# TRAVELSAFE COMMITTEE OF THE 50TH PARLIAMENT

# REPORT NO. 34

## REPORT ON
## THE SYMPOSIUM ON WORK-RELATED ROAD TRAUMA AND FLEET RISK MANAGEMENT IN AUSTRALIA
## BRISBANE, 10 AUGUST 2001.

## FOREWORD

In Australia, a large part of both the daily travel task and road trauma is connected with work. Most occupational deaths involve vehicles.

On 10 August 2001, the committee, together with Queensland Transport, the Department of Industrial Relations and the Queensland University of Technology's Centre for Accident Research and Road Safety – Queensland (CARRS-Q), co-hosted a symposium to examine this area of the road toll and the various fleet safety measures to address it.

The symposium's 135 delegates reviewed recent research into the extent of work-related road trauma in Australia, the costs of this trauma and how it can best be prevented or reduced. They also considered how governments, employers and vehicle fleet managers are working to address the problems.

This report presents an overview of the papers and the open discussions at the symposium[1]. The report also makes three recommendations for the state government to implement and identifies areas that warrant further work and research. The Australian Transport Safety Bureau is publishing the full symposium proceedings, transcripts of discussions and other reference material on CD-ROM to support further work in this area.

The committee acknowledge and thank CARRS-Q, host departments – Queensland Transport and the Department of Industrial Relations – the Motor Accident Insurance Commission and the Australian Transport Safety Bureau for their support and assistance with the symposium. We also thank those individuals who contributed personally to this work.

I commend this report to the House.

**Jim Pearce MP**
**Chairman**
April, 2002

[1] A transcript of the discussions is available from the Parliament of Queensland website at http://www.parliament.qld.gov.au/committees/travel.htm.

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## THE SYMPOSIUM

The committee co-hosted the symposium on work-related road trauma and fleet risk management in Australia at Parliament House, Brisbane on 10 August 2001. Co-hosts for the event were the Queensland University of Technology's Centre for Accident Research and Road Safety (CARRS-Q), Queensland Transport and the Department of Industrial Relations.

The symposium examined the extent of work-related road crashes and injuries in Australia, the road safety and occupational health and safety implications and the appropriate responses by governments, employers and employees. The program is at Appendix (1).

### Objectives

The Travelsafe Committee co-hosted the symposium as part of its obligation to monitor, investigate and report to Parliament on issues affecting road safety, the causes of road crashes, and measures aimed at reducing deaths, injuries and economic costs to the community.

Through the symposium, the committee sought to:

- Gather information on road trauma involving work-related driving in Australia, current efforts to reduce this trauma and opportunities for collaboration and improvement in the future; and
- Provide a forum for interested groups to share information, discuss the issues and identify possible solutions.

The committee's preliminary research suggested that:

- Business travel accounts for around a third of all travel, or over half if commuting to and from work is included;
- Road crashes are the most common cause of work-related death, injury and absence from work in Australia;
- Almost half of all work-related deaths involve on-road driving or commuting, with on-site vehicles involved in a further 10 per cent of deaths;
- Approximately one in four fleet vehicles are involved in crashes each year; and
- Crash repairs to fleet vehicles are estimated to cost Australian fleet owners $1 billion annually.

Parliamentary symposiums provide an ideal forum to examine issues such as work-related road trauma and fleet safety which straddle a number of government portfolios and interest groups in the private sector.

### Delegates

The delegates who attended the symposium included representatives from government agencies, peak industry and employer groups, unions, researchers, representatives from the insurance industry, employers, the media and members of Parliament. Appendix (2) lists the delegates.

## WHAT ARE WORK-RELATED ROAD TRAUMA AND FLEET SAFETY?

### Work-related driving

'Work-related driving' may be loosely defined as driving done by workers whilst at work or travelling to and from work. The vehicle may be a vehicle supplied by the employer or owned privately by the employee. Examples of work-related driving include a taxi driver driving a taxi, a delivery van driver driving on his work run, a government employee driving a Q Fleet vehicle, an ambulance driver driving an ambulance, a company executive driving a company car home from work and a worker driving to work in his/her own private car.

### Work-related road trauma

'Work-related road trauma' is injury sustained in crashes on public roads in which either the persons injured, or the vehicle drivers involved, were working at the time or travelling to or from their workplace. The injured party may be a driver, passenger, pedestrian or cyclist.

Examples of work-related road trauma include a worker struck by a car while walking on an errand for work, a truck driver killed in a crash while hauling a load, a vehicle passenger killed in a crash involving another vehicle driven by a person on the way to work, a police officer struck by a motorist while dealing with a traffic matter on the road-side and an employee killed while cycling to work.

### Fleet vehicles

'Fleet vehicles' may be defined as vehicles over which a business (or other employer such as a government agency) has some degree of influence in their selection and operation[2]. The largest passenger car fleets are likely to be those operated by Telstra and the Australian Defence Forces. Over 3 million, or 30 per cent of the registered vehicles in Australia are used in business and the percentage of company cars in the national car fleet could be as high as 15 per cent[3].

### Fleet drivers

'Fleet drivers' are people who drive a work vehicle. They travel, on average, three times the distance of other drivers[4].

### Fleet safety

'Fleet safety' is the safety management of vehicle fleets.

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2 N. Haworth, C. Tingvall & N. Kowadlo, Review of best practice fleet safety initiatives in the corporate and/or business environment (Report No. 166), Monash University Accident Research Centre, Melbourne, 2000.

3 Ibid.

4 (W. Murray, R. Tay, B. Watson & C. Schonfeld, 'Overcoming the Barriers to Fleet Safety in Australia', paper presented at the Australasian Road Safety Research, Policing and Education Conference, Melbourne, November 2001).

## WORK-RELATED ROAD TRAUMA IN AUSTRALIA

There is no clear picture of the true extent of work-related road trauma in Australia. This is because there is no single, comprehensive, topical set of data available. The crash statistics compiled by transport agencies do not consistently include 'purpose of journey' information i.e. whether the journeys that led to the crashes were work related. In the absence of precise crash and injury statistics, researchers have examined the problem of work-related road trauma using other measures and indicators such as workers compensation claims data and statistics for crashes involving commercial vehicles and third party injury insurance claims. This data is discussed below.

Recent studies by Dr Narelle Haworth of the Monash University Accident Research Centre (MUARC) suggest that road crashes are the most common form of work-related death[5]. In 1989-92, 541 persons were killed in road crashes in Australia while they were working and a further 628 persons died from injuries sustained in road crashes while commuting to and from work[6]. This represents 23 per cent and 26 per cent respectively of work-related deaths during the period[7].

A paper by Wheatley in 1997 prepared for a forum hosted by the New South Wales Parliament's STAYSAFE Committee estimated the annual cost of work-related traffic injury nationally to be $500 million[8].

## WORK-RELATED ROAD TRAUMA IN QUEENSLAND

The following section discusses work-related road trauma in Queensland based on workers compensation claims data, crash statistics and third-party personal injury claims.

### Workers compensation claims involving work-related driving

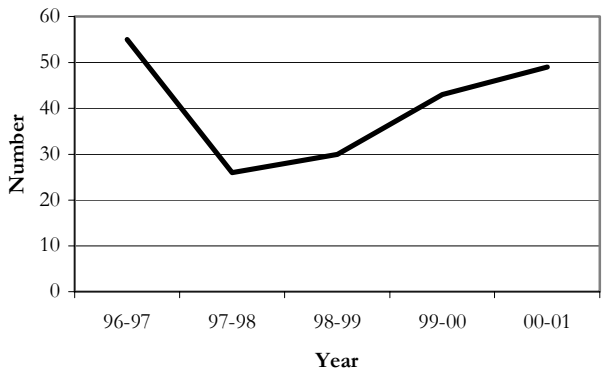
Workers compensation claims data offers a key perspective of the work-related road trauma problem. If a worker is absent from work because of injuries sustained while at work or travelling to or from work, he or she may be eligible to claim compensation from WorkCover Queensland for their loss and suffering. WorkCover Queensland is a statutory body established under the *WorkCover Queensland Act 1996* to administer the state's compulsory workers compensation scheme.

For the purposes of workers compensation, a 'worker' is a person working under a contract of service, regardless of his or her taxpaying status, and excludes company directors, trustees, partnerships and self-employed people[9].

A paper presented by Mr Robert Seljak, General Manager of the Division of Workplace Health and Safety with the Department of Industrial Affairs, discusses workers compensation payments in Queensland in relation to work-related vehicle driving[10]. The paper notes that injuries and illnesses associated with occupational driving in Queensland comprise almost 3.8 per cent of all workers compensation claims, and 6.6 per cent of all workers compensation claims during 1999-2000.

The committee sought further data on work-related driving fatalities from Queensland Treasury's QStats office. QStats derive their data from WorkCover Queensland workers compensation claims records. Figures (1) and (2) present the claims data for work-related fatalities and injuries involving vehicles over the five years 1996-97 to 2000-01. The data is provided in tabular form at Appendix (3).

**Figure (1): Workers compensation claims for vehicle accident fatalities, Queensland, 1 July 1996 – 30 June 2001.**




*Source: Queensland Employee Injury/Disease Data 2002.*

[5] N. Haworth, Fleet Safety – 'Lessons from around the world', in Murray & Hansen (eds.) *Proceedings of the symposium on work-related road trauma and fleet risk management in Australia*, Brisbane ,2002, pp. 13-9.

[6] National Occupational Health and Safety Commission, Work-related traumatic fatalities in Australia, 1989-1992, Summary Report, Sydney, 1998, in Haworth 2002.

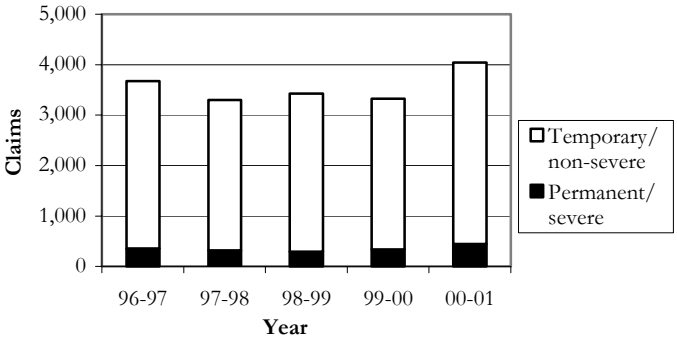
[7] Haworth 2002.

[8] K. Wheatley, 'An overview of issues in work-related driving', *Staysafe 36: Drivers as workers, vehicles as workplaces: Issues in fleet management* (Report No.9/51), Ninth report of the Joint Standing Committee on Road Safety of the 51st Parliament, Parliament of New South Wales, Sydney,1997, pp.15-24.

[9] Further information on workers compensation entitlements in Queensland is available from the WorkCover Queensland website at http://www.workcover.qld.gov.au

[10] R. Seljack & S. Maddock, 'Workplace Health and Safety in the Road Transport Industry: A Sleeping Giant', in Murray & Hansen (eds.) *Proceedings of the symposium on work-related road trauma and fleet risk management in Australia*, Brisbane, 2002, pp. 32-8.

**Figure (2): Workers compensation claims for non-fatal injuries from vehicle accidents, by severity of the injuries, Queensland, 1 July 1996 - 30 June 2001.**




*Source: Queensland Employee Injury/Disease Data 2002.*

From figures (1) and (2):

- There were 203 claims arising out of fatal vehicle accidents. These comprised 47 per cent of all claims for workplace fatalities in Queensland during the period;
- There were a further 17,985 claims for injuries;
- Of the claims for work-related vehicle fatalities (excluding 'unknowns' where the records were incomplete), 45 per cent were for accidents while 'at work' and 55 per cent were 'commuting/journey';
- For every claim for a vehicle-related fatality, there were 8 claims during the period involving severe/permanent injuries and 64 claims for minor/temporary injuries;
- 80 per cent of those killed in vehicle-related accidents were men;
- In total, 5 per cent of all claims, 8.6 per cent of all days absent from work and 10.4 per cent of total payments for workers compensation in Queensland during the five years were for injuries that involved vehicles.

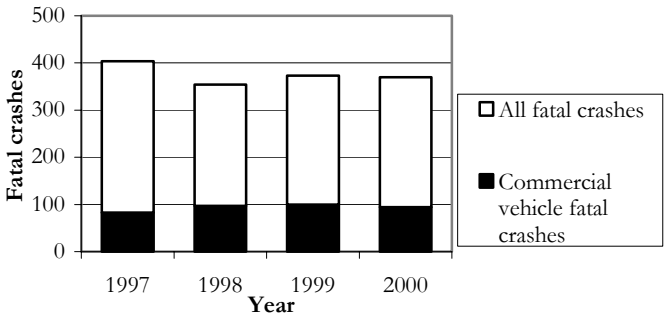
## Commercial vehicle crashes in Queensland

Work presented at the symposium by Mr Geoff Meers, Director of Strategy in Queensland Transport's Land Transport and Safety Division, examined statistics from the department's comprehensive crash database for records of crashes during the four-year period from 1997-2000 that involved commercial vehicles[11]. The database records information about the vehicles involved in crashes, the crash victims and contributing factors judged by police in attendance at crash scenes. Crashes involving 'commercial vehicles' were used as a surrogate for work-related vehicle crashes.

A limitation of the study is that it excluded crashes involving drivers commuting to and from work in non-commercial (private) vehicles. These are a significant group of crashes involving workers. The study may also inadvertently include a small group of crashes involving the private use of commercial vehicles. Overall the statistics from the study are likely to give conservative estimates of the true incidence of work-related casualty crashes.

Crashes were examined for two data-sets for the periods January 1997 – January 2000 and January 1999 – June 2001. Figure (3) below from Meers (2002) compares the number of fatal crashes involving commercial vehicles and the number of fatal crashes involving all vehicles in Queensland for the first data-set. From figure (1), there were 373 fatal crashes in Queensland involving commercial vehicles over the four years. These crashes amount to approximately 37 per cent of all fatal crashes during the period.

**Figure (3): Fatal crashes, Queensland, 1997-2000**




*Source: Meers, Queensland Transport, 2002.*

Figure (4), also from Meers (2002), compares the involvement of commercial vehicles and all vehicles in hospitalisation[12] crashes. From the figure, 3,106 of the 14,150 hospitalisation crashes in Queensland during the period involved commercial vehicles. The rate of involvement of commercial vehicles in hospitalisation crashes increased slightly over the period from 641 crashes (19 per cent) in 1997 to 922 crashes (24 per cent) in 2000. The average rate of involvement for the period was 22 per cent.

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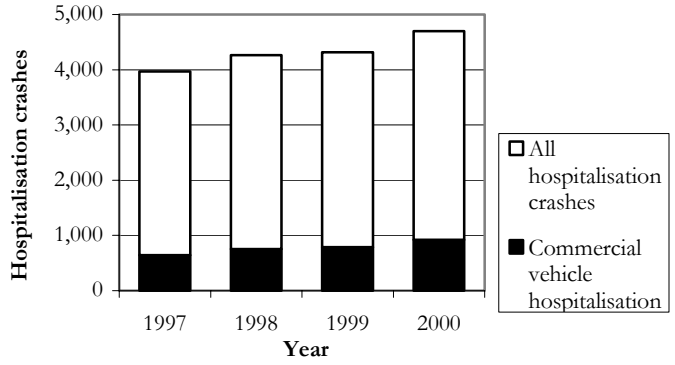
[11] G. Meers, 'Queensland Crash Data on Work-Related Road Trauma', in Murray & Hansen (eds.) *Proceedings of the symposium on work-related road trauma and fleet risk management in Australia*, Brisbane, 2002, pp. 27-30.

[12] Queensland Transport defines a 'hospitalisation' crash as a crash in which the most severe injury in the crash involves a person being admitted to hospital.

**Figure (4): Commercial vehicle and other hospitalisation crashes, Queensland, 1997 – 2000.**




*Source: Meers, Queensland Transport, 2002.*

## Crash factors

Meers (2002) used the second data-set for the period January 1999 to June 2001 to examine the factors likely to have contributed to casualty crashes involving commercial vehicles. As noted above, police who attended the crashes identified these contributing factors. The table below lists the factors that were over-represented or under-represented in commercial vehicle casualty crashes relative to their involvement in all casualty crashes during the period:

**Table (1): Commercial vehicle casualty crash factors and other vehicle casualty crash factors, Queensland, January 1999- June 2001.**

| | |
|---|---|
| **Over-represented crash factors** | |
| Heavy vehicles | up 212 per cent |
| Pedestrians | up 137 per cent |
| Negligence | up 124 per cent |
| Fatal | up 51 per cent |
| No seat belt | up 37 per cent |
| **Under-represented crash factors** | |
| Single vehicle crashes | down 56 per cent |
| Alcohol | down 55 per cent |
| Speed | down 54 per cent |
| Fatigue | down 48 per cent |
| 17-24 year olds | down 30 per cent |

*Source: Based on information contained in Meers (2002).*

Predictably, heavy vehicles figure prominently in commercial vehicle crashes. The table also shows that commercial vehicle crashes are significantly more likely to involve pedestrians, and to be fatal. In terms of factors contributing to crashes, they are more likely to involve driver negligence and the non-wearing of seat belts.

## The role of speed and fatigue

From Table (3), the committee notes in particular the relative under-involvement of fatigue and speed in commercial vehicle casualty crashes in Queensland, as discussed in Meers (2002). This seems at odds with other research. A study by Haworth, Tingvall and Kowadlo of MUARC notes work by Harrison *et al* (1998)[13] linking higher driving speeds with business or work-car use. Adams-Guppy and Guppy (1998)[14] report from a survey of British company-car drivers that speeding was common for over half the sample, and that excessive speeding was common for 13 per cent of the sample.

In regard to fatigue, Haworth, Tingvall and Kowadlo (2000) note work by Fell and Black (1996)[15] on driver fatigue. Fell and Black (1996) report that over a third of driver fatigue crashes or near crashes in northern New South Wales occurred on trips related to work. The study also notes that 43 per cent of Sydney drivers who had a fatigue incident (a crash, a near miss or moved out of their lane because of fatigue) stated that the trip was work related. Fifty-five per cent of respondents who attributed the incident to insufficient sleep linked their fatigue to long working hours or overtime. The need for further research in these areas is discussed later in this report.

## Third party injury insurance claims for motor vehicle accidents

Third party injury insurance claims arising from crashes provide a further source of data on work-related road trauma.

Ms Lesley Anderson, Commissioner of the Motor Accident Insurance Commission that administers Queensland's compulsory third-party motor accident personal injury insurance scheme, provided the opening address for the symposium. In her address, Ms Anderson noted the following statistics from an actuarial review of claims against the scheme for crashes involving different classes of vehicles. 2.4 million vehicles from 25 classes are insured with the scheme. The classes of vehicles range

[13] W. Harrison, E.S. Fitzgerald, N.J. Pronk & B. Fildes, An investigation of characteristics associated with driving speed (Report No.40), Monash University Accident Research Centre, Melbourne, 1998.

[14] J. Adams-Guppy & A. Guppy, 'Speeding in relation to perceptions of risk, utility and driving style by British company car drivers', *Ergonomics, v*ol. 38, No. 12, 1998, pp. 2525-35.

[15] D. Fell & B. Black 'Driver fatigue in the city', in Hartley (ed.), *Proceedings of the Second International Conference on Fatigue and Transportation: Engineering, enforcement and education solutions,* Promaco Conventions, Perth, 1996, pp.165-187.

from Class (1) (cars and station wagons) to Class (25) (trailers).

The statistics quoted by Ms Anderson suggest vehicle classes likely to be commercial vehicles or involved in work-related driving (heavy trucks and vans, buses, taxis and hire vehicles) generally have a higher frequency of claims and, in some cases, higher claims amounts than the class covering private vehicles:

- The average annual claims rate for **Class (1) vehicles** (cars and station wagons) which accounts for 1.7 million vehicles (71 per cent of the total number of vehicles) is 4.5 claims per 1,000 vehicles, or 0.45 per cent.
- For **Class (3) vehicles** (Queensland's 2,500 taxis), the claims rate is 72 claims per 1,000 vehicles, or 7.2 per cent. This is sixteen times the rate for Class (1) vehicles.
- For **Class (4) vehicles** (hire vehicles) the claims rate is 12 claims per 1,000 vehicles or 1.2 per cent. This is three times the rate for Class (1) vehicles.
- For **Class (7) vehicles** (trucks, prime-movers and vans with a gross vehicle mass over 4.5 tonnes), the claims rate is 14 per 1,000, or 1.4 per cent. This is three times the rate for Class (1) vehicles.
- For **Class (10) vehicles** (short-haul buses) the claims rate is 54 claims per 1,000 vehicles, or 5.4 per cent. This is twelve times the rate for Class (1) vehicles.
- For **Class (11) vehicles** (long-haul buses) the claims rate is 22 claims per 1,000 vehicles, or 2.2 per cent. This is five times the rate for Class (1) vehicles[16].

Ms Anderson also noted the higher average claims costs for some vehicle classes. Average claims costs for hire cars (Class 4) are 120 per cent of the average claims for crashes involving Class (1) vehicles. Similarly, Class (6) heavy vehicle claims averaged 120 per cent, and claims involving Class (10) short-haul buses averaged 70 per cent of the Class (1) claims average.

## COSTS TO EMPLOYERS

The costs of work-related crashes can be substantial. Drummond and Vulcan (1991) estimate the annual direct cost to Telecom of injury crashes to be between $14 million and $21 million of which $5 million was for on-duty crashes[17]. Due to their greater frequency, the costs of property-damage-only crashes may be even greater.

A benchmarking study conducted by Lumley General Insurance (1994, cited in Collingwood, 1997) found that 27 per cent of fleet vehicles were involved in a crash each year. Based on an average cost for these minor crashes of $2,000 each (as suggested by Wheatley, 1997), applying those figures to the two million light vehicles used for business purposes gives an estimate for the cost of work-related property damage crashes in Australia of $1 billion annually. A US study (Kedjidjian, 1995) suggests that accident costs typically comprise between 13 per cent and 15 per cent of a total fleet spending[18].

Seljack and Maddock (2002) note that almost $17 million was paid out in workers compensation claims in Queensland for injuries and illnesses sustained from work-related vehicle crashes during 1999-2000. This consisted of $8.4 million in compensation for injuries arising from crashes during work and $8.6 million for injuries from crashes while commuting to and from work. A further $4.4 million was paid in workers compensation for injuries such as hearing loss and back strain related to occupational driving, but not vehicle crashes.

From the claims data at Appendix (3):

- The value of workers compensation claims arising from vehicle-related accidents in Queensland over the five years 1996-1997 to 2000-2001 was $98.6 million. This comprised $17.7 million for fatal accident claims, $55 million for permanent/severe injury claims and $25.9 million for temporary/non-severe injury claims. Payments for claims have risen steadily since 1997-98; and
- Over the five years, Queensland workers claimed workers compensation for a total of 423,189 days absence from work due to injuries involving vehicles.

### Occupational health and safety implications

As mentioned previously, the symposium paper presented by Mr Rob Seljack of the Department of Industrial Relations discusses the implications of work-related road trauma and fleet risk management from an occupational health and safety perspective[19]. According to Seljack, the transport regulatory framework is designed to give public road safety offers limited guidance in the management of other health and safety factors when operating a vehicle or managing fleet safety. It notes, however, that in addition to being subject to transport regulations, work vehicles are 'workplaces' and subject to the full range of occupational health and safety controls. In some circumstances, this

[16] L. Anderson, 'Opening Address', in Murray & Hansen (eds.) *Proceedings of the symposium on work-related road trauma and fleet risk management in Australia*, Brisbane, 2002, pp. 10-2.

[17] A. Drummond & P. Vulcan, The Telecom motor vehicle accident study, Monash University Accident Research Centre, Melbourne, 1991.

[18] C.B. Kedjudjian, 'Fleet Safety: How to save lives and money', *Traffic Safety,* vol. 95, 1995, pp.20-23.

[19] Seljack & Maddock, p.31.

jurisdiction may also extend to roads[20]. This provides occupational health and safety legislative frameworks with a very broad application to work-related driving and fleet safety issues.

The Queensland occupational health and safety regulatory framework spearheaded by the *Workplace Health and Safety Act 1995* obligates every person associated with a workplace to ensure his or her own workplace health and safety and the workplace health and safety of others – from plant designers to employers and to workers[21]. The Act's objective is to prevent death, injury and illness being caused by a workplace, workplace activities or specific high-risk equipment. This implies a risk-management approach by employers.

Under the Act, employers can meet their obligations by taking a risk management approach to occupational health and safety – ie. identifying hazards, assessing the risks posed, deciding on control measures and monitoring and reviewing the outcomes[22]. The Act also imposes obligations on employees to comply with instructions, use protective equipment supplied by the employer and not to wilfully misuse or recklessly interfere with equipment in the workplace.

By integrating fleet safety management into the workplace's health and safety management system, Seljack concludes that a broader range of health and safety issues affecting drivers and members of the public can be addressed and managed.

## BENEFITS OF FLEET SAFETY

According to Mr Phil Sochon, Fleet Safety Consultant to the New South Wales Roads and Traffic Authority, the potential benefits for organisations that pursue fleet safety programs are considerable. They include:

- Savings in terms of human suffering and injury costs;
- Savings in vehicle management costs, including vehicle insurance and workers compensation premiums, repair costs for 'below excess' crashes, and reduced maintenance and fuel costs due to improved driving techniques; and
- Assistance to organisations in compliance with obligations under occupational health and safety legislation[23].

Sochon also cites specific case studies in which tangible benefits and savings have been achieved through fleet safety programs:

- **New South Wales Police Service** - a $4 million saving in motor vehicle insurance premiums and costs over two years through implementation of a safe driving policy supported by a new driver classification scheme, strict controls over insurance claims and refunds to managers who reduced claims;
- **3M Australia** – reduced costs by 36 per cent through a 6 per cent reduction in incidents;
- **BP Amoco South East Asia** – halving of road-related (employee) fatalities and a two-thirds reduction in road accident rates over an 18-month period, mainly through driver discussion groups.

Mr Peter Dare, Risk Manager for National Transport Insurance (NTI) Limited, presented further case studies from the heavy transport industry. NTI is a leading specialist heavy transport insurer based in Brisbane with a 40 per cent market share for the region. Mr Dare's paper is based on analysis of the company's client claims and experience with interventions such as Trucksafe, driver training, fatigue management training and better driver recruitment and management practices[24].

Mr Tony Jones presented a third case study paper on the role of fleet safety in Santos Limited and the Santos Safety Management System[25]. Mr Jones is the Health and Safety Adviser for the company's Queensland and Northern Territory Business Unit. Mr Jones' responsibilities include health and safety in the company's mining operations in hazardous and remote areas of Queensland and the Northern Territory.

To reduce work-related road trauma, Santos implemented a range of best practice fleet safety programs including 'toolbox chats', contractor management, a 'near miss' and incident management system and detailed crash investigation procedures. These fleet safety initiatives were supported by a well-entrenched corporate safety culture. In his paper, Mr Jones notes direct benefits from the company's fleet safety initiatives, including significant reductions in crash frequencies.

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20 Seljack, Department of Industrial Relations, Transcript, Symposium on work related road trauma and fleet risk management in Australia, Parliament of Queensland, Brisbane, 10 August 2001, p. 10.

21 Seljack & Maddock, p.31.

22 Seljack & Maddock, p.32.

23 P. Sochon, 'Fleet safety forum review of fleet safety around the Australian states and territories', in Murray & Hansen (eds.) *Proceedings of the symposium on work-related road trauma and fleet risk management in Australia*, Brisbane, 2002, pp. 20-6.

24 P. Dare, 'Risk Management in the Heavy Truck Industry', in Murray & Hansen (eds.) *Proceedings of the symposium on work-related road trauma and fleet risk management in Australia*, Brisbane, 2002, pp. 46-51.

25 A. Jones, 'Santos Safety Case Study – A Perspective', in Murray & Hansen (eds.) *Proceedings of the symposium on work-related road trauma and fleet risk management in Australia*, Brisbane, 2002, pp. 52-7.

## PROVEN COUNTERMEASURES

As noted in the case studies, there is growing recognition by business and government organisations of the significance of, and costs associated with, work-related road trauma. There is also a growing interest in fleet risk management initiatives.

Dr Narelle Haworth of MUARC notes in her paper for the symposium that the following initiatives are likely to be effective based on their use and evaluation in other jurisdictions:

- **Selecting safer vehicles** - choosing models that have safety features such as anti-lock braking systems (ABS), driver and passenger air-bags, seat belt pre-tensioners, etc and good crash-test performance.
- **Some driver training and education programs** - programs that address behaviour and attitude of drivers, but not skidpan training programs that seek to give drivers advanced driving skills. A study by the Swedish Road and Traffic Research Institute, Gregersen, Brehmer and Moren (1996)[26], cited in Haworth (2001), found that group discussions may be particularly effective and inexpensive.
- **Providing incentives for safe driving** - but not rewards. Incentives could include recognition of workers accident-free driving records
- **Company safety programs** - in companies that already place importance on a culture of safety in the workplace.

### Eco-driving

In her paper for the symposium, Dr Haworth notes the potential safety benefits from eco-driving programs based on studies of their effects in other countries [Reinhardt (1999)[27]; Smith and Coke (1999)[28]; Johannson (1999)[29]]. Eco-driving programs seek to reduce fuel consumption and the environmental impact of vehicle fleets[30].

Encouraging drivers to change their driving style to save fuel by reducing harsh acceleration and braking may also reduce their risk of having an accident. Work cited by Dr Haworth suggests potential crash savings of between 5 and 10 per cent from eco-driving programs.

The committee also notes that an increasing number of employers are investing in new technologies to ameliorate unsafe and inappropriate driving behaviour by their employees. These technologies include blood alcohol content (BAC) testers for use by staff in the workplace, ignition interlocks fitted to company vehicles to prevent drink driving and the use of satellite tracking systems to monitor the use of company vehicles on the road (where they are, travel speeds, driving time).

## FLEET SAFETY INITIATIVES BY GOVERNMENTS

Australian governments are pursuing a range of approaches to improve fleet safety. These approaches include the establishment of a fleet safety working group, the development of model, best-practice driver safety management systems, fleet safety manuals and videos to promote fleet safety within organisations and general advice via brochures and the web [31].

A further collaborative initiative involving governments and researchers is the Fleet Safety Forum. Established in December 1999, the Fleet Safety Forum is an informal meeting of governmental officers and road safety researchers. The forum meets biannually to share ideas and formulate a cooperative approach to fleet safety. The forum met in Brisbane in conjunction with the committee's symposium.

The following sections present a brief summary of recent fleet safety initiatives by the Commonwealth, state and territory governments of Australia. The information has been taken from Sochon (2002) presented at the symposium.

### Commonwealth

The *National Road Safety Strategy (2001-2010),* agreed to by Australian transport ministers, has embraced workplace road safety, recognising the place of occupational health and safety and the role of the employer. In particular, the national strategy recognises the potential opportunities fleet safety provides to target fatigue, seat belt wearing, speed and alcohol use.

In May 2001, the Australian Transport Safety Bureau commissioned a scoping study to evaluate the availability and usage of educational resources in workplace road safety.

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[26] N.P. Gregersen, B. Brehmer & B. Moren, 'Road safety improvement in large companies - An experimental comparison of different measures', *Accident Analysis and Prevention,* vol.28, Issue 3, 1996, pp.297-306.

[27] E. Reinhardt (1999), 'EcoDrive in Switzerland: A Success Story of Energy 2000'*, Ecodrive Conference proceedings*, Graz, Austria, 1999, pp.56-61.

[28] I. Smith, I. & J. Coke, (1999), 'Reducing the environmental impact of driving; Effectiveness of driver training', *EcoDrive Conference proceedings*, Graz, Austria, pp.48-55.

[29] H. Johannson (1999), Impact of Eco-driving on emissions and fuel consumption, a pre-study, (Report 1999:165E) Swedish National Road Administration, Stockholm, 1999.

[30] For a summary of the basic principles of EcoDriving, see N. Haworth & M. Symmons (2001), 'Driving to reduce fuel consumption and improve road safety'*, Proceedings of the Road Safety Research, Policing and Education Conference-Melbourne 2001,* Monash University, Melbourne,2001.

[31] Sochon.

**New South Wales**

Since 1997, the New South Wales Roads and Traffic Authority (NSWRTA) has funded a best practice fleet safety initiative in the Southern Sydney Regional Organisation of Councils (SSROC) with a project called 'Fleetsafe'[32]. Fleetsafe is intended to assist councils to implement best practice policy and guidelines. Other activities include continuing research, a fleet safety project within the NSWRTA and the commencement of two regionally based programs to assist organisations to adopt best-practice workplace road safety programs.

Future initiatives under consideration include: a study into the effectiveness of daytime running lights using a corporate fleet; forming strategic linkages with WorkCover NSW, investigation of the feasibility of collecting 'purpose of journey' data for crashes; identification of opportunities to use workplace road safety to target driver fatigue and speeding in the state's Road Safety 2010 long-term strategy.

**Northern Territory**

Agencies in the Northern Territory propose to develop a workplace road safety resources and a program during 2002-03.

**Queensland**

Queensland Transport has devised two manuals to assist organisations to improve their fleet safety - *Workplace Fleet Safety Self-Audit Workbook* and *Workplace Fleet Safety – How to Conduct a Self-Audit*. The workbook provides a list of best-practice fleet safety measures and is designed to assist organisations to devise their own fleet safety program. The department has provided the workbook to over 300 organisations. The second manual is a self-audit guide. Mr Mark Smith, Acting Principal Adviser (Community Road Safety) at Queensland Transport presented a paper detailing the self-audit procedures using these resources[33]. The department advised the committee that it will review the information content of both documents during 2002[34].

In March 2001, the department, in conjunction with the Centre for Accident Research and Road Safety – Queensland conducted a workshop to raise awareness of fleet safety. In future, the department may conduct case studies.

**South Australia and the Australian Capital Territory**

Agencies in South Australia and the Australian Capital Territory have committed resources to other road safety priorities, though are monitoring developments in workplace road safety.

**Tasmania**

Agencies in Tasmania are developing a program for fleet drivers. It will include a fleet safety forum for business groups and focus on the use of group discussions and attitudes to, and ownership of, driver behaviour.

**Victoria**

Joint initiatives in Victoria between Vicroads, the Traffic Accident Commission, the Royal Automobile Club of Victoria and the Australian College of Road Safety are working on fleet safety. They have produced videos about workplace road safety, vehicle selection and driver fatigue. They have also developed a methodology to equip occupational health and safety coordinators to deliver workplace road safety programs; established a car safety web site to promote vehicle crash test results; developed computer software programs; assisted organisations wishing to implement workplace road safety programs; and involved companies in a pilot program.

**Western Australia**

A major initiative in Western Australia is the establishment of the Workplace Road Safety Task Force. The task force includes representatives from industry, government and motoring and related organisations. The task force oversees activities in that state. These activities include a workplace road safety pilot program, a road safety manual for employers, brochures and web site design. The task force is also considering proposals for research into workplace road safety statistics and attitudes to workplace road safety within medium-sized organisations.

## BARRIERS TO FLEET SAFETY

Dr Will Murray, Visiting Research Fellow at the Centre for Accident Research and Road Safety – Queensland, identified barriers to fleet safety in Australia based on his recent work in Australia and the United Kingdom. Dr Murray is head of the Transport and Logistics Research Unit at the University of Huddersfield in Britain. Table (2) below from Dr Murray's paper lists barriers to fleet safety and the solutions he proposed to address them based on his Australian and United Kingdom research experience[35].

[32] P. Sochon, *Improving driver and vehicle safety - FleetSafe policy and guidelines for local government in the Southern Sydney Region*, Southern Sydney Regional Organisation of Councils, Sydney, 1999.

[33] M. Smith (2001) 'Workplace fleet safety – how to conduct a self-audit', in Murray & Hansen (eds.) *Proceedings of the symposium on work-related road trauma and fleet risk management in Australia*, Brisbane, 2002, pp. 59-63.

[34] M. Smith, Queensland Transport, personal correspondence, 19 December 2001.

[35] W. Murray (2001) 'Overcoming the barriers to fleet safety in Australia', in Murray & Hansen (eds.) *Proceedings of the symposium on work-related road trauma and fleet risk management in Australia*, Brisbane, 2002, pp. 64-71.

**Table (2): Current barriers to fleet safety in Australia and ways to overcome them**

| Current barriers | Ways to overcome them |
|---|---|
| Limited Federal/State level data to identify the true extent of the problem. | Federal/State data (eg ATSB, Transport, CTP) to include 'purpose of journey'. |
| Current operational procedures and management structures. Examples include job and finish payment schemes, crash related bonus schemes and traditional hierarchical structures. | Safety should be built into OHS strategy, focusing on its impact on all areas of an organisation. Where possible safety should be linked to other programmes such as quality, efficiency, customer service or environmental projects. |
| Limited senior management (or government level) commitment. | Identify 'board level' advocates and involve senior managers, help them understand the full costs, the impact across the whole organisation and the external consequences. |
| Limited integration between fleet safety and OHS, and limited or no mention of fleet safety in overall health and safety policy. | Encourage more co-operation between fleet and OHS teams in organisations, for example including an OHS specialist in crash investigations and including fleet safety in OHS committee meetings and minutes. Implement a fleet safety policy. |
| Limited 'claims-led' pre-crash procedures and instructions for drivers, supervisors and managers. | Develop procedures manual, driver handbooks and in-vehicle crash packs to show how to manage the scene and report the crash effectively for risk management. |
| Limited fleet crash investigation procedures and forms, particularly for damage only crashes. | Develop a procedure to investigate and learn from all incidents, identify remedial action and allocate tasks. |
| No standard definitions, codes, conventions and methodology for reporting and recording fleet crashes. | Developing a standard set of agreed KPIs to allow current claims data to be used for risk management. |
| Reactive focus on injury prevention by fleets. | Proactive focus on damage only, vehicle wear and tear, near hits and their costs as well as injuries. |
| Lack of operational management, supervisory and driver interest and inflexible attitudes to change. | Develop change and union management programmes, involving people in the process early, utilising key advocates, change agents and champions. |
| Lack of management, supervisory and driver skills and limitations in current training programmes. | Tailored development programmes based on KPIs, assessments, needs analysis and group decision theory. Proactive supervisors and managers with a hybrid mix of skills research, analysis, management of change, programme implementation and evaluation skills are required. |

*Source:* W. Murray (2002) 'Overcoming the barriers to fleet safety in Australia', in Murray & Hansen (eds.) *Proceedings of the symposium on work-related road trauma and fleet risk management in Australia*, Brisbane, 2002, pp. 64-71.

## AREAS WARRANTING ATTENTION

The committee concludes that the following areas warrant attention to reduce work-related road trauma and encourage fleet risk management in Queensland:

- **Making workplace road safety a strategic priority of government**

Like the *National Road Safety Strategy (2001-2010)*, the *Queensland Road Safety Action Plan (2000-2001)* could make workplace road safety a priority road safety issue.

In addition to reducing workplace fatalities and direct costs to employers, targeted work-related road trauma provides a means to address fatigue, seat belt wearing, speed and alcohol issues relevant to the general road user population.

- **Crash and exposure data**

As noted in Table (2) above from Murray (2001), better work-related crash and trauma data is needed to define the true extent and characteristics of the problem. Improving this data will be dependent on police who attend crashes accurately and consistently recording the purpose of journeys of those people involved in crashes – ideally across Australia.

Data on the exposure of work-related drivers to crashes is also needed, e.g. distance travelled annually, amount of hours spent driving, etc. Without exposure data, it is not possible to accurately compare work-related driving risks to risks for private vehicles and drivers.

- **Evaluation of fleet safety programs**

Not enough is known about what works and what doesn't. This is because few fleet safety programs are properly evaluated. Organisations may need encouragement or incentives to have their programs evaluated.

- **Driver training and education**

Work is needed to identify the types of training and education that reduce work-related crashes and deaths and any training and education that is ineffective or may increase risks.

- **Improving linkages within government**

Work-related road trauma falls across the areas of road safety and workplace health and safety. This should at least create opportunities for joint programs, inspectorates and common public education initiatives. The Department of Industrial Relations (DIR) recognises that taking a risk management approach to fleet safety through integrating fleet safety management into the workplace's health and safety management system enables a broader range of health and safety issues affecting drivers and members of

the public to be addressed and managed. DIR and QT are discussing the feasibility of a joint inspectorate.

- **Support for small employers**

While there are examples of good fleet safety programs being established by safety officers of large organisations who already have a strong safety ethic and trained safety officers, there has been little attention to what happens within small organisations. This area warrants particular attention by QT and DIR in the future.

DIR and QT are well positioned to use their WH&S and transport inspectors to deliver information and perhaps workshops/training material to assist small businesses to introduce fleet management programs.

- **Public education**

There is a need to better inform workers and employers about the significance of work-related road trauma and programs that have been shown to be effective. This information is not now widely available. Senior managers need to be targeted as they play a key role in determining whether and how their organisations will address fleet safety issues.

The committee notes the success of the Queensland Road Safety Awards program 2002 run by CARRS-Q and the Royal Automobile Club of Queensland (RACQ) to highlight excellence in road safety in Queensland. The committee suggests that the inclusion of an additional category for excellence in fleet safety - government, large company and small business could help to foster greater management support.

## AREAS FOR FURTHER RESEARCH

- **Crash data**

The committee suggests more research is needed in Queensland to examine the involvement of alcohol, fatigue and speed as factors in commercial vehicle casualty crashes.

- **Eco-driving**

Eco-driving is potentially a lucrative area for fleet safety improvements. Data collected by large fleets such as Q Fleet, one of the largest vehicle fleets in Australia, could be studied to determine if there is significant correlation between vehicle fuel consumption and crash risks. Based on this work, it may be possible to devise a very effective program targeting eco-driving, road safety and workplace heath and safety together.

## CONCLUSIONS

Road crashes are the most common form of work-related death in Australia. Nationally, 23 per cent of occupational deaths between 1989 and 1992 were from road crashes. A further 26 per cent of fatalities were caused by crashes while commuting to and from work. In Queensland, approximately 37 per cent of fatal crashes and 22 per cent of hospitalisation crashes involve commercial vehicles.

There were 203 workers compensation claims in Queensland during the five years 1996-97 to 2000-01 arising from fatal vehicle accidents. These comprised 47 per cent of all claims for workplace fatalities in Queensland during the period. There were a further 17,985 claims for injury accidents. In total these fatal and injury accident claims amount to $98.6 million and 423,189 days absence from work over the five years.

Programs to improve the safety of vehicle fleets can significantly reduce the costs and downtime due to work related road trauma. There is evidence that these programs also reduce fuel consumption, maintenance and insurance costs. Fleet safety programs can also assist employers meet their obligations under occupational health and safety laws to ensure the safety of employees whilst driving.

Measures shown to be effective include selecting safer vehicles, certain driver training and education programs, company safety programs and providing incentives for safe driving. Eco-driving programs designed to reduce vehicle operating costs and adverse environmental impacts of driving may also make work-related driving safer.

Despite the apparent benefits, organisations implementing fleet safety programs report a number of common barriers. These include a lack of tangible data to quantify the costs and the absence of senior management commitment and supportive management and administrative systems.

Governments around Australia are pursuing a range of strategies to reduce work-related road trauma. Most significantly, the National Road Safety Strategy 2001-2010, agreed to by Australian transport ministers, embraces workplace road safety and recognises the important role of occupational health and safety and employers in this area. The strategy notes that fleet situations provide opportunities to target driver fatigue, seat belt wearing, speed and alcohol use. In keeping with the national strategy, the federal and state governments, road safety researchers and employer groups are collaborating to increase knowledge and awareness of the issues.

QT and DIR are working to reduce work-related road trauma through education and by assisting organisations to devise and implement their own fleet safety programs. These departments are also working on a program of joint inspections.

The committee concludes that a number of areas warrant greater attention to reduce work-related road trauma in Queensland. These include: making workplace road safety a strategic road safety priority of government; improving crash and exposure data and the evaluation of fleet safety programs that have been implemented; identifying forms of driver training and education that are effective in reducing crashes; building on linkages between the Department of Industrial Affairs (workplace health and safety) and Queensland Transport (road safety); and assisting small employers to implement fleet safety programs.

Further research is warranted into the involvement of alcohol, fatigue and speed in commercial vehicle casualty crashes in Queensland and the links between high fuel consumption and crash risks in vehicle fleets. The committee suggests that the latter could provide the basis for the development of a successful eco-driving program in Queensland.

## RECOMMENDATIONS

The committee recommends that:

1. The Queensland Police Service examine the feasibility of police officers collecting purpose of journey data for people involved in crashes (minister responsible: Minister for Police and Corrective Services and Minister Assisting the Premier on the Carpentaria Minerals Province);

2. Queensland Transport include initiatives in the Queensland Road Safety Action Plan that are specifically designed to address work-related road trauma (minister responsible: Minister for Transport and Minister for Main Roads); and

3. The Division of Workplace Health and Safety, Department of Industrial Relations, in collaboration with Queensland Transport, implement measures to address and reduce work-related road trauma. These measures may include targeted safety campaigns, promoting the development of risk management strategies and the development of codes of practice where relevant (minister responsible: Minister for Industrial Relations).

## THE TRAVELSAFE COMMITTEE

The Travelsafe Committee is a select committee of the 50th Parliament. The committee is required to monitor, investigate and report on all aspects of road safety and public transport in Queensland, particularly:

- issues affecting road safety including the causes of crashes and measures aimed at reducing death, injuries and economic costs to the community;
- the safety of passenger transport services and measures aimed at reducing the incidence of related deaths and injuries; and
- measures for the enhancement of public transport in Queensland and reducing dependence on private motor vehicles as the predominant mode of transport.

### COMMITTEE MEMBERS

| | |
|---|---|
| Mr Jim Pearce MP (Chair) | Member for Fitzroy |
| Hon. Vince Lester MP (Deputy Chair) | Member for Keppel |
| Ms Rosa Lee Long MP | Member for Tablelands |
| Ms Carolyn Male MP | Member for Glass House |
| Mrs Dianne Reilly MP | Member for Mudgeeraba |
| Miss Elisa Roberts MP | Member for Gympie |
| Mrs Christine Scott MP | Member for Charters Towers |

### COMMITTEE STAFF

| | |
|---|---|
| Research Director | Mr Rob Hansen |
| Senior Research Officer | Mr Tim Moroney |
| Executive Assistant | Mrs Tamara Vitale |

### CONTACTING THE COMMITTEE

Copies of this report and other Travelsafe Committee publications are available on the Internet via the Queensland Parliament's website at:

http://www.parliament.qld.gov.au/committees/travel.htm

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## APPENDIX (1) - SYMPOSIUM PROGRAM

| |
|---|
| **WELCOME AND OPENING REMARKS**<br>• Mr Jim Pearce MP, Chairman of the Travelsafe Committee and Member for Fitzroy<br>• Ms Lesley Anderson, Insurance Commissioner, Motor Accident Insurance Commission |
| **FLEET SAFETY – THE LESSONS FROM RESEARCH FINDINGS IN AUSTRALIA AND AROUND THE WORLD**<br>• Dr Narelle Haworth, Senior Research Fellow, Monash University Accident Research Centre<br>*(Session Chair: Ms Carolyn Male MP, Member for Glass House)* |
| **FLEET SAFETY AROUND AUSTRALIA**<br>• *Fleet safety Forum Review of Fleet Safety Around Australia*<br>Mr Phil Sochon, Fleet Safety Consultant, New South Wales Roads and Traffic Authority<br>*(Session Chair: Ms Elisa Roberts MP, Member for Gympie)* |
| **THE COSTS OF WORK-RELATED ROAD TRAUMA IN QUEENSLAND**<br>• *Queensland crash data on work-related road trauma*<br>Geoff Meers, Acting Director of Strategy, Land Transport and Safety, Queensland Transport<br>• *Workplace Health and Safety in the road transport industry: a sleeping giant*<br>Mr Robert Seljak, General Manager, Department of Industrial Relations<br>*(Session Chair: Ms Dianne Reilly MP, Member for Mudgeeraba)* |
| **BEST PRACTICE FLEET MANAGEMENT CASE STUDIES**<br>• *Fleet risk management - cases and experience of what works, what doesn't and why*<br>Mr David Skewes, Managing Director Streets Ahead<br>Santos, Mr Tony Jones, Chief Health and Safety Adviser<br>• *National Transport Insurance – risk management in the heavy truck industry*<br>Mr Peter Dare, Risk Manager<br>*(Session Chair: Mrs Christine Scott MP, Member for Charters Towers)* |
| **QUEENSLAND TRANSPORT'S WORKPLACE FLEET SAFETY SYSTEM**<br>• Mr Mark Smith, Acting Principal Adviser (Community Road Safety), Queensland Transport<br>*(Session chair: Hon. Vince Lester MP, Member for Keppel)* |
| **OVERCOMING THE BARRIERS TO FLEET SAFETY**<br>• Dr Will Murray, Visiting Research Fellow, CARRS-Q<br>*(Session Chair: Ms Rosa Lee Long MP, Member for Tablelands)* |
| **DISCUSSION**<br>***What are the legislative, policy, organisational and other barriers to improving fleet safety management and reducing work-related road trauma?***<br>*(Session Chair: Graham Hughes, Chair, CARRS-Q)* |
| **CONCLUSIONS, EVALUATION, PLEDGES AND CLOSE** |

## APPENDIX (2) – SYMPOSIUM DELEGATES

KELLY AMOUR, A/Project Officer, Queensland Transport

BEVAN ANDERSON, Fleet Foreman, Toowoomba City Council

LESLEY ANDERSON, Insurance Commissioner, Motor Accident Insurance Commission

WARREN ANDERSON, Principal Advisor (Community Road Safety), Queensland Transport

JANETTE ARCHIBALD, A/Manager, Injury Management/Claims, Motor Accident Insurance Commission

BRUCE BALDOCK, General Manager—Equipment, Toll North Pty Ltd

RUSSELL BARKER, Systems & Financial Administrator, Queensland Rail

DAVE BARR, Driver, Lindsay Brothers

DAVID BARRETT, Fleet Supervisor, Bundaberg City Council

OWEN BENVENUTI, Operations Manager, Passenger & Light Vehicles, Brisbane City Council—City Fleet

KERRY BESWICK, Road Safety Education Consultant, Tasmanian Department of Infrastructure, Energy and Resources

JOHN BLACK, Owner, Driving Management Australia

GRAEME BOTH, Research Officer, Road Safety Committee, Parliament of Victoria

JACQUI BRABHAM, Director, Modern Driver Concepts Pty Ltd

GRAHAM BRISBANE, Manager, Road Environment and Light Vehicle Standards, New South Wales Roads and Traffic Authority

GORDON BROWN, Principal Engineer, Fleetsmart

ED BURROWS, Business Development Manager, Minor Planet Asia Pacific Pty Ltd

IAIN CAMERON, Executive Director, Transport Office of Road Safety, Western Australia

NIMISH CHAND, Asset and Risk Manager, Brisbane City Council—Brisbane Transport

KERRI CLEMENTS, A/Senior Adviser (Vehicle Safety and Industry Reform), Queensland Transport

COLLEEN CLUR, Corporate Communications, Queensland University of Technology

SAMANTHA COCKFIELD, Manager - Road Safety, Transport Accident Commission, Victoria

RAYLEE COLEMAN, Media Student, Queensland University of Technology

DAVID COUPER, Project Officer (Policy), Queensland Ambulance Service

MICK COWAN, Safety Adviser, Brisbane City Council—City Fleet

BRIAN CUSHING, Fleet Manager, Australia Post

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JOHN DANN, Project Officer, Technical Services, Queensland Ambulance Service

PETER DARE, Risk Manager, National Transport Insurance Ltd

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PATRICK DWAN, Education Officer, Workplace Health & Safety, Toowoomba Catholic Education Office

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ANDREW FRONSKO, CTP Product Manager, Suncorp Metway Insurance Limited

BOB GIBSON, Director, Vigil Systems Pty Ltd

GRAHAM GILROY, Driver Trainer (Mt Cotton Training Centre), Queensland Transport

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BRYAN HANSEN, Journalist, Queensland Newspapers

ROB HANSEN, Research Director, Travelsafe Committee, Queensland Parliament

NARELLE HAWORTH, Senior Research Fellow, Monash University Accident Research Centre, Melbourne

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IAN HAYNES, Director, Technology, Vigil Systems

LLOYD HEAZELWOOD, Workplace Health and Safety Officer, Mueller College

PETER HENDERSON, National Fleet Manager, Fosters Group Ltd

GREG HILL-WEBBER, Director, Advance Defensive and 4WD Centre Australia

IAN HOLBURN, Risk Manager, LeasePlan Australia (inc Dasfleet), ACT

GREG HOLLINGWORTH, Director (Heavy Vehicle Management), Department of Main Roads

JOHN HOLT, Director (Community Programs & Information), Queensland Transport

GRAHAM HUGHES, Chair, CARRS-Q

RICHARD HURN, Principal Adviser, Ministry of Transport, New Zealand

JAMES HURREN, Business Development Manager, How's My Driving

DAVE HYDE, State Training and Safety Manager, Linfox Transport

DANIEL IVES, Motor Vehicle Accident Administrator, Queensland Rail

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ALEX JERRIM, Managing Director, Driver Improvement Consultancy, Tasmania

ROD JEWSON, Plant Fleet Services Manager, Logan City Council

LEE JONES, Senior Insurance Officer, Logan City Council

TONY JONES, Chief Health and Safety Advisor Qld & NT, Santos Limited

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JIM PEARCE MP, Chairman, Travelsafe Committee and Member for Fitzroy

RUSSELL PERRING, Station Officer, Queensland Fire and Rescue Service

GRANT PITMAN, Superintendent, State Traffic Support Branch, Queensland Police Service

KATE REDFORD, Administration Manager, CARRS-Q

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ELISA ROBERTS MP, Member of Travelsafe Committee and Member for Gympie

GARY ROBERTS, Workplace Health and Safety Officer, Maroochy Shire Council

SHANEEN ROBINSON, Unit Co-ordinator, Office of Economic & Statistical Research, Queensland Treasury

BROTHER BRIAN SAWARD, Workplace Health & Safety Co-ordinator, Nudgee College

DANITZA SCHEALLER, Principal Training Officer, St John's Ambulance Australia

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PAUL SULLIVAN, Editor, Australasian Transport News

RICHARD TAY, Associate Professor, CARRS-Q

DON TAYLOR, Group Manager, Workplace Health and Safety, Ergon Energy

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MICK VAUGHAN, Transport Co-ordinator, Australian Institute of Marine Science

BRIAN VERSEY, Team Member—Research Management and Strategy, Australian Transport Safety Bureau

GEOFF VOGT, Chief Executive Officer, Motor Accident Commission, South Australia

BARRY WATSON, Lecturer, CARRS-Q

JUDY WILLIAMS, Special Projects Officer, CARRS-Q

JANE WILLIS, Project Officer - Workplace Health & Safety, Development and Regulatory Services Branch, Brisbane City Council

LAURIE WILSON, Projects Manager, Alcohol Measuring Equipment Pty Ltd (AME)

DAVID WRIGLEY, Senior Driver Instructor, Royce Driver Training, NSW

MICHAEL YEATES, Convenor, Public Transport Alliance, Brisbane.

## APPENDIX (3) – WORKERS COMPENSATION CLAIMS DATA – QUEENSLAND, BY YEAR, 1 JULY 1996 – 30 JUNE 2001

**All claims by severity of the injury and year.**

| Year | Fatal | | | Permanent/Severe Injury | | | Temporary/Non-Severe Injury | | |
|---|---|---|---|---|---|---|---|---|---|
| | Total Payments ($) | Work Days Absent | Number of Claims | Total Payments ($) | Work Days Absent | Number of Claims | Total Payments ($) | Work Days Absent | Number of Claims |
| **96-97** | 10,065,029 | 366 | 103 | 99,968,702 | 589,020 | 5,619 | 71,903,523 | 412,810 | 68,638 |
| **97-98** | 7,396,793 | 131 | 66 | 89,546,388 | 503,301 | 4,659 | 68,032,554 | 366,980 | 63,109 |
| **98-99** | 8,427,894 | 0 | 69 | 82,857,011 | 466,755 | 3,909 | 71,258,458 | 358,273 | 63,533 |
| **99-00** | 9,728,099 | 304 | 95 | 121,973,438 | 694,683 | 4,923 | 81,951,660 | 373,311 | 67,214 |
| **00-01** | 10,342,587 | 205 | 97 | 130,835,868 | 769,827 | 5,917 | 87,450,197 | 394,516 | 69,426 |
| **Total** | **45,960,401** | **1,006** | **430** | **525,181,407** | **3,023,586** | **25,027** | **380,596,392** | **1,905,890** | **331,920** |
| | **Total Payments all years** | | | **$951,738,200** | | | | | |
| | **Total work days absent** | | | **4,930,482** | | | | | |
| | **Total No. of claims** | | | **357,377** | | | | | |

**Claims for vehicle-related injuries by severity of the injury and year.**

| Year | Fatal | | | Permanent/Severe Injury | | | Temporary/Non-Severe Injury | | |
|---|---|---|---|---|---|---|---|---|---|
| | Total Payments ($) | Work Days Absent | Number of Claims | Total Payments ($) | Work Days Absent | Number of Claims | Total Payments ($) | Work Days Absent | Number of Claims |
| **96-97** | 4,802,409 | 7 | 55 | 11,907,845 | 68,070 | 356 | 4,905,583 | 23,592 | 3,323 |
| **97-98** | 1,955,982 | 6 | 26 | 10,771,347 | 54,397 | 317 | 4,602,380 | 21,195 | 2,986 |
| **98-99** | 2,820,467 | 0 | 30 | 9,998,156 | 54,875 | 291 | 5,367,311 | 22,206 | 3,135 |
| **99-00** | 3,505,752 | 37 | 43 | 11,228,495 | 65,060 | 335 | 5,182,432 | 20,530 | 2,991 |
| **00-01** | 4,611,877 | 23 | 49 | 11,154,410 | 68,074 | 445 | 5,795,673 | 25,117 | 3,603 |
| **Total** | **17,696,487** | **73** | **203** | **55,060,253** | **310,476** | **1,744** | **25,853,379** | **112,640** | **16,038** |
| | **Total payments all years** | | | **$98,610,119** | | | | | |
| | **Total work days absent** | | | **423,189** | | | | | |
| | **Total No. of claims** | | | **17,985** | | | | | |

**Claims for vehicle-related fatalities by duty status and year.**

| Duty Status | 96-97 | | 97-98 | | 98-99 | | 99-00 | | 00-01 | | 5 Year Totals | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Total Payments ($) | No. of Claims | Total Payments ($) | No. of Claims | Total Payments ($) | No. of Claims | Total Payments ($) | No. of Claims | Total Payments ($) | No. of Claims | Total Payments ($) | No. of Claims |
| **At work - road traffic accident** | 3,189,329 | 31 | 1,017,209 | 12 | 1,549,615 | 14 | 1,562,326 | 15 | 2,604,234 | 22 | 9,922,714 | 94 |
| **Commuting / journey** | 1,613,081 | 24 | 938,773 | 14 | 1,270,852 | 15 | 1,943,427 | 27 | 1,872,657 | 24 | 7,638,789 | 104 |
| **Total** | 4,802,411 | 55 | 1,955,982 | 26 | 2,820,467 | 29 | 3,505,752 | 42 | 4,476,891 | 46 | 17,561,503 | 198 |

*Source: Q-Stats Office, Treasury Department, 2002.*