MONASH University

MONASH UNIVERSITY ACCIDENT RESEARCH CENTRE

Don’t blame the driver: Reforming Safety Efforts in Road Freight Transportation

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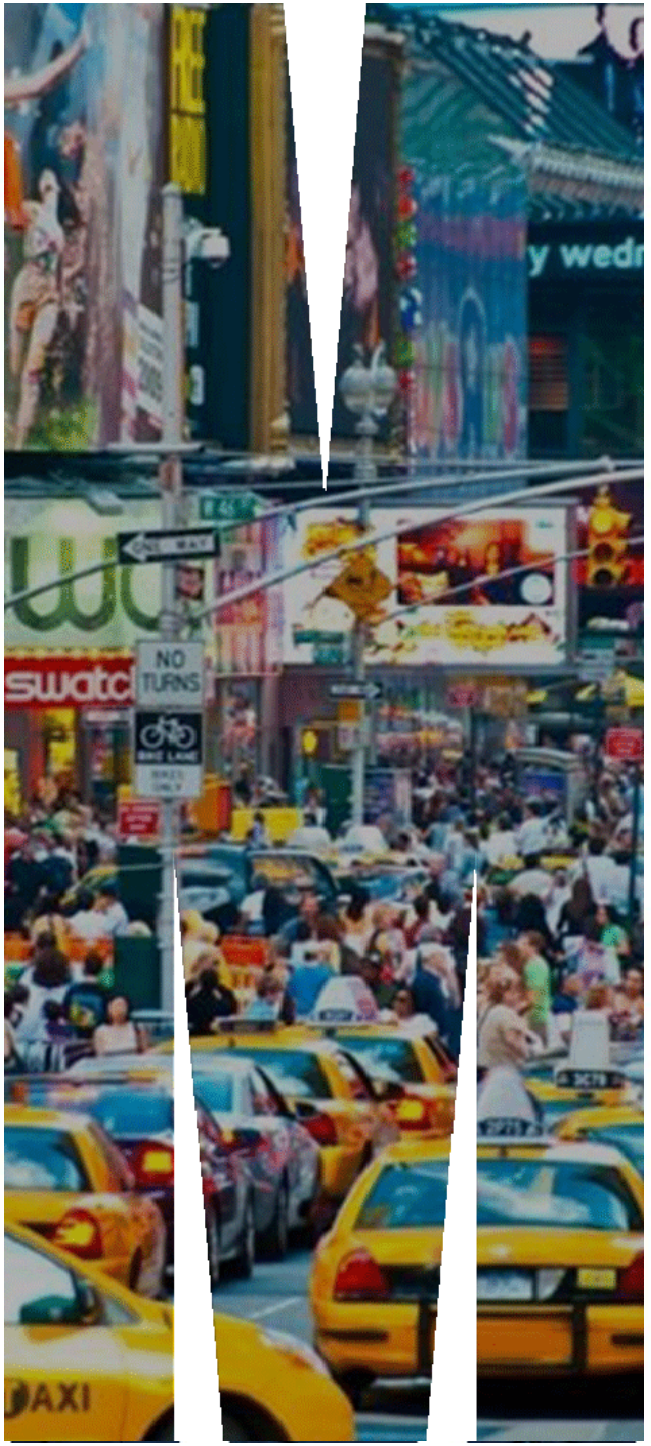
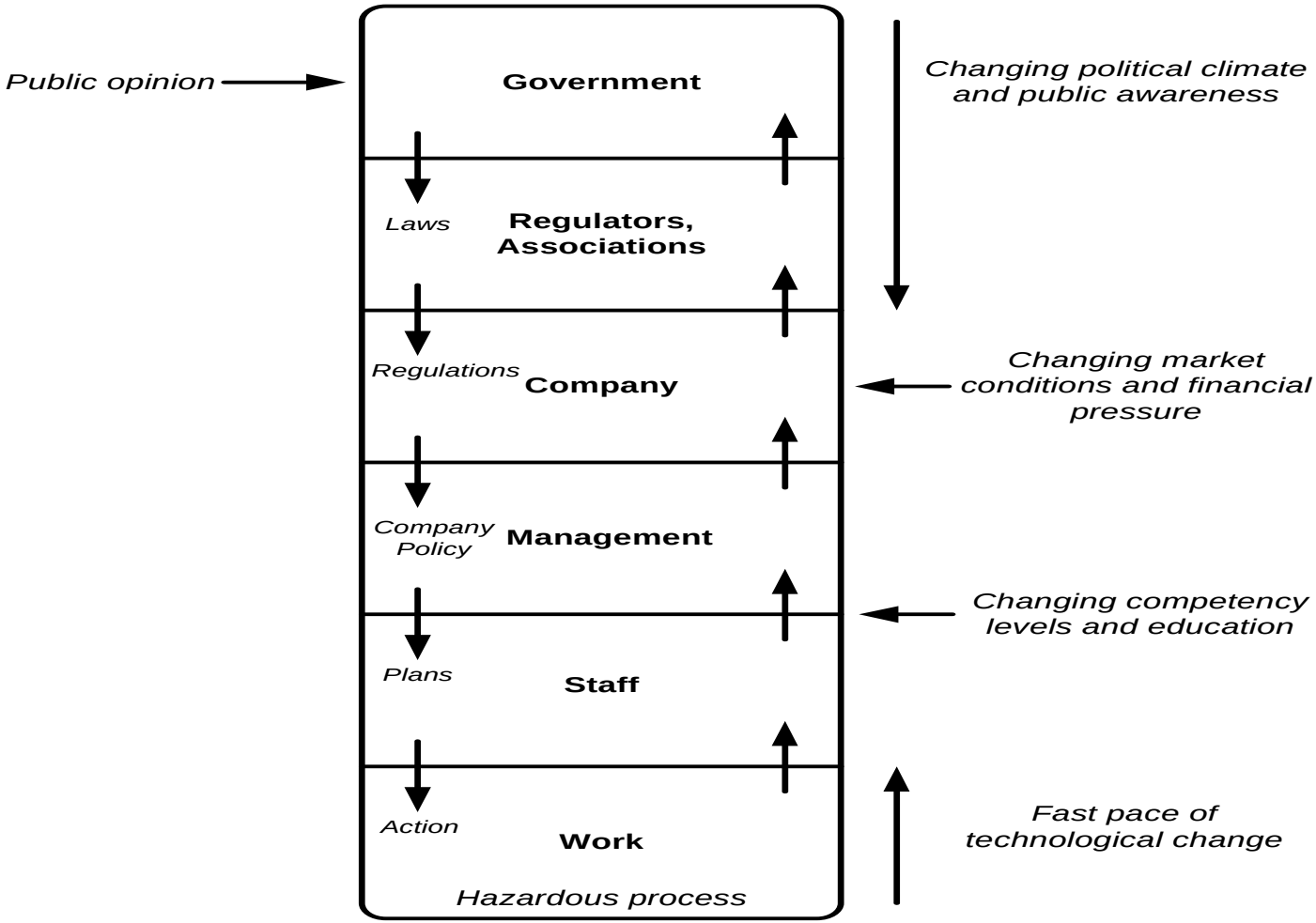
GROUP OF EIGHT AUSTRALIA



Current approaches

- Driver-focused, reductionist approach
  - Speed
  - Fatigue
  - Drug use
- Alignment with prevention efforts
- Implies the driver is to blame for crashes

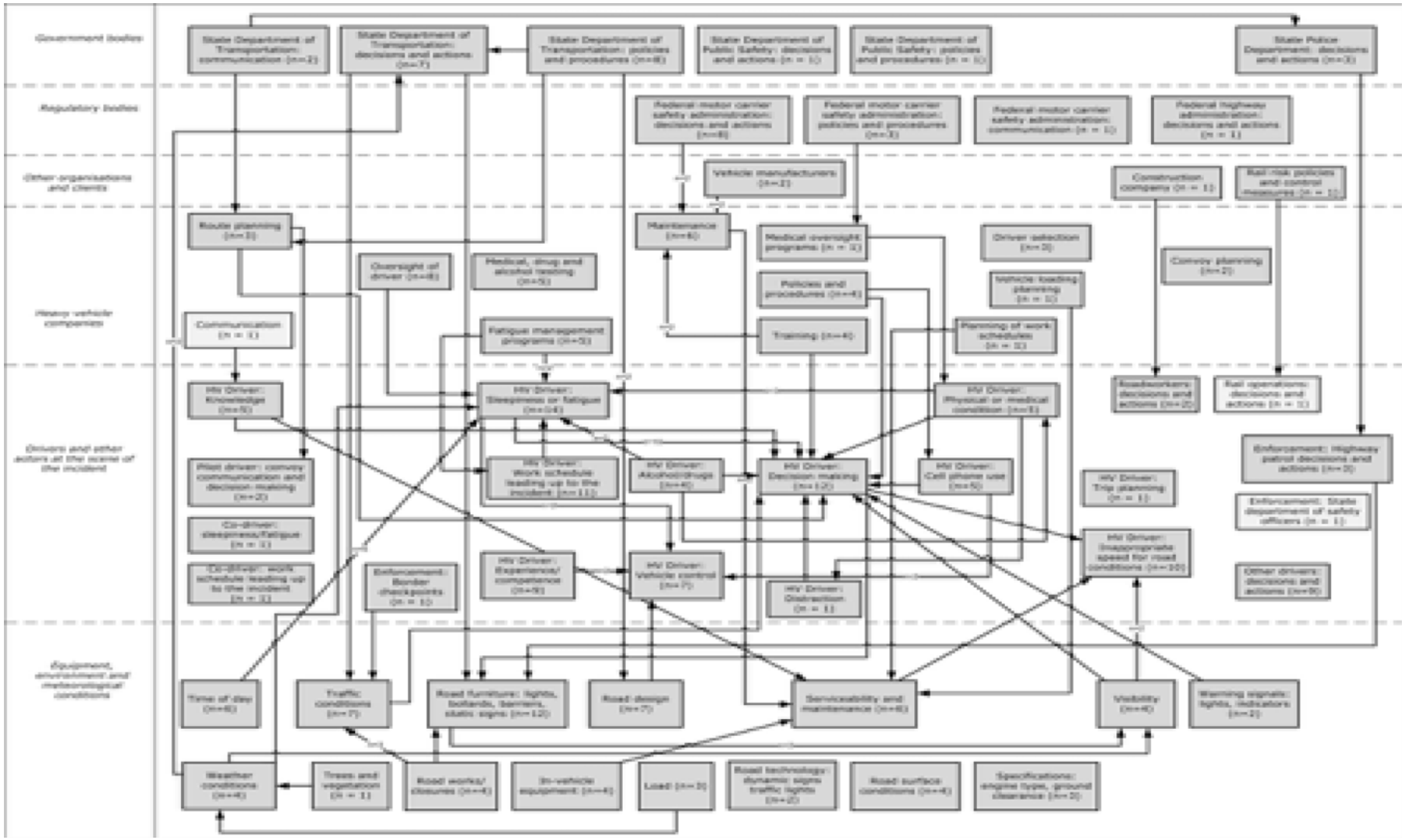
Paradigm shift: Systems approach



System levels in road freight transportation

Government bodies	**Decisions, actions and legislation relating to road transportation**
Regulatory bodies	**Activities, decisions, actions etc made by personnel working for road transportation regulatory bodies, as well as policies and guidelines**
Other organisations & clients	**Activities, decisions, actions etc made by commerical organisations that impact on road freight transportation activities, such as clients and other organisations that operate within the road environment**
Heavy vehicle companies	**Activities, decisions, actions, etc made by supervisory and management personnel at the road freight transportation company, as well as company policies, planning and budgeting**
Road Users	**Actions and decisions undertaken 'at the sharp end' prior to, and during, the crash**
Equipment, environment & meteorological conditions	**The vehicle and equipment (eg., in-vehicle telemetry), the physical road environment (eg., road surface conditions), and the ambient and meteorological conditions prior to or during the crash**

Factors contributing to crashes: NTSB reports



A new direction

- Systems accident analysis methods are required to understand and learn from HV crashes
  - A reductionist view to crash causation is unlikely to inform effective intervention or policy development
- Lack of evidence to suggest an understanding of system-based reform
  - System-based research and targeted intervention