



Submission to the Joint Select Committee on Road Safety

It is a pleasure to put a brief submission with an attachment into the Joint Select Committee on Road Safety's considerations.

Background

The Chartered Institute of Logistics and Transport Australia (CILTA) was established in 1935 and is part of CILT-International which spans some 36 countries. CILT was established in 1919 in the UK and the Australian chapter was one of the earliest CILT members some 86 years ago. The Institute was setup under Royal Charter to deliver Continuing Professional Development to people working in all modes of transport and logistics throughout their working careers.

Activities and research into Truck Safety

Principals of CILTA have been involved particularly in Heavy Vehicle Safety research since 2002. This included research and consultancies for several government agencies and many international academic conferences. As such we would like to suggest a number of data reporting areas that will elicit a wider understanding of truck safety, and to also support several current Safety initiatives.

Considerations for the Committee:

1. There is a total misunderstanding about the structure of the heavy trucking industry, Currently, in Australia, the trucking sector that does not do transport for money (Ancillary Operators) comprises 58% of the population of the trucks greater than 4.5 tonnes GVM. As such freight rates do not impact on this proportion of the industry..

And yet the public perception of the industry is that the whole industry belongs to the ‘hire and reward’ (contract) trucking sector. This is not so. The link to the following article explains the mis conceptions of the industry. [Opinion: The trucking reality is often lost | News \(fullyloaded.com.au\)](#) Often arguments link freight rates to safety but for at least 58% of the industry this is not at all true. There needs to be further education on this segmentation of the industry as their behaviours are totally different. Even with the macro fatal truck crash reporting it is necessary to drill down as to who has the fatal crashes, the ancillary or the hire and reward sectors.

2. Fatal truck data reporting: Much of our truck safety data that policy is based on is centred around fatalities only. Firstly 80% of truck fatal accidents (NTARC/NTI Major Crash Reports) are not the fault of the truck driver (at least for the hire and reward sector). In the national truck fatal statistics, published by the BITRE a truck ‘at fault’ data line should be published as well. Whyso, because many observers of this truck fatals data, even academics, believe that published truck fatalities are 100% the fault of the truck driver. This perception needs to be dispelled.
3. Another crash data source: Besides the truck fatals data, and occasional serious injury data, the States have the ability to compile police reports on the major truck crashes in their jurisdictions. These may not all be accidents involving human injury. Why should this be done? Because major crash data is a very rich source of information that can help tune policy, eg, driver training. As an example, the NTI/NTARC major crash reports going back to 2005 have shone light on several areas involving heavy truck crashes that would not have come to public attention without this analysis being produced. NTARC data has also opened up knowledge about heavy truck crashes by actual configuration. Such data has not been published previously and has been used extensively in all three major High Productivity Truck studies cited below. NTARC opened up this data source that enabled our current knowledge on major crashes by each heavy truck class.

(2021), Review of Major Crash Rates for Australian Higher Productivity Vehicles, Brisbane , NHVR [Review of Major Crash Rates for Australian Higher Productivity Vehicles: 2015 – 2019 \(nhvr.gov.au\)](#)

(2017) “Quantifying the Benefits of High Productivity Freight Vehicles in Australia – Update” For the NTC’s “PBS Market Place Review” Melbourne 2017.

(2014) Austroads “Quantifying the Benefits of High Productivity Freight Vehicles in Australia”, Austroads Project FS 1805, Austroads, Canberra.

CILTA principals have been involved in all three of these studies

4. Performance Based Standards adoption. The above reports have shown the safety benefits of these vehicles. What needs to be understood is that because of the kilometre saving both lives and road wear are benefits arising from PBS take-up. CILTA supports the streamlining of access approvals for PBS vehicles which will de uptake. These vehicles save lives.
5. Support for other initiatives: CLOCS-A, Construction Logistics and Community Safety – Australia. The Australian adoption of the UK CLOCS model is focussed on the road safety in the very large construction sector. This is a sector with multiple safety problems. The CLOCS-A initiative is being run by the NRSP co-ordinating many major players and associations including CILTA.

For your consideration:

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Australia