



HEAVY VEHICLE
INDUSTRY AUSTRALIA

SAFER TRUCKS & TRAILERS

INCENTIVISING THE UPTAKE OF SAFETY TECHNOLOGIES

An initiative of Heavy Vehicle Industry Australia (HVIA)

Truck manufacturers started offering ABS in the early 1990's and after more than twenty years of discussions it was finally mandated for new trucks in 2016



SAFER TRUCKS & TRAILERS Incentivising the uptake of safety technologies

Every stakeholder, every year should be striving to make positive change to improve road safety.

Governments, road user groups, drivers, pedestrians, cyclists and vehicle manufacturers should be identifying ways to improve, in the hope of reducing road crashes and fatalities.

As a manufacturing association, HVIA is at the forefront of showcasing heavy vehicle innovation. Our members are constantly innovating to improve heavy vehicle safety performance and the fact is, heavy vehicles have never been safer.

Notwithstanding these safer vehicles are operating on safer roads and at safer speeds, the downward trend in road fatalities has not been reflective of these improvements.

1227 people died on Australian roads last year and during the 12 months to the end of June 2018, 169 deaths had resulted from 155 crashes that involved a heavy vehicle.

The risk of these fatalities increasing as the freight task grows is real and has led HVIA to ask: what more can be done to support safer roads?

The highest priority is to incentivise a reduction in the heavy vehicle fleet age and the uptake of safety technologies for heavy vehicles through the tender process of major infrastructure projects.

Australia has one of the oldest truck fleets in the western world at over 14 years; in fact, 16% of the fleet (some 73,000 vehicles) are aged between 15 and 22 years old. We know these vehicles are less safe than their modern counterparts and we know when a new safety feature is mandated by the Australian Design Rules (ADRs) it takes over 20 years to be universal in the heavy vehicle fleet.

Not every heavy vehicle operator can afford a new truck every year and there is a policy gap in the treatment of older heavy vehicles. HVIA believes the most effective way to improve heavy vehicle safety in the immediate future is to offer bonus points or implement a weighting system in the tender process that rewards investment in heavy vehicle safety.



Source: *Trends - Infrastructure and Transport to 2030* <https://infrastructure.gov.au> Fatal Heavy Vehicle Crashes Australia, April – June 2018 <https://bitre.gov.au>

Modernising the fleet

Older vehicles do not get the benefit of amendments to Australian Design Rules (ADRs). With these vehicles still on our roads every day, it is these trucks and trailers that we need to target to bring about effective change.

Government, industry and the community cannot stand by for 20 to 30 years, for these individual technological advancements to have universal take-up.

To wait risks a further 5,000 preventable deaths on our roads, and the devastating social distress that permeates the community after each fatality.

There is absolutely no constraint on targeting older vehicles by incentivising the uptake of currently available safety technologies in the interim.

Governments can set an example by utilising their tenders for major transport and infrastructure projects to encourage the take-up of safety technology.

HVIA implores all State, Territory and Local Governments to modernise their tender criteria to incentivise the uptake of newer, safer vehicles.

Appetite for Action

HVIA applauds State and Territory Ministers at the Transport and Infrastructure Council (TIC) meeting in May for their proactive response.

Action 4 of the TIC Communique states: *“increase the deployment of Autonomous Emergency Braking in both heavy and light vehicles”*.

Recent analysis by Monash University Accident Research Centre suggests this technology could save 67 lives per annum.

Recommendation 9 of the TIC Communique again asserts *“increase the market uptake of safer new and used vehicles and emerging vehicle technologies with high safety benefits”* and

Action K reinforces this by stating the need to *“require contractors on Government funded construction projects to improve the safety of vulnerable road users around heavy vehicles through safety technology and education programs”*.



The heavy vehicle industry's innovation flagship program is failing to promote the uptake of new vehicles

Australian Design Rules

HVIA supports the Federal Government's National Road Safety Strategy 2011-2020 and the Road Safety Action Plan 2018-20 which were released in May.

These are important strategic initiatives aimed at making our roads safer.

We support the ongoing review of the heavy vehicle related Australian Design Rules (ADRs).

ADR 35/05 in 2016 was introduced to mandate Anti-lock Braking Systems (ABS). Planned changes to ADR's 35 and 38 will introduce Electronic Stability Control and Roll Control.

HVIA also welcomes the Government's commitment to develop an ADR related to Autonomous Emergency Braking Systems.

However, whilst mandating safety features through the ADR process is an important step that needs to be undertaken, these only apply to new vehicles.



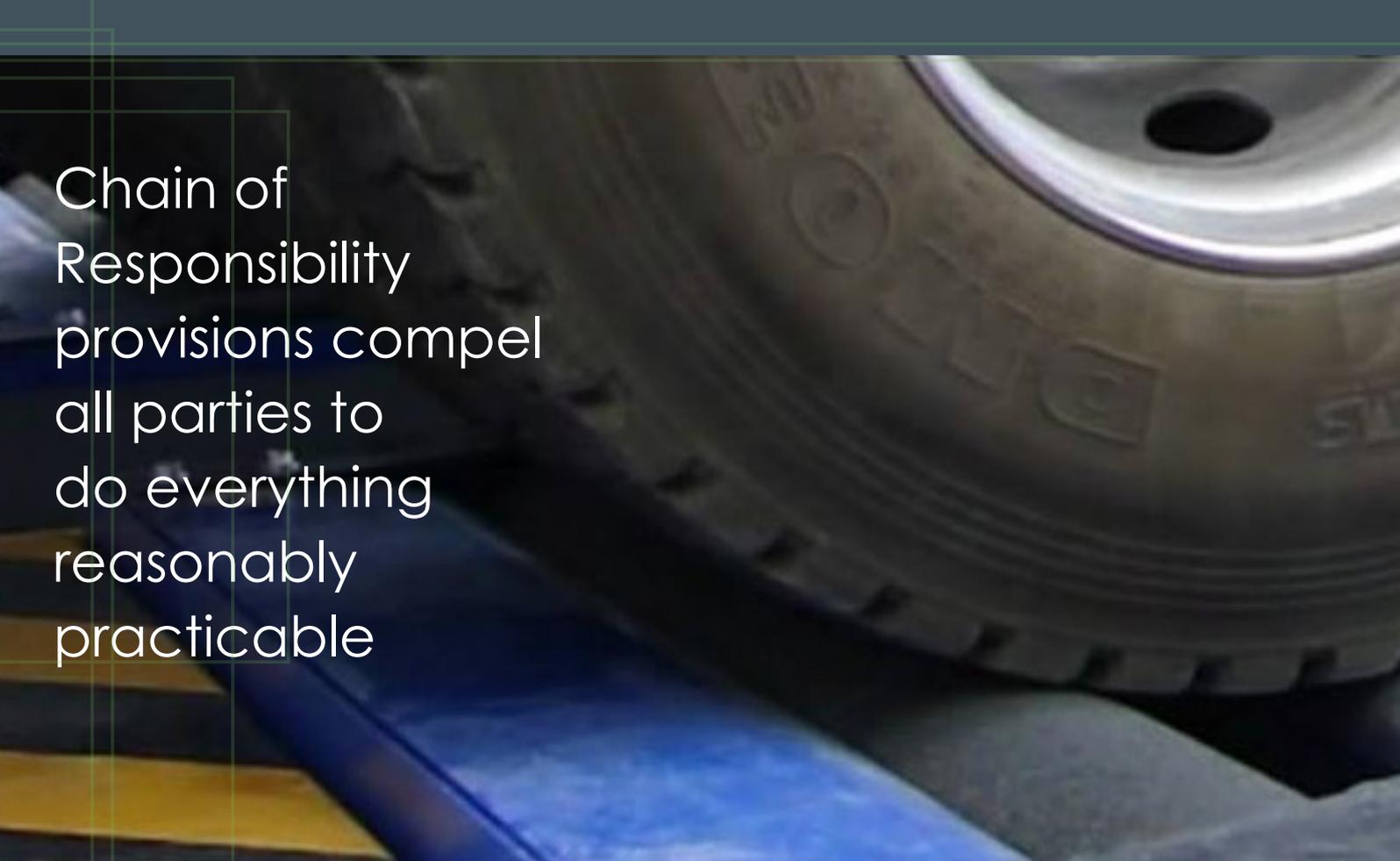
PBS scheme

HVIA is also concerned over the number of older vehicles in the Performance Based Standards (PBS) fleet.

HVIA has been advocating for minimum braking requirements for the PBS scheme to be linked to that of the current ADR braking requirements. Heavy Vehicle operators should invest in these safety features if they know they will be getting a productivity gain.

In too many cases PBS is failing to promote the uptake of new vehicles with the latest safety features which was one of the objectives of the scheme when it was first established.

Increasing the deployment of Autonomous Emergency Braking Systems in both heavy and light vehicles could save 67 lives per annum.



Chain of Responsibility provisions compel all parties to do everything reasonably practicable

Priority Actions

HVIA Safety Action Plan - Priorities

1. In line with Chain of Responsibility legislation, encourage organisations that put out tenders for transport tasks to incorporate preference clauses for vehicle safety features in their tenders. This should apply to both infrastructure and line-haul tasks, and include:
 - Features aimed at protecting vulnerable road users in urban projects where transport operators are likely to interact with vulnerable road users.
 - Braking and stability control systems to improve braking performance and reduce incidents where drivers lose control or roll a vehicle.
 - Uptake of telematics systems to allow better monitoring of driver behaviour and vehicle performance.
 - Using Government tenders to provide examples to industry more broadly of how this can be achieved.
2. Increase demand for safer heavy vehicles by working with operator associations to educate owners of the safety and productivity benefits of installing safety systems in trucks.

3. Improve the uptake of safety features by working with truck dealerships to more effectively promote safety features to customers purchasing new trucks.
4. Encourage NHVR to mandate updated safety standards for PBS combinations.
5. Close loop-holes which currently allow freight vehicles not meeting Australian safety standards to be imported.

Solutions for regional and line-haul transport safety

Protecting vulnerable road users in major cities is important, but it is also important to remember that 65% of road deaths occur in regional and remote areas. Encouraging the take up of safety features in these vehicles is also vital.

Demanding higher safety standards

A broad range of safety features could be incentivised in these tenders.

Transport for NSW has provided a useful guide to *Safety Technologies for Heavy Vehicles and Combinations* which explains a broad range of safety features that could be



regarded favourably by tenderers and consignors:

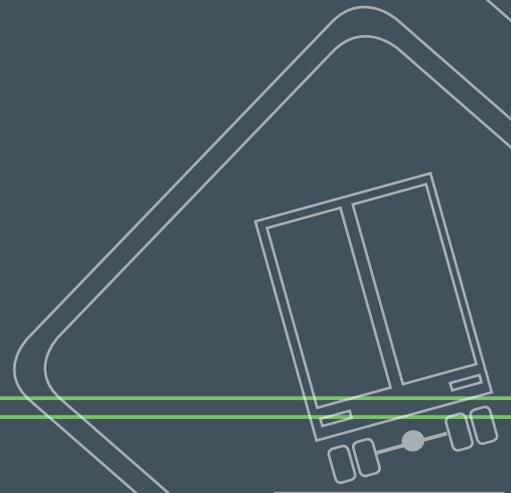
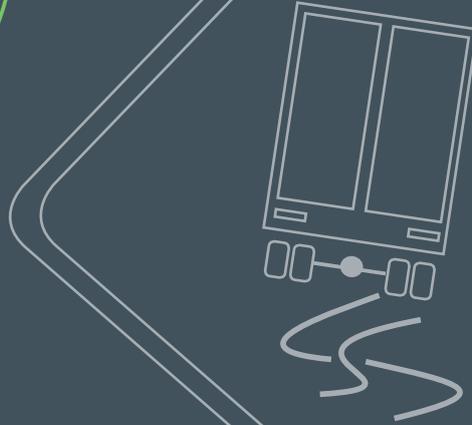
- Electronic Stability Control (ESC) System
- Trailer Roll Stability (TRS) System
- Autonomous Emergency Braking (AEB) System
- Electronic Braking System (EBS)
- Anti Jack-Knife Braking
- Electronic Brake Distribution (EBD) System
- Adaptive Cruise Control (ACC) System
- Antilock Braking Systems (ABS)
- Lane Departure Warning System (LDWS)
- Daytime Running Lamps (DRL)
- Tyre Pressure Management Devices
- Automatic Traction Control (ATC) System
- Reversing Safety Systems

Source: roadsafety.transport.nsw.gov.au/downloads/safety-technologies-heavy-vehicles.pdf

Road safety is everyone's responsibility, the industry is calling for more to be done and the technology is available now – we cannot be complacent.



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