

Conversations about safety in the heavy freight industry



Safe Freight Networks
Australia



Today's presenter

John Ernst

Executive Officer

South Gippsland Safe Freight Network



Safe Freight Networks

- 1) Present a model which provides localised response to safety concerns
- 2) An overview of where Freight Networks came from.
- 3) Look at the partnerships and the strategic involvement of these partners.
- 4) Provide a overview of some of the strategies adopted and some of the outcomes.
- 5) The importance of whole of route planning and the need to have each region on the freight route being a partner in safety and intelligence sharing.

Present a model which provides
localised response to safety concerns

**PARTNERSHIP
PROGRAM**

**BUILDING PARTNERSHIPS AND
DEVELOPING NETWORKS**

Benefits of Partnerships and Networks

-  Improved safety for the industry and the surrounding community
-  Sharing of knowledge, resources, expertise, information and practices
-  Providing access to broader networks
-  Improved industry efficiency and quality of industry outcomes
-  Sharing of risks

The theory of group development



Forming: Setting the stage through orientation, testing and dependence

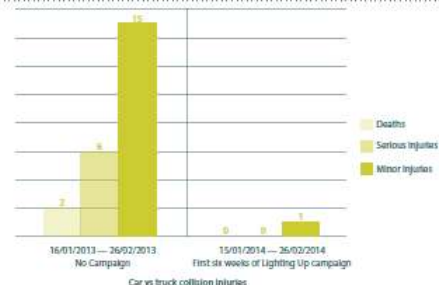
Storming: Intragroup conflict and tension based on resistance to group influence and task requirements

Norming: Openness to other group members, the development of in group cohesiveness, new roles being adopted leading to the success

Performing: Roles become more flexible, functional and supportive

Statistics

As can be seen from this graph, injuries in car vs truck crashes were significantly reduced through the implementation of a safety network campaign.



Essential people to have in a Transport Safety Network

-  Road Managers
-  Local Government
-  Major industry groups
-  Local highway patrol police representative
-  Local, State and federal government representatives
-  A facilitator
-  Road Safety Experts

For more information on Building Partnerships and Developing Networks, visit the NRSP Discussion Paper www.nrsp.org.au developed in collaboration with the Queensland Law Society.

Look at the partnerships and the strategic involvement of these partners.

- Who are the local champions?
- Who are the people that are essential if we want this to work?
- What local resources can we muster?
- Are there State and National bodies doing similar work in this area? (environmental scan)

Freight Networks came from.

- VicRoads Transport Safety Services Officers were targeting the safety of heavy vehicles in South Gippsland due to the high number of local crashes.
- Individual companies were also taking direct action within their companies to change policies and procedures.
- Vic Police and the South Gippsland Shire Council were also keen to develop solutions with the industry to develop local solutions.

Provide a overview of some of the strategies adopted and some of the outcomes.



- Heavy Freight Safety Forums
- Road Safety Days
- Light up a Truck Campaign
- Fatigue Management
- Residual Alcohol Information
- Near Miss Reporting Systems

- Sharing resources
- Access to Tool Box Meetings (meetings with groups of drivers at a work place)
- Best practice information
- Catastrophic equipment failure warning systems.
- Truck Rest Areas at strategic locations on the Eastern Freight corridor

The importance of whole of route planning and the need to have each region on the freight route being a partner in safety and intelligence sharing.

- This goes beyond the Safe Systems and Chain of Responsibility and provides a methodology for moving forward in road safety -

Questions

