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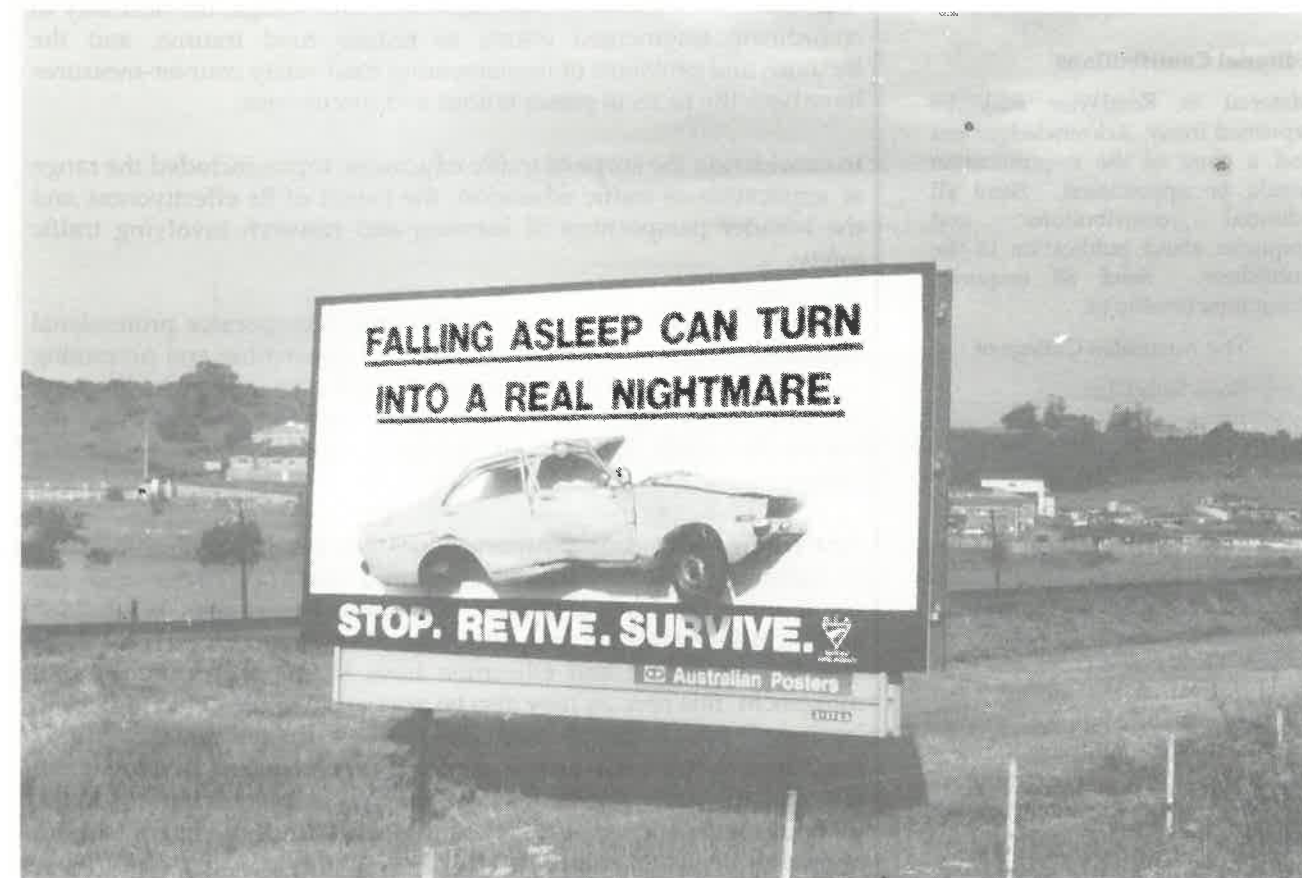
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Australia's First Road Safety Journal
5th year of publication



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Editorial

The fourth biennial Traffic Education Conference was held in Canberra in February. The theme was "The Scope of Traffic Education". At previous conferences, the importance of attitudes of road users, in addition to their skills and knowledge; the necessity to co-ordinate fragmented efforts to reduce road trauma; and the methods and problems of implementing road safety counter-measures have been the focus of presentations and discussions.

In considering the scope of traffic education, topics included the range of application of traffic education, the extent of its effectiveness and the broader perspectives of learning and research involving traffic safety.

It is now recognised that traffic education incorporates professional education (for those involved in planning, researching and promoting road safety), community education (for all age groups in life long learning road user behaviour) and training (improving the knowledge, skills and attitudes of those who operate vehicles and cycles).

Apart from this primary aspect, education is also applicable to the background issue of awareness within political circles and the community. This will determine how seriously the issue is regarded and the priority it is given in allocation of resources for its control. In addition, as debate and education have been part of any cultural movement, this process may also be applicable to the demand for and limits of transportation and its various modes in the future. Furthermore, more research and education is required to understand the impact and interaction of mobility, transportation, urban planning, user choices, traffic, environment, lifestyle, human health and safety and economic costs.

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OFFICIAL OPENING OF THE 4th BIENNIAL AUSTRALASIAN TRAFFIC EDUCATION CONFERENCE BY MR DAVID HAWKER, MP.

Australia is a vast country, sparsely populated and modern in outlook.

Is it any wonder then, that transport, and road transport in particular, plays such an important part in the Australian way of life?

The automobile has given Australians unprecedented personal mobility. Families and friends are able to keep in much closer contact because of the car. Road transport enables affordable holidays and a way of really seeing the country. Nearly 80% of our freight is carried on the roads.

The great personal freedom, however, does not come without cost. The cost is the thousands of vibrant lives that are tragically cut short each year on our roads and the many thousands more that have to live with some disability as a result of a road crash.

Last year, that cost was 2114 lives, and thousands more injured. Although the lowest in many years, that number of lives lost is unacceptable, especially when one thinks of them, not as statistics as is apt to happen, but for the real children, mothers, fathers, sisters and brothers that they were. These people are loved and sorely missed by many people. For those who were badly injured, the pain and suffering continues. Just about everyone's life has been touched by the tragedy of road crashes.

If over 2000 people had died of AIDS, or hepatitis, or some other terrible disease, or were killed in war, and if many thousands more had contracted some debilitating illness, there would be an uproar. Yet people have become so used to hearing about road deaths that they have become complacent when dealing with their own mortality and vulnerability on the road.

This is especially true of young people who have the added disadvantage of believing themselves

immortal - that dying or being confined to a wheelchair is only for the old.

Not only is there the tragic human loss as a result of road crashes, but there is a very real economic cost of road deaths and injuries.

* Estimates of the average cost of a road fatality is about \$480,000

* The cost of caring for someone with severe disabilities could be more than \$800,000 (and this does not include the loss of earnings that occurs).

* For every person killed on the road, 30 are injured (20 seek hospital attention; 10 are admitted to hospital).

* 10% of our hospital resources are consumed by victims of road crashes. A road crash victim spends an average of 18 days in hospital compared with 7 days for those with other medical complaints.

* 70% of all people who died in road crashes suffered from head injuries.

By any measure, the human cost of road crashes is horrendous. So what can we do?

* It is widely accepted that better roads are safer roads.

- widening traffic lanes by one metre can reduce head-on and run-off-road crashes by 20%. Passing lanes can cut crashes by 50%.

- replacing an undivided road with a freeway can cut crashes by 90%.

* According to NSW road traffic statistics, road deaths attributable to not wearing seat-belts is about 32%.

* Over the last 5 years to 1991 in NSW, the percentage of people who were breathalysed and found to be over 0.05 was 0.4%.

This tells a vivid story. Firstly, better roads can help save lives, injuries and

vehicle damage. We need to upgrade our major roads. Secondly, improvements in vehicle safety devices (such as anti-lock breaking and airbags) can help save many lives and reduce injuries. Thirdly, the authorities' concentration on speed and alcohol as the major killers is not necessarily right and has added to the negative attitude the public has of police. Finally, driver education, particularly for better skills and attitude is vastly underemphasised.

Australia has one of the highest rates of road fatalities in the developed world whatever measure you use.

Road traffic is expected to increase by 35 percent in volume over the next decade, and if we hope to save lives, we have to start now.

Better roads are obviously an important factor in increasing road safety, and there is a need to improve road conditions if we are serious about saving lives. Improving the safety standards of our vehicles will not stop crashes occurring, but will reduce deaths and severe injury.

The concentration on speed and alcohol by authorities has a two-fold effect.

1. The push for evermore lower alcohol readings (so that even one drink would be an offence) and the obsession with speed (leading to inappropriate speed limits on some sections of road) has labelled the police, at least in the public's mind, as tax gatherers rather than interested in road safety. But the fact is that carelessness causes more deaths than both alcohol and speed. In Victoria in 1990, twice as many people died from carelessness than from alcohol; twice as many died from carelessness than from speed.

2. There may be the effect that some people feel that if they don't speed or drink they will be safe. This neglects things like roadworthiness, careless and aggressive driving, impatience and seat-belts. (Cont. next page)

(continued from previous page)

The emphasis on enforcement and punishment rather than education and rewards for good drivers has led to a culture in car drivers that the "devil may care ('cause we sure don't)".

These issues must be addressed in a sensible way if the motorist is to continue to enjoy motoring in a safe environment and freight continue to be safely carried on our roads.

Most motoring organisations have a system of rewards for good drivers in that the "no claim bonus" increases with each year without a claim, and this is a first step toward instituting a reward-based system rather than a punishment system.

The issue of driver education is, to my mind, of central importance to the whole debate about road safety. An article by Angus Mackenzie, in the November 1990 *Bulletin*, points out that road crashes are caused, in the vast majority of cases, by road users. Some, he said, put the incidence of driver error at 95 percent. All the punishment and shocking advertising in the world is, of itself, not going to really solve the problem of crashes caused by carelessness. What we need is a change in attitude. Drivers have to be aware of the environment in which they are travelling.

Driving is a complex task. Every time we get into a car and drive out onto the road, we are dealing with situations and complexities not even faced by an air pilot in rough conditions. Pilots are highly trained. They operate sophisticated vehicles in sometimes treacherous conditions. They deal with highly trained individuals - whether in other aircraft or in air traffic control.

Motor car drivers get a licence after a short oral or written test (easily learnt by rote) and a jaunt around the streets. They operate increasingly sophisticated vehicles but deal with people who have as much "training" as they do. There is no requirement

to show their abilities at night, in the wet, use if all you end up doing is on dirt roads or towing a caravan for pushing up daisies. example.

They see a licence as a right not as the privilege it should be. This leads to an attitude that they have the right to be on the road, despite the fact that they are operating a potentially lethal weapon. The more they "escape" from potentially dangerous situations or from being caught, the more they believe they are good drivers. It is no wonder that we have so many crashes directly attributable to driver error.

Driver education has to start when children are young. It is very difficult to change the attitude of someone who has managed to "escape" death or injury for some time. It is also difficult to change the attitude of young adults, especially in a group situation. By then it often too late. That is why good sense and consideration in driving has to be instilled at a young age.

Driver education should become an essential part of the school curriculum. We teach our kids the three R's to prepare them for life in the "big world", but we do not teach them the basics of how to stay alive in a motor car. This, in my opinion, is just as important as traditional school work. All the English and Algebra is not much

Keeping people alive, uninjured and damage free will make a better society. Prevention is always better and cheaper than cure. In other words, there is another way to just applying tougher and tougher penalties. The key lies in education and attitude.

An integrated land transport system that incorporates good roads, efficient rail and, most importantly, educated operators, is something we all have a responsibility to work for.

I acknowledge the tremendous effort this conference and the Australian College of Road Safety make to the central area of our economy and urge you to keep up the good work. I trust that this conference will abound with stimulated debate and further the cause of road safety in this country.

I have great pleasure in declaring the fourth biennial Australasian Traffic Education Conference open.

Mr David Hawker, MP, is Federal Shadow Minister for Land Transport.



This is No. 11 in the series of interesting safety signs. It is erected on Highway 1, between Port Augusta and Adelaide. The background is the Flinders Ranges.

FELLOWSHIPS OF THE AUSTRALIAN COLLEGE OF ROAD SAFETY

The inaugural fellowships of the Australian College of Road Safety, to acknowledge excellence in the field of road safety, were presented at a ceremony in Canberra on February 14, 1992. The Master of Ceremonies was Professor Terry Field and the awards were presented by the Hon. Bob Brown, Federal Minister for Land Transport.

The citations for the presentations are as follows:-

Harry Leonard Camkin

Harry Camkin, the General Manager of the Road Safety Bureau, Roads and Traffic Authority of New South Wales, an engineer by training, has been able to combine the many disciplines required of a road safety philosophy in terms of traffic management, crash research, and long-term educational strategies. The ROAD SAFETY 2000 plan is a natural outcome of Harry's approach.

His long administrative career in road safety has been acknowledged by invitations to speak at national and international road safety conferences. He has played a central role in many road safety committees and organisations including the Australian College of Road Safety. He is indeed an expert in the field.

Brian Henty Connor

Brian Connor has made an outstanding contribution to the promotion of road safety in his local region, at the state level also and is recognised for his insights and enthusiasm both nationally and internationally. He is a general practitioner in Armidale and is renowned in that setting particularly for his determination and ability to achieve changes for the enhancement of road safety. Indeed, he has worked unceasingly for over fifteen years

to promote effective road safety education and research in the Armidale community and the state, and has devoted significant personal time and resources to gaining national and international experience to assist him in his on-going mission to promote road safety. Among his many achievements, with others, was the establishment of the Australian College of Road Safety of which he is the retiring President.

Gordon Walgrave Trinca

Gordon Trinca has been a vocal advocate of road safety measures for several decades. He was a prime mover of the precedent-setting Victorian legislation requiring the compulsory use of seatbelts in 1971. He has maintained earnest and well-reasoned advocacy for scientifically demonstrable improvements to vehicle design and other road safety measures ever since. He is a specialist general surgeon who has been directly involved in the treatment of traffic accident casualties. The experience in trauma care has enabled him to make a significant contribution to road trauma prevention and the development of optimal care services in the acute phase of management. He has also played a major role in the promotion of drink driving countermeasures. Gordon Trinca represents the Royal Australasian College of Surgeons on many state and federal road safety committees, is involved in many international activities concerned with accident prevention and traffic medicine. He is a prolific author on the subject and has been honoured with many awards recognising his efforts.



Fellowship award participants (from left to right) Dr Gordon Trinca, Dr Brian Connor, Mr Bob Brown MP, and Mr Harry Camkin.

NEW MEMBERS

Corporate

COMCAR, Dept. of Administrative Services (Mr Chris Gabriel)

Victorian Chauffeur Training (Mr Craig Mirkin)

Personal

Mr C Hodgson (IAM Fleet Driver Training, Qld.)

Mrs Sandy Caust (Royal Rehabilitation Centre, East Ryde)

Mr Gregory Bondar (Long Distance Road Transport Association of Australia)

Mr Lyall Gorman (NSW Independent Schools Association)

Mr Desmond Roche (Western District Community Road Safety Council, Warrnambool, Vic.)

ACRS EXECUTIVE

At the Annual General Meeting of the Australian College of Road Safety held in Canberra on February 14, 1992, the following Executive Committee was elected:-

Mr Bruce Searles (President), NRMA, NSW.

Mr John Walker (Vice President), Office of Road Safety, S. A.

Mr John Fraser (Vice President), John Fraser Fleet and Driver Consultancy, Qld.

Mr Dennis Young (Secretary), DRUG-ARM, Qld.

Dr Brian Connor (Treasurer), medical practice, NSW.

Mr Colin Grigg (Publicity), EastAus Management Unit, NSW.

Mr Cliff Johnston, Driver Education Centre of Australia, Vic.

Mr Harry Camkin, RTA Road Safety Bureau, NSW.

Dr Jim Mc Grath, Surgeon, NSW.

Dr Mary Sheehan, Queensland University Medical School, Qld.

Co-opted members

Mr Wayne Clift, Australian Advanced Driving & Control Centre, Qld.

Dr Michael Henderson, Consultant, NSW.

Mr Jim Johnstone, IAM Fleet Driver Training, Qld.

Professor Terry Field, University of New England, NSW.

The first meeting of the new executive was scheduled for Brisbane on March 27, 1992.

ABOUT PEOPLE

The Victorian Association of Traffic Safety Education Teachers Inc. (VATSET) has had the benefit of members who are committed to the organisation and to the cause of road safety.

The efforts of some can be highlighted. At the last Annual Conference, held on December 9, 1991, Julie Jones was awarded life membership of VATSET in recognition of her services over a ten year period. Her tireless contribution, in the interest of road safety, was recognised.

One important document which is the result of her efforts is "Administrative Guidelines: Traffic Safety Education". She has promoted an awareness of this document to politicians and in the Victorian education system to ensure the implementation, in schools, of the principles contained in it. Julie has worked consistently to ensure that as many students as possible, within the Victorian Ministry of Education, are exposed to some form of traffic safety education.

Julie Jones was President of VATSET during 1990-1991. She had previously served on the organisation's executive as Vice-President, and Publicity Officer.

In accepting the award, Julie graciously acknowledged the work done by others in the organisation, especially by the previous President, Graeme Hawthorne.

HANDBOOK FOR G.P.'s

A handbook has been released, to guide doctors in isolated areas, in their care for people with head and spinal injuries. Delay in diagnosis is critical.

The book has been prepared by an ACRS member organisation, the Neurosurgical Society of Australasia. The Society recommends that, apart from doctors and surgeons, staff of casualty departments, ambulance officers and state health departments should also use this reference.

Head and spinal injuries cause 70% of the total deaths from road crashes and half of other trauma deaths. Road crashes cause 50-60% of all head injuries. The highest cause of hospitalisation for under 45 year old people is trauma, mainly accident related.

ROAD SAFETY

- AN INTERDISCIPLINARY PROBLEM

Road safety, as a profession, depends on a wide spectrum of skills and disciplines.

Its expertise derives from and builds upon substantive contributions from an extraordinarily wide variety of occupations including ambulance officers, driving instructors, engineers, educators, environmentalists, insurance agents, lawyers, managers, media consultants, medical practitioners, policemen/women, politicians, psychologists, social scientists, statisticians, teachers, town planners and traffic educators.

The discipline operates most effectively when it involves contributions from professionals in these fields.

There have been problems in the past, with opinion being divided over the relative contribution made in particular by engineers and educators. However, it can be argued that these contributions may complement each other, particularly as solutions to road safety problems increase in complexity. Engineering advances continue to make a major contribution to road safety in Australia and, as these developments become even more sophisticated, the role of educators, in ensuring their implementation, becomes critical. Educators may have felt marginalised in road safety debates and with the growing sophistication of their practices, engineers may be unsure of implementation practices. However, the role of both professions is critical in the promotion of a safer Australia.

There is a certain lack of understanding of

professional roles in the community and the relatively low status of inter-disciplinary qualifications may heighten the concerns regarding professionalism in road safety. A relevant suggestion relates to the possibility of initially adding on road safety qualifications to existing training programmes. It is important to stress that road safety should also be part of the learning programmes not only of engineers and educators, but also other professionals e.g., ambulance officers, lawyers, medical practitioners (primary care and specialists), occupational therapists, police officers and town planners.

It is essential that road safety workers have skills in networking and collaboration. This requires a realisation that the problems which are confronted in road safety demand an understanding of human behaviour and its interaction with the environment. It has become increasingly recognised that these issues are ill-served by rigid intra-professional and territorial boundaries. It is thought that the problems of the future will only be resolved by cross-territorial consultation and planning.

The complexity of the road safety field is evidenced by the range of issues covered in these documents (referring to the series of Discussion Papers being developed by the Australian College of Road Safety). The importance of professional training as far as the Australian College of Road Safety is concerned is exemplified by its development in the following paper (a paper on "Professional Training" is included in the set of documents).

(Discussion Paper No 1)

Dr Brian Connor

ACRS DISCUSSION PAPERS - an ongoing process

As part of its aim to promote road safety professionalism, the Australian College of Road Safety has been engaged in producing a series of discussion papers on various aspects of road safety in Australia. In an ongoing process, first drafts of these papers were modified, initially by the executive committee, then by discussion groups at the Australasian Traffic Education Conference. Working groups have been formed to research and amend some of these papers.

These discussion papers will be progressively

published in *RoadWise*. The above paper is the first of them.

Suggestions on how to improve the papers are encouraged. The ACRS executive committee is keen to receive as many comments as possible.

It must be emphasised that, at this point in time, the papers are not being submitted as the policy of the College. It is possible that the discussion process may lead ultimately to the development of position statements. For this reason, wide participation is being sought.

AUSTRALIAN COLLEGE OF ROAD SAFETY ACTIVITIES

The 1992 executive committee, under the chairmanship of Mr Bruce Searles, has continued a wide variety of activities, on behalf of the College.

The Australian College of Road Safety has now completed arrangements for incorporation in the Australian Capital Territory.

Work is also in progress to make revisions to the strategic and tactical plan for the organisation. The activities, in the immediate future have strong direction from the previous plan. New areas of focus and priority are being incorporated into a new document, which will be presented to the next annual general meeting for approval.

The future direction for ACRS was a topic discussed at the Australasian Traffic Education Conference in Canberra on February 14, 15, 1992. Members of the executive continue to give this matter serious consideration. It is thought that, apart from its function in providing a professional association for people working for road safety, the College has an important position in the community process included in the national strategy for road safety.

Of utmost importance in deliberations is the strategy to extend membership of the College. Ways and means of achieving greater involvement from various states and territories have been considered. The long term aim for state branches has been proposed. Meanwhile, networking will be facilitated by state correspondents, to ensure that all parts of Australia have a "voice" in the College, even if there is no representation on the executive. In addition, the use of sub-committees, and contributions by co-opted members is envisaged as an important mechanism in particular projects. The matter of membership from overseas, especially New Zealand, is also being examined.

A network register for members was prepared at the National Road Safety Resource Centre (itself a previous joint initiative of the College and the University of New England) during 1991. Apart from maintaining this register, action is in progress to establish a resource directory of all agents with an interest in road safety.

Continuing programmes of the College include Fellowships, a National Award Scheme, Annual Guest Lecturer Programme, and Discussion Papers.

On the recommendation of the convenor of the Fellowship Committee, Professor Terry Field, nominations will be invited for the next fellowship awards to be presented in February 1994.

Submissions have been invited from Local Government Authorities and community groups for the Award Scheme. The ultimate goal of the College's scheme is the establishment of a "Code of Good Practice in Road Safety at a Community Level". The demonstration projects entered for the awards will provide information which will enable the code to be developed.

The guest lecturer for 1992 is Mr John Toomath. He is the Manager, Safety Standards, Land Transport, New Zealand. Various meetings will be organised during November.

The Position Paper programme was introduced in 1991. Various authors prepared drafts on a range of road safety issues. The drafts were modified by the executive committee. At that stage, the papers were published as Discussion Papers, in a document which was released for further discussion by delegates to the Australasian Traffic Education Conference in February. Various people with particular interests have volunteered to continue with the review of these papers. In addition, they will be progressively published in "RoadWise" for comment by all members. The goal is that the process will lead to the issue of position statements by the College.

Another planned activity is the participation of members in road safety discussions at the ARRB conference in Perth scheduled for November 8-12.

The College has made a submission to the National Road Trauma Advisory Council on alcohol, drugs and fatigue.

Other matters which have been discussed by the executive include the policy on the relationship and approaches of the College to Governments; publicity for the activities of the College; education for road safety professionals; and AMA statements about the increased risk for drivers who smoke.

This report is brought to members of the College to invite comments and suggestions. You may wish to write a letter to the editor or submit material to the Secretary, Mr Dennis Young.

CRASH WORTHINESS

Perhaps the automotive industry has been slow to seriously use safety as a customer benefit in sales promotion strategies in past years. Perhaps the companies perceived that the average car buyer does not include safety in decision making criteria.

But attention to safety appears to be increasing. This attention extends beyond safety features of the past and the more recent innovations such as anti-skid brakes, four wheel steering and independent rear suspension. The specifications which will determine the occupant protection which vehicles will provide, in the event of a crash, are not only being introduced to vehicle design but also to sales promotion.

Honda, Volvo and Falcon provide examples.

The 1992 Honda Prelude Si-SRS model is fitted with a supplementary restraint system (SRS) airbag on the driver's side.

The latest Volvo 960 is the first of this make to incorporate side impact protection system (SIPS). This has stronger door pillars on both sides. A survival cell has been built into the cabin. The impact of side-on collision is consequently reduced by beams across the floor and strengthened door sills and window pillars. An air bag is fitted on the driver's side. It is claimed that SIPS has the potential to reduce fatalities and serious injuries caused by side impact collisions by up to 25%.

The new Falcon GLi is being promoted as having greater cabin strength than ever before, with special reinforced roof pillars. All Falcons, Fairlanes and LTD's are claimed to have stronger cabin roofs,

thicker windscreens and stronger roof pillars.

The evolution of consumerism since the 1960's has led manufacturers to expect scrutiny from consumers' Associations. In Australia, the NRMA is such a "watchdog". The publication "How Does Your Car Rate in a Crash", contains information which the Association has compiled from crash data. The survey included 70,000 drivers and some 22,000 who were injured. They were driving vehicles of the 1982-1990 period.

The publication claims that the crash worthiness of vehicles in crashes could have a significant impact upon the level of trauma on our roads.

The vehicle assessment rates them on how well they protect the driver. The measure is "the risk of driver death or hospitalisation for every 100 drivers of that model involved in reported crashes".

The matter of occupant protection is also being closely studied by the Federal Office of Road Safety. A programme, being co-ordinated by FORS, incorporates crash testing seven locally available cars. This is part of a process for reviewing Australian safety standards.

Two approaches are possible.

Firstly, standards can focus on the loadings on the femur, chest and head of drivers in a crashed vehicle - the determinates of occupant survival. The achievement of occupant protection in these terms, places the responsibility on car manufacturers. They may achieve the desired protection with soft nose design, air bags, seat belt pretensioners, collapsing steering column or a

(from page 9 - Crash Worthiness)

combination of these design features.

The second approach relies on specifying engineering standards for the vehicle itself, for such factors as maximum steering column intrusion and the fitting of mandatory safety equipment.

The former approach is adopted in the U.S.A.. The emphasis is placed on occupant survival. The second approach is embodied in the present Australian Design Rules and is used in European and some other countries.

Awareness of road safety may have, finally, brought

vehicle crash worthiness onto the political agenda and into manufacturers' advertising copy. The extent of future development in these standards is a matter of cost and may be determined by public discernment and willingness to pay the extra cost for life protection.

LONG DISTANCE TRUCK DRIVERS

The Institute of Transport Studies, University of Sydney, completed a study for the Federal Office of Road Safety entitled "Long Distance Truck Drivers On-Road Performance and Economic Reward". The study has been released as Report CR99.

The study evolved out of a concern that there is a lack of systematic scientific evidence to prove or disprove explanations of the causes of truck crashes and the negative image of the long distance trucking industry which has been created. It was suspected that inquiry into the causes have tended to concentrate on "localised" reasons rather than the real causes. The hypothesis was that the latter can only be identified by studying the industry as a whole.

The study examined safety aspects of the long distance road freight industry, including work routines, schedules, use of stimulant drugs, speeding and exposure to risk. The survey sample involved 820 long distance truck drivers.

For the first time, scientific evidence of the underlying causes of unsafe on-road behaviour has been presented.

The study revealed that 17% of drivers had been involved in a crash in the two preceding years.

Analysis has shown that economic rewards to owner drivers and employers of drivers have a major

influence on the likelihood of drivers speeding.

The survey highlighted the low level of income earned by drivers, particularly owner-drivers (36% earned less than \$15,000 in 1989-90). This was payment for an average of 105 hours per week, 65% of which was driving time.

Owner drivers have heavy commitments in financing their trucks. On an average, their repayments are \$2,500 per month, over an average repayment period of 4.25 years.

Drivers from small companies recorded the highest average trip speed for the sampled trip viz. 82.01 kph (compares with the average 81.06 kph).

Some 35% of all drivers were travelling to a set schedule for the sampled trip. But, 60% of drivers admitted to imposing their own deadlines, even if they were not working to schedules of freight forwarders.

The use of stimulant drugs is often something to which drivers resort, in order to maintain the long working periods. The findings were that 46% of drivers admitted to taking stimulant drugs at least on some trips.

Drivers were of the opinion that the most important factors.

which contribute to crashes involving heavy vehicles were the condition of the roads, the behaviour of other vehicle drivers, truck driver fatigue and lack of truck driver skills.

Support of the need for specialised driver training courses to upgrade skills and to improve their image was given by 80% of drivers.

LINKS WITH OVERSEAS RESEARCH

A research programme, with an estimated cost of \$US 150 million, is being carried out during a five year period. Its scheduled completion date is March 1993.

The research has been focussed on highway problems and it has been undertaken by the Strategic Highway Research Programme (SHRP).

The Australian Pavement Research Group (APRG) of AUSTROADS has been co-operating with SHRP in this study.

Two reports will be released. The first report (APRG Report No. 1) is available. This report is concerned with monitoring SHRP projects and identifying potential outputs which will be of benefit in Australia.

PUBLICATIONS

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The Roy Morgan Research Centre Pty Ltd, Community Attitudes to Road Safety - Community Attitudes Survey Wave VI, CR 101, January, 1992, prepared for the Federal Office of Road Safety.

INSTAT Australia Pty Ltd, Fatal Crash Types, Analysis of 1988 Fatality File, CR 105, March 1992, (Summary Report, CR 104), sponsored by Federal Office of Road Safety.

Australian Road Research Board Ltd, Terminal Values of Road Traffic Signs, SR 49; Optical and Photometric Standards for Variable Message Signs, ARR 216 (commissioned by Vic Roads); Average Costs for Different Types of Accidents in Urban and Rural Areas, ARR 217; Repair Costs of Vehicles Damaged in Crashes, ARR 218.

Federal Office of Road Safety, Road Fatality Statistics Australia, (published monthly).

Department of Road Transport, Road Fatalities in South Australia, (published monthly).

NATIONAL ROAD SAFETY RESOURCE CENTRE

(An initiative of the Australian College of Road Safety, in conjunction with the University of New England)

Enquiries may be directed to

the Special Projects Librarian, National Road Safety Resource Centre

University of New England, Armidale, N.S.W., 2351

Publications produced by the Australian Road Research Board include:

- * Road & Transport Research (quarterly)
- * Research Reports (approx. 30 per year)
- * Roadlit (weekly)
- * Briefing and Special Briefing (digest of ARRB activities)
- * Other publications (conference proceedings)

Lasors

(Literature Analysis System on Road Safety)

This is a database available through AUSINET, produced by the library of the Department of Transport and Communications, Canberra, A.C.T.

Back Issues of Publications

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Copies of conference proceedings are also available.

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