



PRACTICAL MEASURES TO IMPROVE ROAD SAFETY

The trucking industry's safety record has improved dramatically.

- Authoritative new figures show that the rate of fatal articulated truck crashes fell 80 per cent between 1982 and 2015, despite the enormous growth in the number of trucks on the road. These figures were prepared by the Centre for Automotive Safety Research (CASR) at the University of Adelaide from government statistics.
- Accident statistics also show that many fatal accidents involving trucks are due to other vehicles.

Despite the industry's improving safety record, even one accident is unacceptable.

In the 2016 election campaign, the Australian Trucking Association is calling on political parties and candidates to announce they would, if elected:

- Reform the chain of responsibility laws that cover businesses in the road freight transport supply chain to include:
 - a strong general duty on all parties in the chain to ensure safety so far as is reasonably practicable. This duty would apply to industry customers as well as trucking operators
 - the extension of chain of responsibility to vehicle maintenance and roadworthiness
 - a massive increase in maximum penalties for the most serious cases to bring them into line with the other national safety laws.
- Support the rollout of intelligence led, targeted enforcement measures to deal with the small minority of businesses that ignore the law.
- Task the NHVR with registering the ATA's TruckSafe® safety accreditation scheme and other similar industry schemes as codes of practice under the Heavy Vehicle National Law.
- Mandate truck and trailer stability control technology from 2019 for new model trucks and trailers and from 2020 for new trucks and trailers, with appropriate exemptions.
- Review truck driver training and licensing to make it more rigorous and consistent across the states. The review should explore including truck driver licensing in the Heavy Vehicle National Law.
- Invest a share of the \$15.6 million allocated to the NHVR from the abolition of the RSRT to an information campaign for car drivers about how to share the road safely with trucks. The information campaign should run nationally, including in Western Australia and the Northern Territory.

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- Continue strong funding for roads and critical safety infrastructure programs, including funding for Roads to Recovery, the Black Spots program, the Heavy Vehicle Safety and Productivity Program, and the Bridges Renewal program from 2019-20.

The ATA has released separate fact sheets about why the RSRT should not be re-established and about how the Government can support stronger trucking businesses.