

Part 5 Bringing it all Together

Bringing it all Together

- Recap
- A new approach to road safety
- Corporate interest in road safety
- Costs of road crashes
- Key messages to decision makers

Recap: road safety management

- Road safety management is an established safety discipline
- Applying road safety management principles can head us towards the ultimate safety goal
- By integrating these with quality management principles, ISO 39001 establishes a new standard in safety management tools
- Creating and taking safety opportunities requires organisations to make safety decisions

Recap: organisational leadership

- Identify what role your organisation plays and the impact it has on road safety
- Engage organisational leadership to ensure that your work is well aligned with core business
- Seek to establish what the motivations are for your organisation – what's in it for you?
- Develop a short directional policy statement that can be used as you plan your activity

Recap: planning

- Performance review needs to go beyond the number of crashes or injuries to assess risk
- Risks and opportunities need to be assessed from a safe systems perspective
- The scope of your management system will guide how many of the intermediate safety outcome factors are relevant
- Try to establish a direct link between intermediate factors, specific objectives, plans and targets

Recap: implementation

- Early and firm project and process commitment from organisational leadership is essential
- Implementation requires a strong project focus, involving key staff to support movement onto ongoing
- Care is needed to ensure that key activities such as documentation and monitoring are focussed on business needs

ISO 39001 is part of a new approach to road trauma

- Each year, road traffic systems are responsible for
 - Estimated 1,240,000 fatalities worldwide
 - 1300 fatalities and over 30,000 serious injuries in Australia
 - Half of all work-related fatalities in Australia
- Fatalities and serious injuries on the road have been regarded as an inevitable, unfortunate, consequence of mobility and progress

Slow turnaround

- The notion that we should work to eliminate fatalities and serious injuries is increasing
- A problem is that government is often still regarded as the primary player
- ISO 39001 provides a path for every public and private enterprise to recognise their own value in a safe road traffic system

Duty of care

- A person conducting a business or undertaking (PCBU) has a duty of care “to ensure, so far as is reasonably practicable, the health and safety of workers engaged, or caused to be engaged by the person ... while workers are at work in the business or undertaking.”
- “PCBUs owe a similar duty of care to other people who may be at risk from work carried out by the business or undertaking.”

Safe Work Australia Guide to the Model Work Health and Safety Act

Safety in the workplace

- These duties “flow from the philosophy that workers should be given the highest practical level of protection against harm to their health and safety from hazards and risks arising from work”

Safe Work Australia Australian Work Health and Safety Strategy 2012–2022

- A workplace is “any place where a worker goes or is likely to be while work is carried out for a business or undertaking. This may include offices, factories, shops, construction sites, vehicles, ships, aircraft ...”

Safe Work Australia Guide to the Model Work Health and Safety Act

Risk and severity comparisons

- Zurich identify the associated death risk for driving 40 000 km per year as 1 in 8000 people
- By comparison, this is:
 - similar to mining or quarrying (1 in 7500)
 - much greater than construction (1 in 10,000) or agriculture (1 in 13 500 people).
- In 2008/09, the median working time lost from a vehicle incident was 5.8 weeks at a cost of \$10,000, compared to the average 4.0 weeks and a cost of \$7,700 for all injury/disease mechanisms

Safe Work Australia Compendium of Workers' Compensation Statistics Australia 2009-10

Corporate interest in road safety

- NETS Network of Employers for Traffic Safety (US)
- Driving for Better Business (UK)
- PRAISE Preventing Road Accidents and Injuries for the Safety of Employees (ETSC)
- Australasian Fleet Managers' Association
- TruckSafe (Australia)
- Safety Management Systems for Road Controlling Authorities (NZ)
- National Logistics Safety Code (Australia)

National Road Safety Partnership Program



Final strategy
June 2013



NTC initiated partnership



AUSTRALIAN LOCAL
GOVERNMENT ASSOCIATION



HOLDEN



RioTinto



TOLL



Benefits reported in Australia

- Reduced fatalities and serious injuries
- Reduced fuel consumption
- Reduced WorkCover claims and insurance premiums
- Reduced fleet maintenance and overall operating costs
- Reduced vehicle accidents and rollovers
- Increased fleet life expectancy
- Increased staff retention

National Road Safety Partnership
Program



Final strategy
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Road crashes can be very costly

- There are a variety of direct and indirect costs, and different ways of assessing those costs
- Your organisation will need to settle on how you want to assess costs, which you can then use to help track progress and evaluate safety proposals
- The National Transport Commission (NTC) collated a number of different ways of looking at cost
- The Bureau of Industry Transport and Regional Economics (BITRE) evaluates the total economic cost

NTC reporting on costs of crashes

- Estimated cost to the Australian economy is \$27 billion p.a.
- Estimated workplace-related cost is \$10 billion p.a.
- Work-related road crashes incur a greater average time lost (in worker absence) than any other workplace claim (Stewart-Bogle, 1999)
- Zurich estimates that for every \$1 insurance they pay out, there are between \$8 and \$53 in uninsured losses, depending on the severity of the collision
- Actual vehicle crash costs could be up to 8–36 times the vehicle repair or replacement costs (Murray et al., 2002)

Various cost components (BITRE)

Fatality costing	Injury costing	Vehicle and other costs
Workplace and household losses	Workplace and household output losses	Vehicle repairs and towing
Quality of life	Medical and other related costs	Vehicle unavailability
Pain, grief and suffering	Ambulance costs	Travel delay
Ambulance, police and other emergency services	Emergency services costs	Health costs of local air pollution
Hospital and medical	Long-term care cost	Additional vehicle operating costs
Coronial costs	Insurance administration cost	Vehicle insurance administration
Premature funeral	Legal costs	Repairing street furniture
Workplace disruption and replacement	Workplace disruption costs	Costs of emergency services response
Insurance administration	Recruitment and re-training costs	
Correctional services	Pain and suffering of injured people	

BITRE's "conservative" estimates

Estimated losses by injury outcome

- \$2.4 million for a road fatality
- \$214,000 for a hospitalised injury were (including disability-related costs)
- \$2100 for a non-hospitalised injury.

Estimated losses for each disability case

- \$3.82 million for each case of profound impairment
- \$1.78 million for each case of severe impairment
- \$542,000 for each case of moderate impairment
- \$126,000 for each case of mild impairment

Estimated costs for each crash

- \$2.67 million per fatal crash
- \$266,000 per crash with at least one hospitalised injury
- \$14,700 per crash with at least one non-hospitalised injury
- \$9950 per property damage only crash

Key messages for decision makers

- Road traffic injury is one of our organisation's greatest safety risks
- We may not be managing this risk as effectively as we can, or making the best use of our current safety expenditure
- Our organisation has a vital and highly visible role to play in road safety
- ISO 39001 provides a tool for us to do better and promote our safety credentials
- We already have quality/safety accreditation, and we can adapt that
- We can demonstrate market leadership in an area of ongoing public concern

Thank you for your participation

Please assist us with some
feedback