

Vehicle Safety Spotlight

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Road safety – what are your risks?

- Risk to your staff when working on the road
- Risk to public when working on the road
- Risk when driving for work
- Risk when driving to and from work – the commute

How does safety apply in your organisation?

What is your org's approach to safety? Does it extend to the road?
Does it vary with transport type? What is your role?

- Public / shared
- Light / pool / hire vehicles
- Grey fleet
- High occupancy vehicles
- Heavy fleets
- National fleets – conflicting laws
 - Light
 - Heavy

The Vehicle

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Policy paper:
Guide to the Development of a Safe Vehicle Purchasing Policy

The Goal of this Guide

This document has been developed by the NRSPP to guide companies and fleet managers through the process of developing a safe vehicle purchasing policy. Fleet operators are strongly encouraged to develop such a policy to guide the procurement of vehicles for the organisation. Vehicles covered by the policy can include those purchased, leased, rented or under the operational control of the organisation.

Implementation of such a policy allows for improvements in road safety outcomes in an area that may have not previously been considered. Organisations are strongly encouraged to take an active interest in improving their safety on the road. It's simply good business to do so - common outcomes include:

- cost savings through the reduction of vehicle crashes, workplace injuries and incidents
- market development and branding of an organisational safety reputation
- the demonstration of an organisations commitment to high levels of OH&S
- confidence in organisational compliance with Workplace Health and Safety legislation.

[NRSPP 2018. The business case for road safety \(a bit more\) - Australian Road Safety Council](#)

The safe system is the foundation for the NRSPP framework - safe speeds, safe vehicles, safe drivers and safer roads. This safe vehicle purchasing policy only relates to one section of the framework, as such it is only one of a number of policies that make up a systems approach to vehicle safety within an organisation. The implementation of this policy must be considered alongside that of other safety systems including safe driving policies, incident reporting frameworks, journey management practices and an organisation wide safety culture.

National Road Safety Partnership Framework

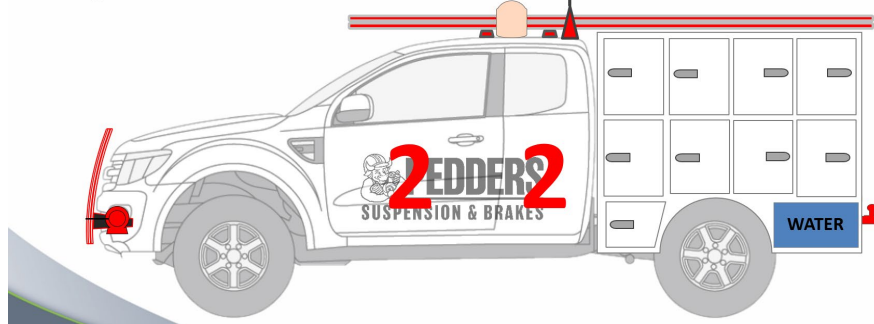
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- How is your fleet managed?
 - Is it \$\$\$\$ or safety focus?
 - What are your performance measures?
- What is the purpose to help with considerations of vehicle type & technology
- ANCAP or reputable for heavy vehicles
- Driver training

And then there is mass!!!!

Remaining Payload = **541** Kgs



2-seat ute



LEGAL

50% of Payload = 375kg
Maximum weight of occupants (2x68kg) = 136kg
This meets the criteria for a light commercial vehicle

4-seat ute with service body



ILLEGAL

50% of Payload = 250kg
Maximum weight of occupants (4x68kg) = 272kg
This does not meet criteria for a light commercial vehicle

What are the risks of exceeding the GVM?



Increased running costs



Increased stopping distance



Increased rollover risk

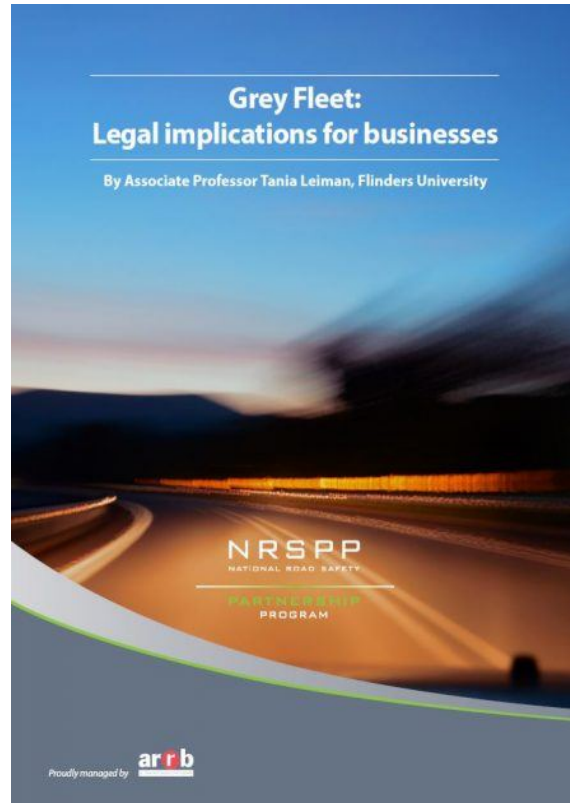


Loss of demerit points



Increased wear and tear
which may void the warranty

Legal Implications for Businesses



Released today

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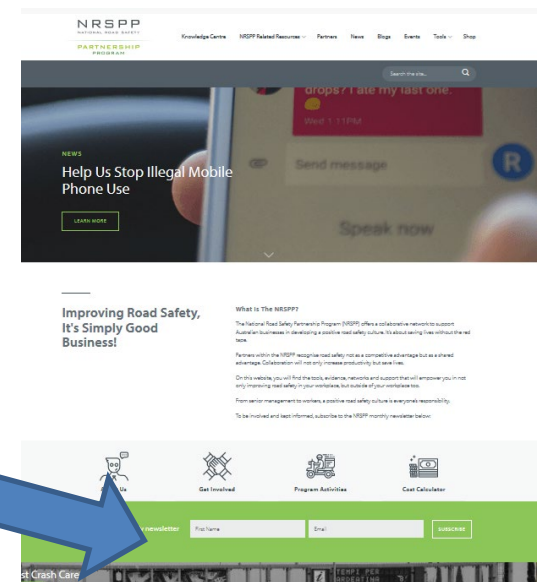
Thank you

It is free to get involved, become a partner



For more information or to become a partner:

- Jerome.Carlsake@arrb.com.au
- www.nrspp.org.au – register for newsletter
- [@NRSPPaus](https://twitter.com/NRSPPaus) - Twitter
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