



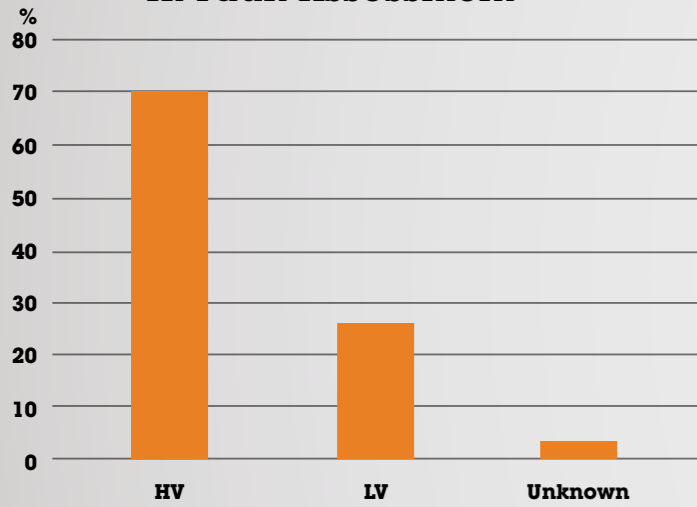
What the Victorian crash data tells us

The Victorian Transport Association (VTA), in association with VicPolice, has been compiling and analysing road safety incidents that involve at least one heavy vehicle with a GVM > 12t. Periodically, a report is issued that gives an overview of the incidents with all the identifying details removed. This information is important because it allows incident types to be identified and classified. The data can then be

used to assess causes and to predict the effectiveness that safety technologies and improvements in practices might have. I have done my own assessment of the incidents that occurred in the year up to July 2014. There were 706 road safety incidents that police attended and reported. The following graphs tell some of the story.

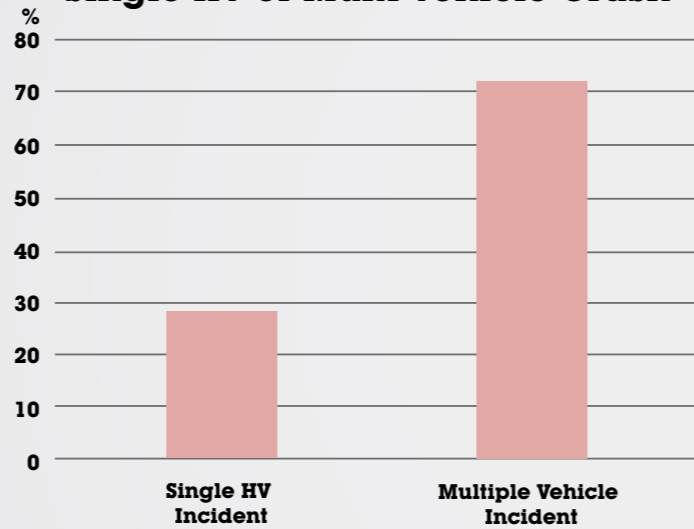
Peter Hart
Chairman, ARTSA

At Fault Assessment



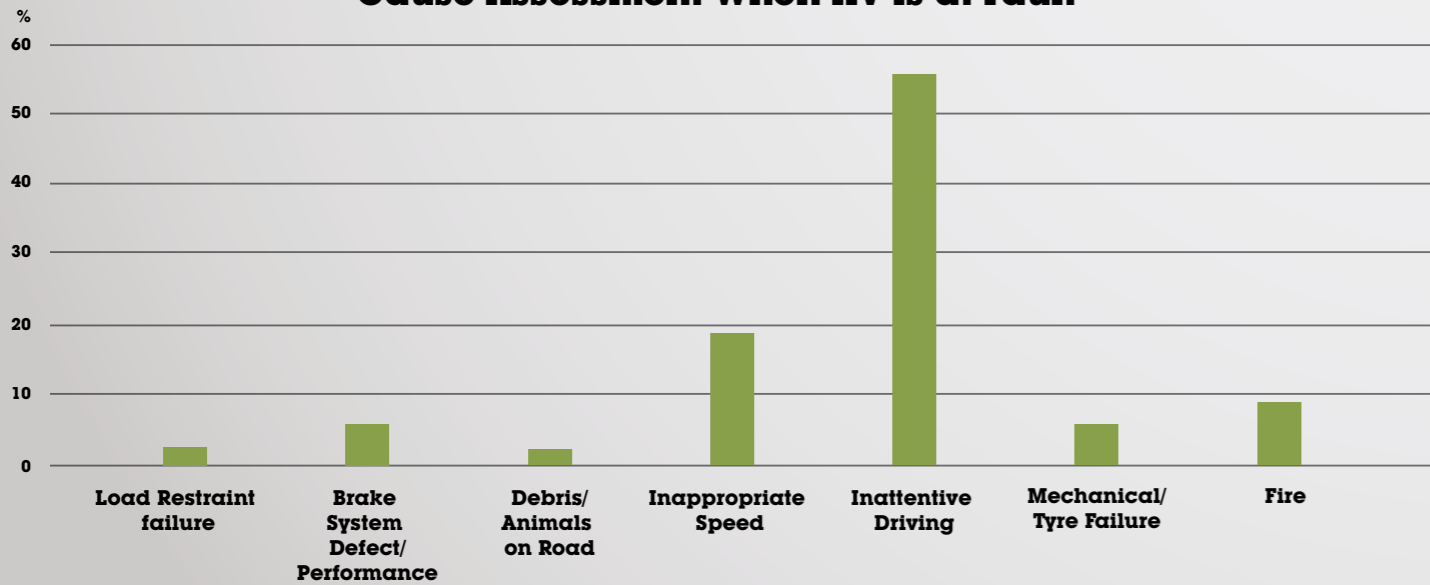
In about 70 per cent of incidents, the heavy vehicle was at fault. This number includes rear-end crashes in which the LV has 'stolen' the HV's stopping distance and all the single-vehicle crashes.

Single HV or Multi-Vehicle Crash



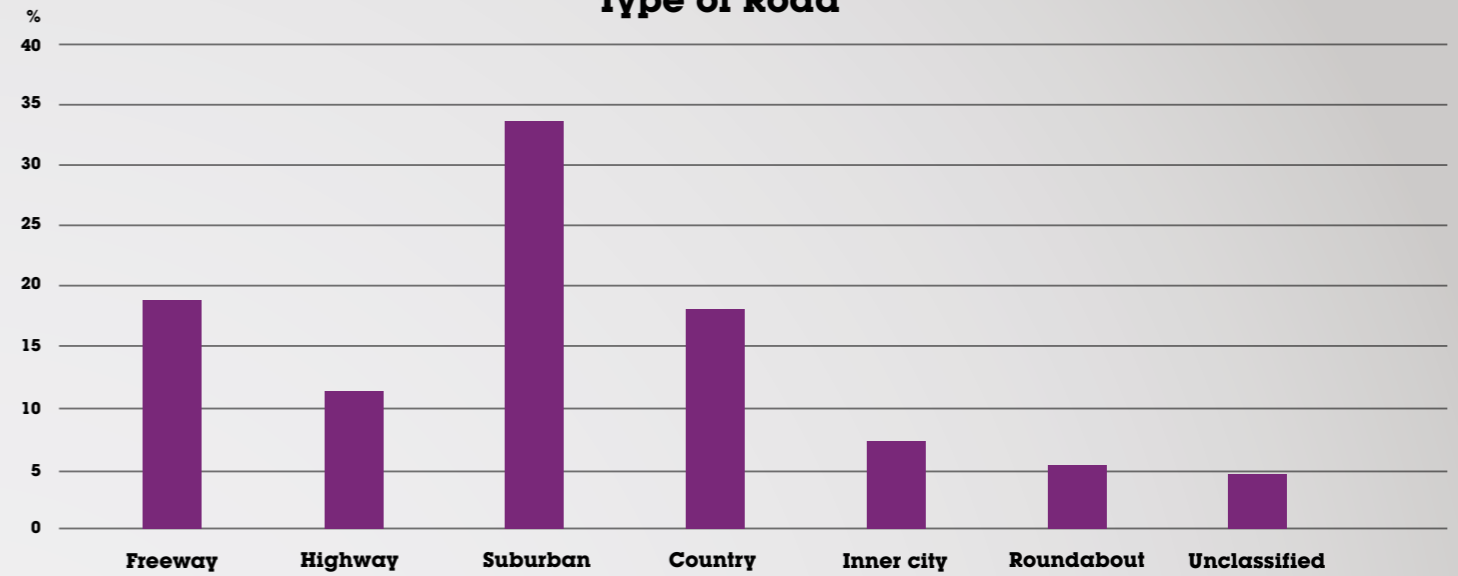
About 30 per cent involve only one vehicle; that is, one heavy vehicle. Vulnerabilities: Fatigue, inappropriate speed, braking instability, rollover.

Cause Assessment When HV is at Fault



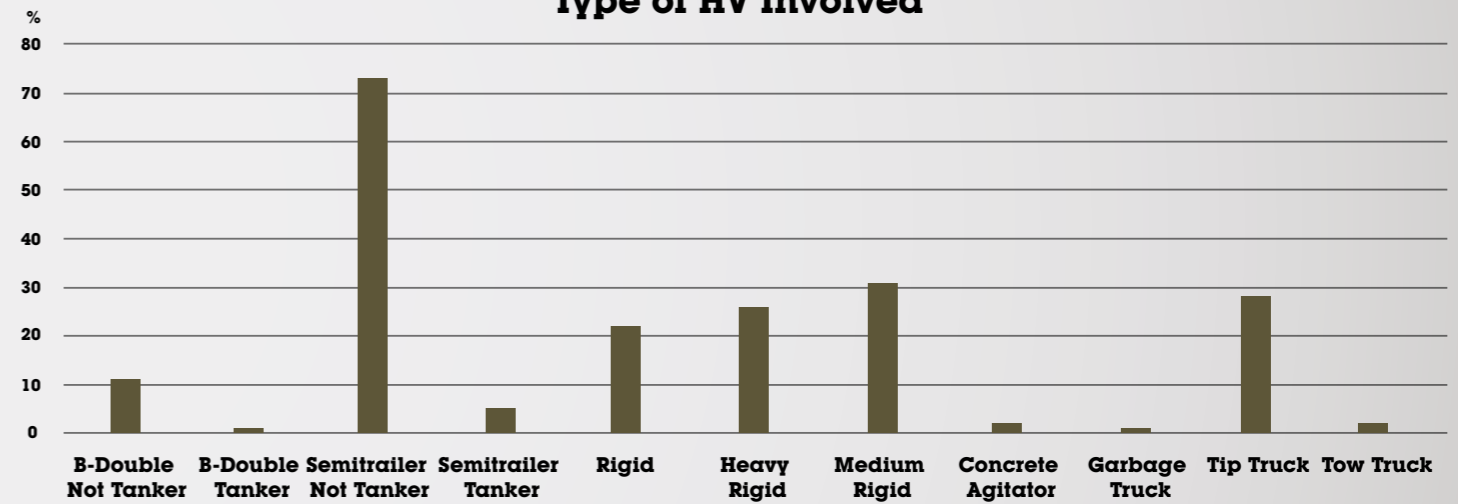
Vulnerabilities: Inattentiveness, failure to recognise the other vehicle, inappropriate speed. Whilst technology can help with inattentive driving, the most important counter-measure is the driver. Poor brake performance is likely to be a higher factor than identified, because brake performance is only assessed for the most serious of incidents.

Type of Road



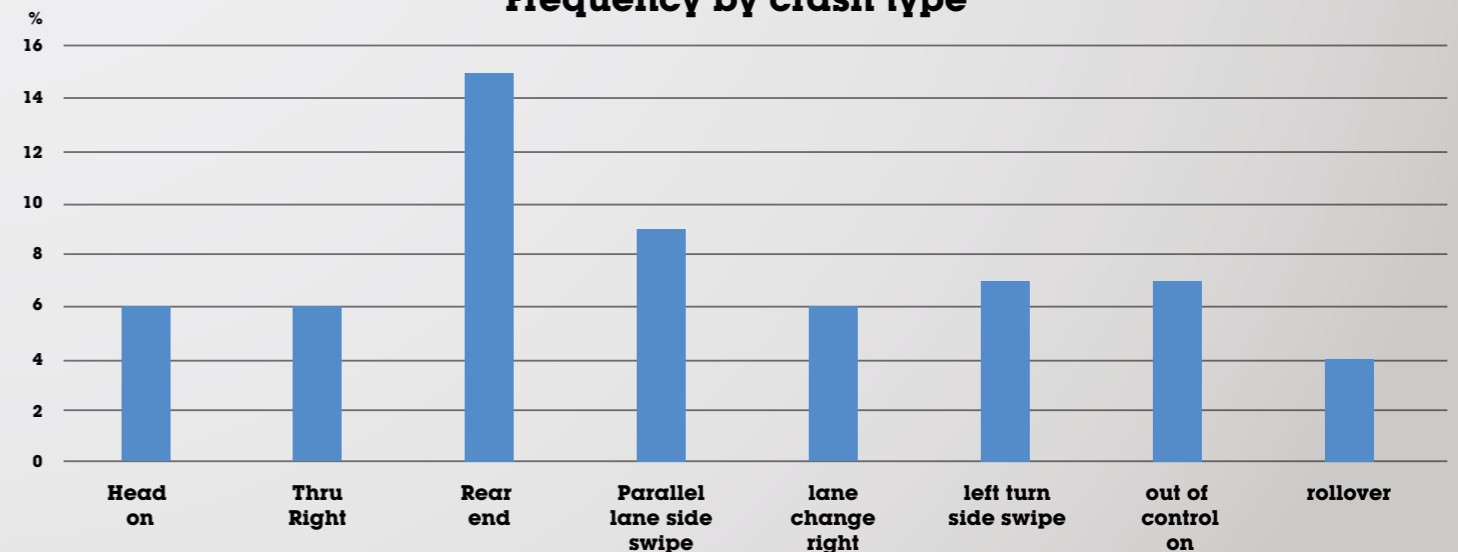
Most incidents occur at intersections. The vulnerabilities are likely inappropriate speed, inattentiveness and poor visibility.

Type of HV Involved



Semi-trailers stand out as the most involved heavy-vehicle.

Frequency by crash type



Rear-end crashes are the stand out type. Separation distance, braking performance and 'stopping distance stealing' are key issues on freeways and highways. Visibility is a key issue at intersections and with left-side turns and merges.