safety and injury prevention 1. ORS and other Police, ACC and NZTA data to provide an indicator of risk 2. information resource on transport injury prevention and road safety
FSIP	Incentive programme	Heavy fleets (5 or more fleets, weigh 3,500kg+)	ACC	Audit-based incentive scheme to encourage fleets to adopt management practices based on current injury prevention / OSH thinking.
HVPA	Heavy vehicle performance advisors	All fleets (heavy first)	EECA	Advisors who will help fleets improve fuel efficiency. Including management practices that lead to continuous improvement through monitoring, feedback etc.
Fuel efficiency	Fuel efficiency web-based resource	All fleets (heavy first)	EECA	Web-based resources for fleet fuel efficiency. Complements ACC's road safety and injury prevention resource.

# Fleet assessments

- Fleet operators undergo an independent audit to 9 standards
  - 7 closely related to WSMP, based on NZ/AS 4801 and closely aligned to HSE legislation
  - 2 fleet-specific based on TERNZ research
- Carried out by ACC approved auditors





# Current status

- Implementing changes to NZTA systems to implement new levies for programme
- Implementing on-line application process
- Finalising regulations and processes to operationalize the programme
- Launching programme in Dec 2013