

Heavy vehicle rollover prevention program

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BULK TANKER EMERGENCY RESPONSE

sharing lessons and improving outcomes

20th October
Melbourne Park Function Centre

Hosts



National Bulk Tanker Association

Background



And more recently



problem

- \$M's spent on research – low return
- Industry myths rampant – truck rolls first
- Low seatbelt use - can jump clear
- Hidden problem – sackable offence
- Public perception – get those cowboys
- Low risk, good record, drivers having crashes
- What was the true problem?

Load restraint test



strategies

- *Create a way that the industry can help themselves*
- *Educate and inform the problem areas*
- *Help the industry educate and inform associated industries*
- *Review the freight task from a different perspective*
- *Collect more focused data*
- *Workshop the recommendations*
- *Preserve the driver*

Speeding?



Do you know your load?



Load restraint issues



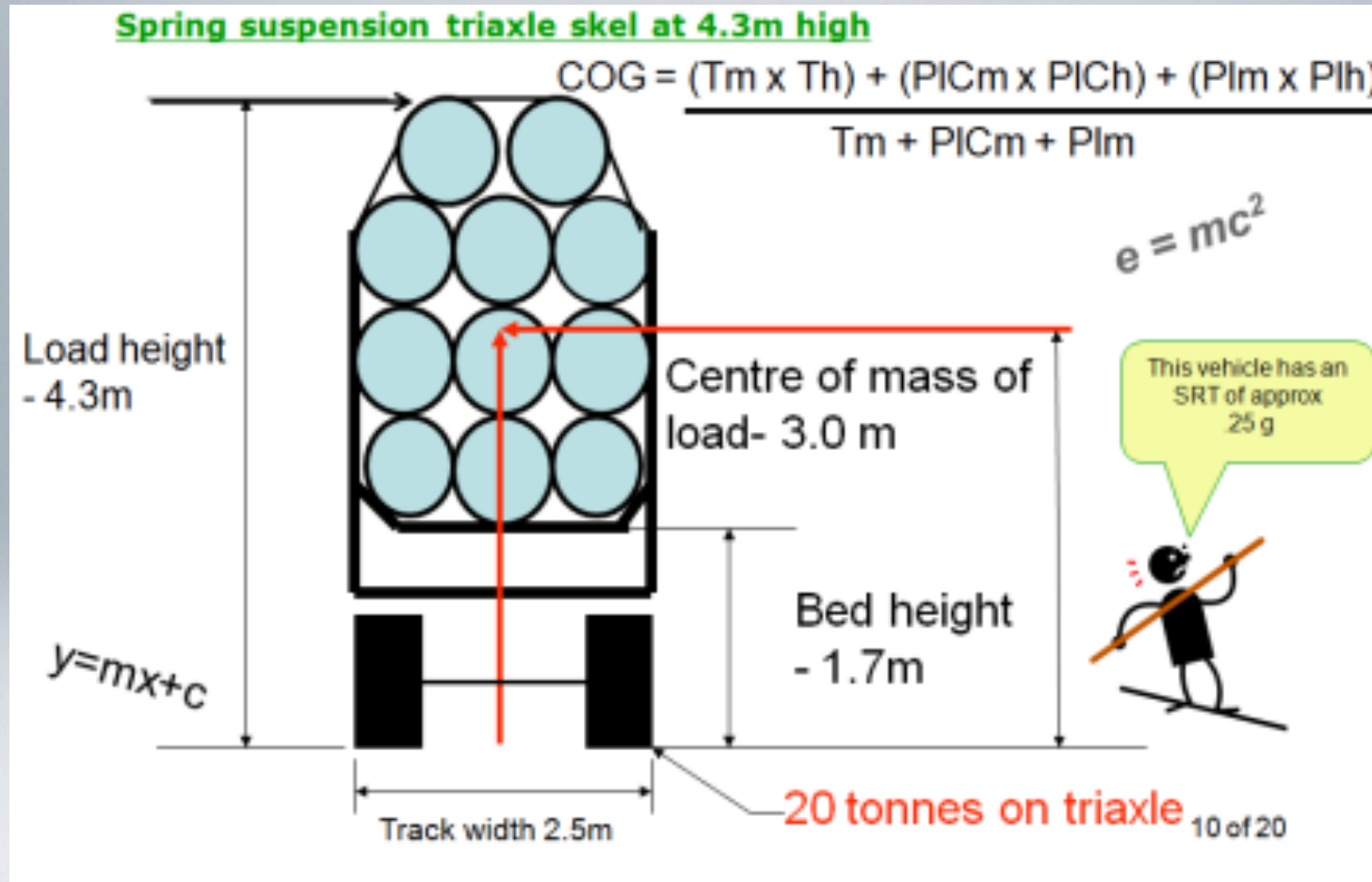


Locations - you can roll in a straight line too!





Output of research

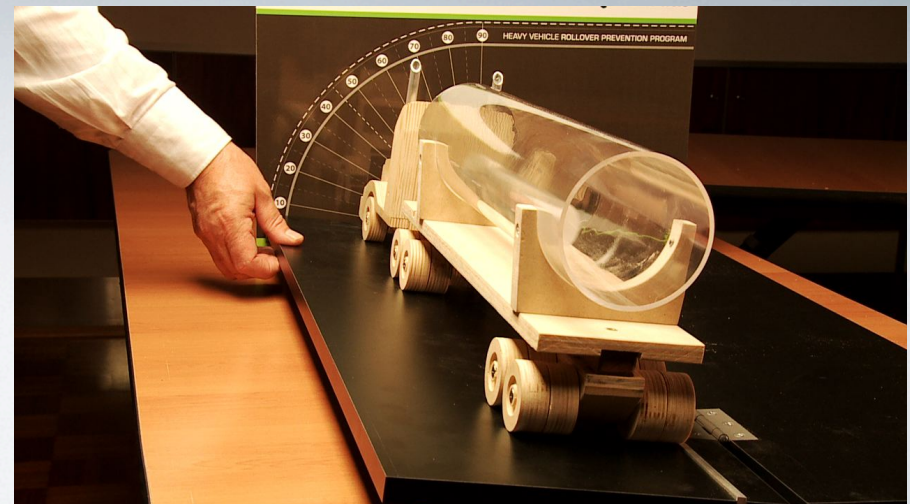
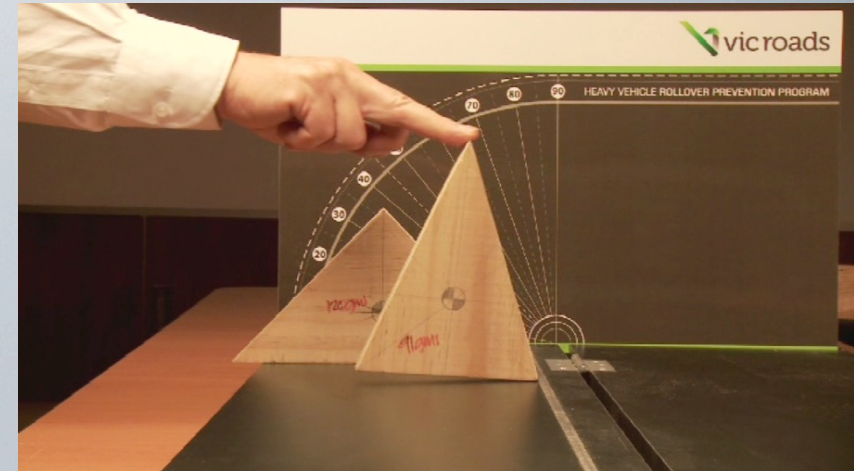
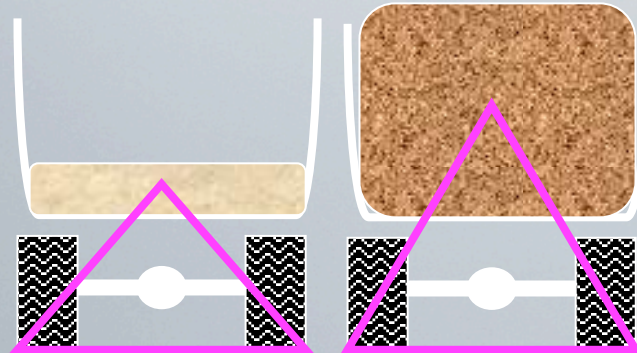
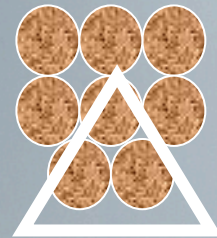
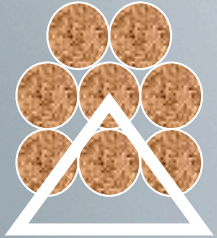


Make the problem visible, it is simple

- Simple, visual, non technical
- Make it visible
- Real models
- Real video
- Cost/benefit
- Go back to basics
- Who needs to know
- What do they need to know
- How am I going to show them
- How am I going to get them to agree on the solution



How did I get to the models?



program

- Video to engage everyone
- Consistent information –
 - PowerPoint presentation complete with notes
- truck models –
 - simple but backed by science
- Framework for a self imposed code of behaviour –
 - and they OWN it



expectations

- There was interest for this program
- Less than 5,000 packs over two years
- Would engage industry via TSS and VTA
- Would hand over the program
- Would only need to monitor for results

response

- Uncovered a worldwide need
- 26,000 packs so far, mostly by request
- 3,000 internationally
- Translated in four languages already
- Weekly Times, Power Torque 8 p, YouTube, Web, FHWA



outcomes

- Response statistically short, 5 months of data
- Close to 0 rollover by those in the program
- No loss in productivity, most increase
- Typical reduction in direct costs, fuel, OH&S



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Where to from here

- Train the trainers - just started
- More models – specialised issues
- Part 2 – Technology
 - what saves you when you are doing everything right
- Certification and acknowledgement

Room for improvement