



SAFETY POLICY STATEMENT

Safety in the road transport industry

The Australian Trucking Association is founded on a platform of improving safety outcomes for drivers, the industry and other road users.

Extract from the ATA charter

The ATA charter states:

The ATA undertakes research, consults and informs, develops and advocates policy that aims to improve the safety, environmental record and viability of the industry.

Further, with regard to safety it states:

The ATA invests in a comprehensive road safety program, comprising three complementary parts:

- It develops industry guidance material and safety policies and provides advice to government bodies on truck and road regulations.
- It manages a national, public program that raises awareness about sharing the road safely with trucks.
- It underpins the comprehensive, accredited industry program, TruckSafe, which establishes audited benchmarks in safety and roadworthiness for trucking operators.

The safety theme is dominant through all of the ATA's policies and actions. The TruckSafe program and the ATA's safety and careers education centre, the Road Ahead, provide two streams of activity closely linked to two of the three safety streams noted above. The ATA General Council has also endorsed the following specific safety policies:

Fatigue prevention

- The ATA supports the underlying objectives of the national package of model fatigue management legislation.
- The ATA policy upholds that fatigue management should have uniform implementation, and be directed on a national level.
- Rest areas are currently in gross undersupply and commonly lack necessary capacity, services and suitable design criteria. The ATA calls for priority action by governments in consultation with industry to address this disturbing discord.
- The ATA believes that electronic work diaries should aid driver and operator compliance and in no way disadvantage those using them. Electronic work diaries should be optional and affordable. It would not be acceptable for them to be forced upon the industry to simply facilitate enforcement.

Adoption of appropriate travel speeds

- ATA policy is that speed limits must be complied with.
- The ATA also promotes travel speeds that account for prevailing road conditions, which may be lower than the limit.
- ATA policy is that heavy vehicle owners must be notified promptly when any speed related offence is detected. Tampering of speed limiter devices is unacceptable.
- The ATA believes speed zone information, in both map and electronic GPS data formats must be freely available to operators and GPS providers.
- The ATA supports increased awareness of vehicle roll over causes.

Zero tolerance of driving while under the influence of alcohol and/or illicit drugs

- The ATA supports current road law limits of zero for drivers whilst driving a heavy vehicle in respect to drugs or alcohol.
- The ATA supports both random and evidence based targeted roadside alcohol and drug testing of drivers.

Adopting a safe systems approach to road safety

- The ATA supports adopting a safe systems approach to safety, and the associated focus on actions that mitigate risks, especially those associated with providing safer road networks and safer companies.
- The ATA support the application of 'chain of responsibility' provisions in road law.

Promoting the health of heavy vehicle drivers

- The ATA supports actions that promote driver health including appropriate medical standards. The ATA's TruckSafe program provides leadership in managing driver health.

Education of current and future road users

- 'Share the road safely' is a pillar of the ATA charter as witnessed by the ATA's safety and careers education centre, the Road Ahead. The ATA believes increased driver education about sharing the road with trucks will decrease crashes and improve road safety for truck drivers and all road users.
- The ATA has joined with the Australasian Railways Association to present a combined level crossing safety education messages for stakeholders.

Monitoring industry performance and informing safety stakeholders

- The ATA promotes the need for better information on crashes involving heavy vehicles and their causes, including more information about vehicle classification.

(developed by the ATA Safety Committee and approved by the ATA General Council on 25 November 2009)