



**Asia-Pacific  
Economic Cooperation**

---

2017/TPTWG/WKSP1/009

## **On Road Enforcement Officers**

Submitted by: Australia



**Workshop on Regulating High Mass Heavy Road  
Vehicles for Safety, Productivity and Infrastructure  
Outcomes  
Brisbane, Australia  
3-6 April 2017**

# ON ROAD ENFORCEMENT OFFICERS





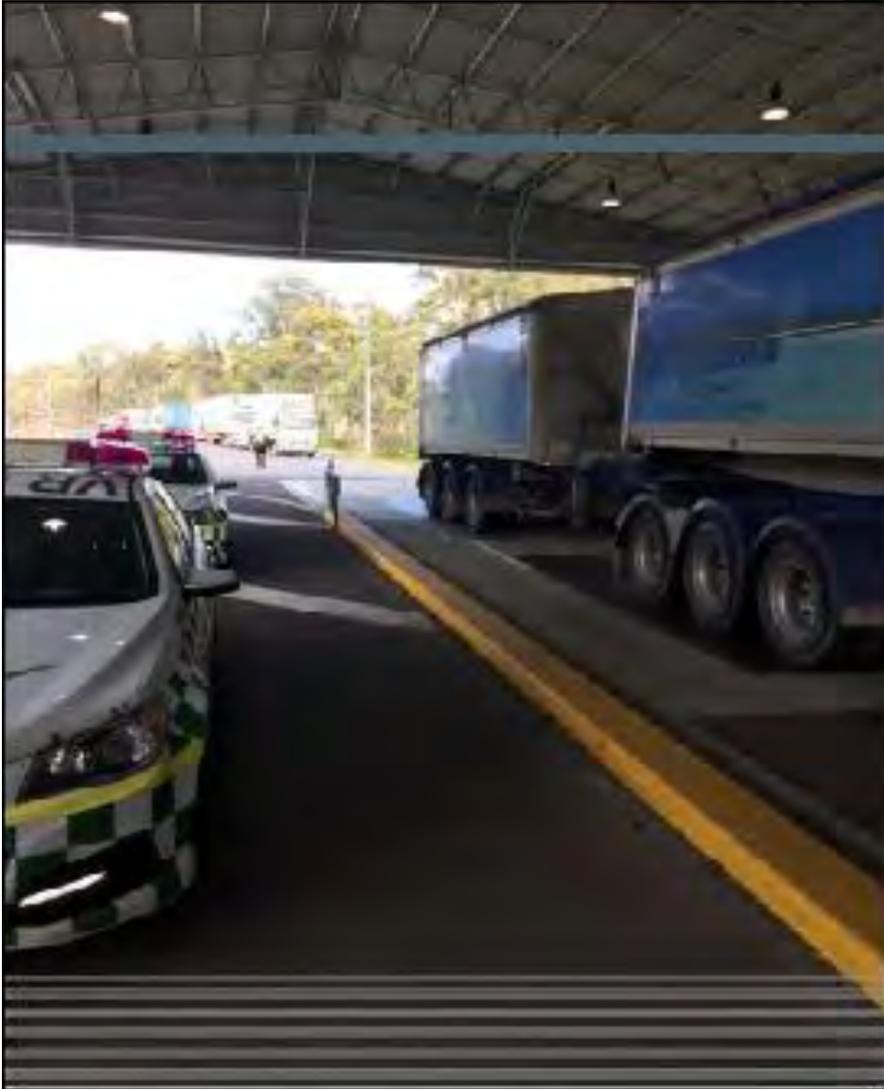


## Effective Enforcement Officers .

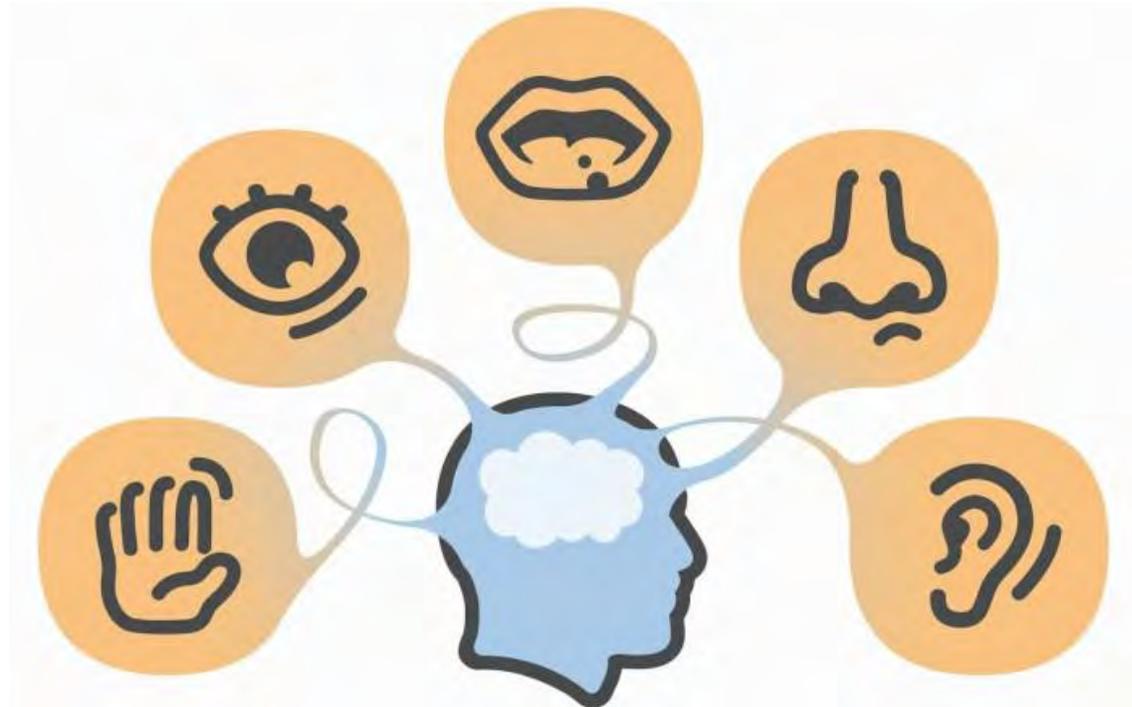
An effective enforcement Officer-

- Is well trained.
- Has a sound knowledge of the laws they enforce.
- Applies these laws, fairly and consistently.
- Understands heavy vehicles & how the industry works.
- Is able to prioritise their resources and efforts.

# Equipment and tools



## Training, Experience and some basic equipment.



## Mass- Overloaded trucks.



Sometimes overloading is obvious.



**And sometimes it's not.**







## Understanding freight

# Load security

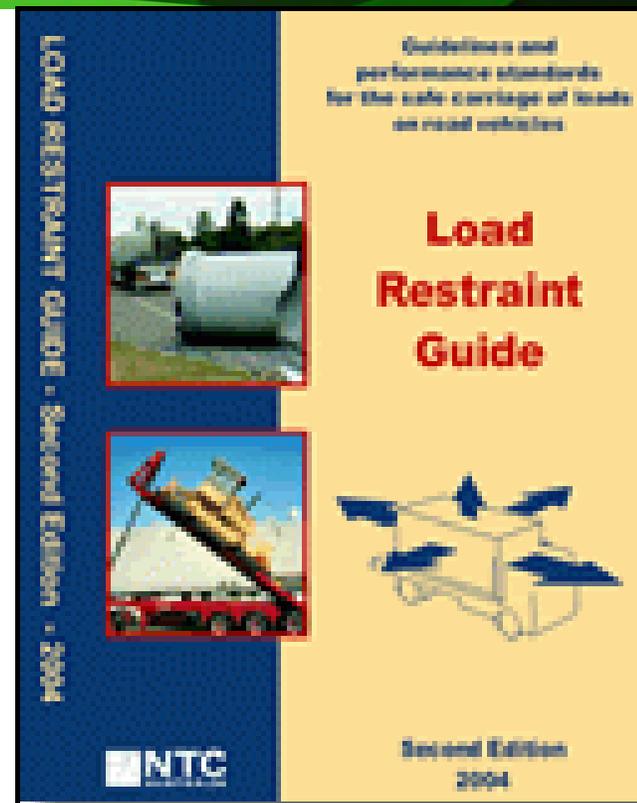


**Sometimes it's obvious.**



**And sometimes its not.**

- One piece of rope is not enough to restrain this heavy load.



The load restraint guide is a useful tool.



Trucks and loads that are too long, high or wide can cause many issues.



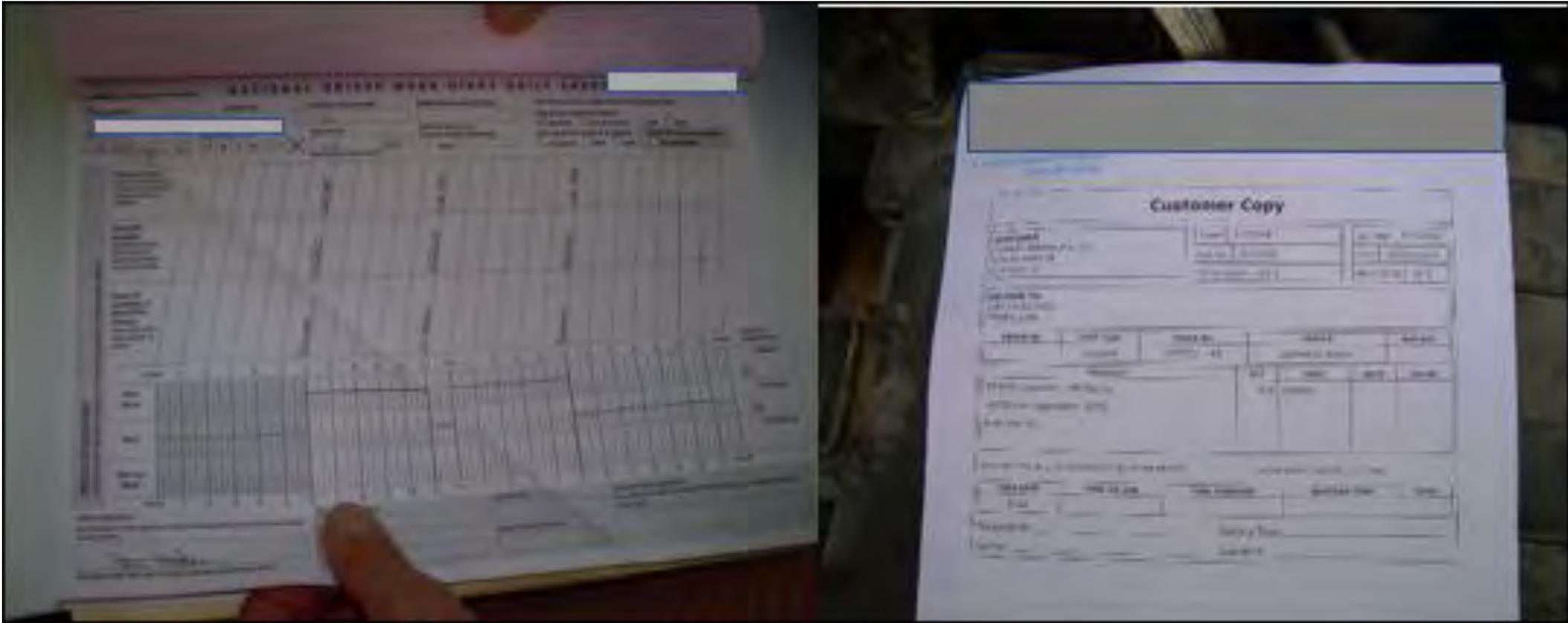
## Vehicle maintenance & safety..



## Tell tale signs



## Other evidence.



Often paper work in the truck can tell a story.



**When an offence is detected**

## You Officers & the law.

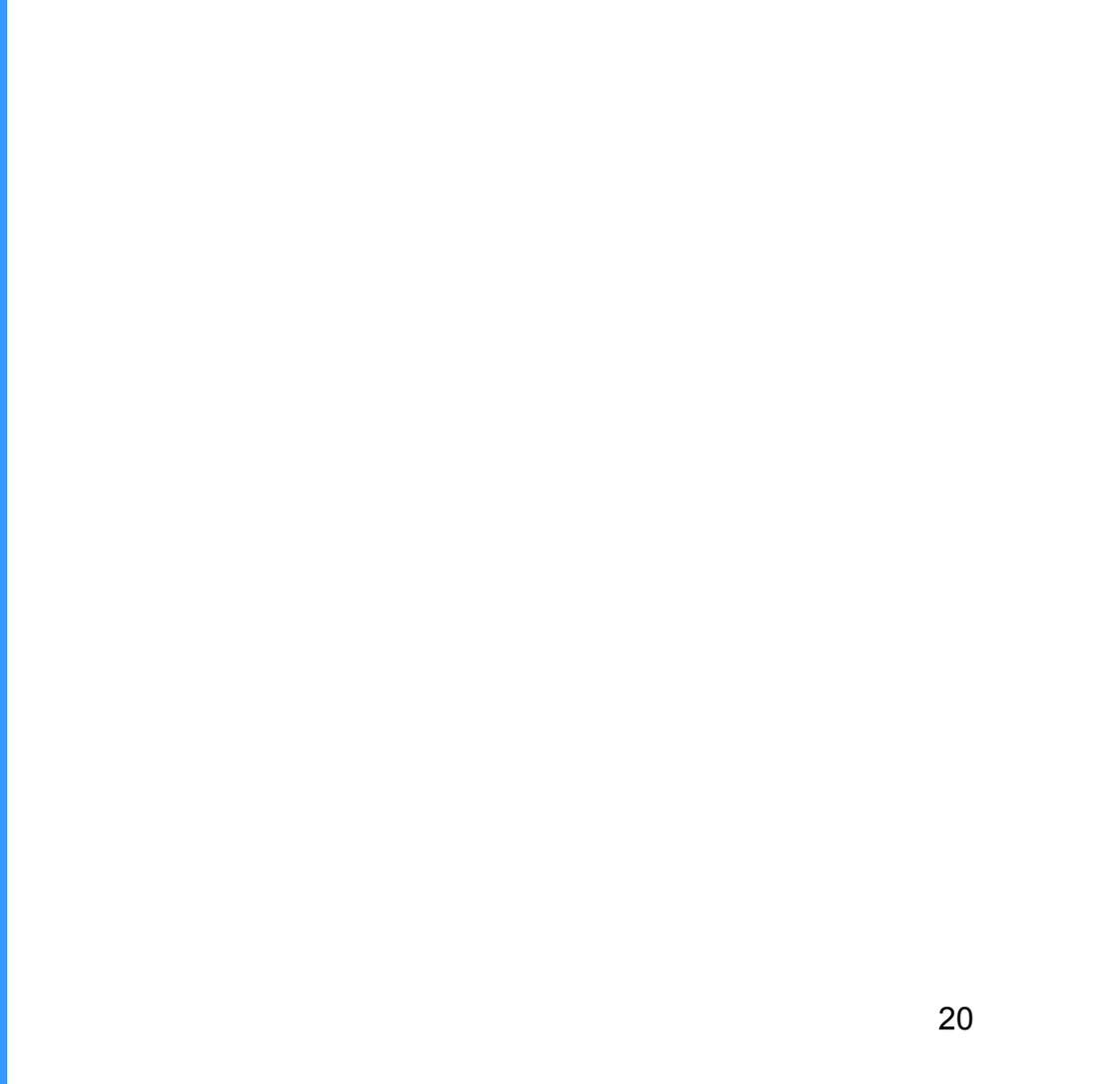
- Interpretation
- Intent of the laws.
- Application
- Consistency

### **Legislation**

Legislation is the process of making or enacting laws by the legislative body. It is a law or set of laws enacted by the government and its function is

# Evidence





# EDUCATION & STAKEHOLDER ENGAGEMENT

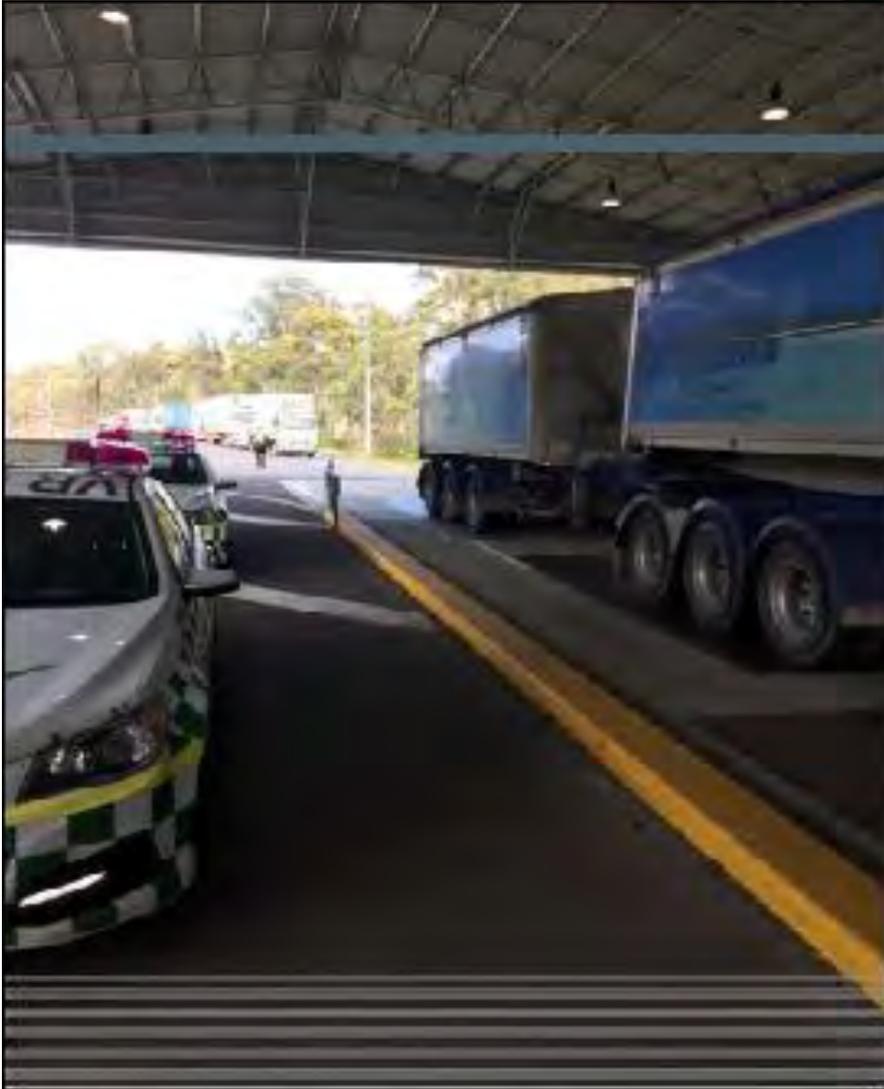




## EDUCATION & STAKEHOLDER ENGAGEMENT

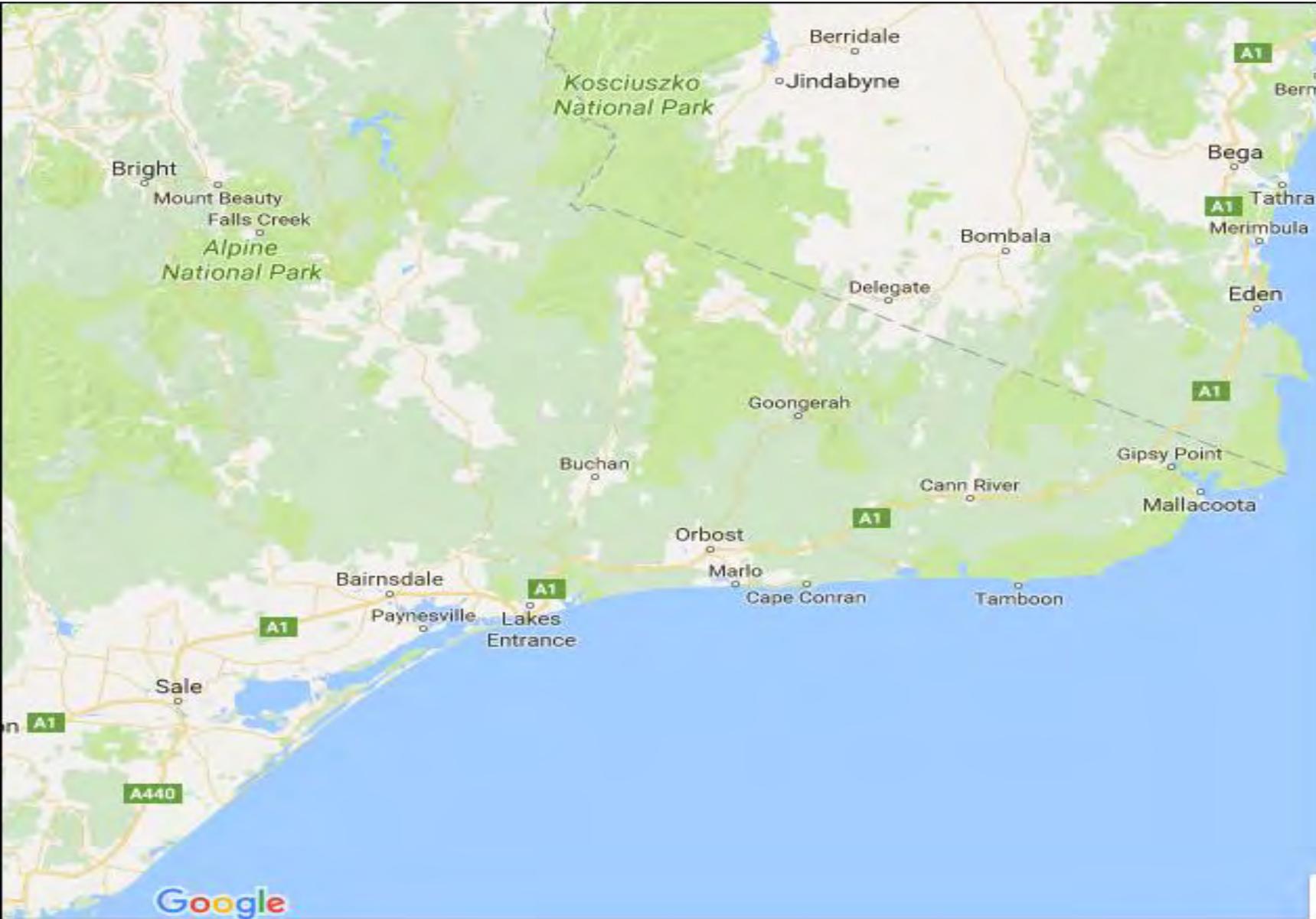
- Train your people
- Educate the industry.
- Engage stakeholders
- Tell them why these laws are made and what the impacts are if they not followed.

# Education and training to use tools and equipment





# A REAL LIFE EXAMPLE



**Year 1**

**15% overload rate**  
**30% in logging**

**25% of vehicles had**  
**major brake defects**

**16 serious injury/fatality**  
**crashes.**



**At large forums**

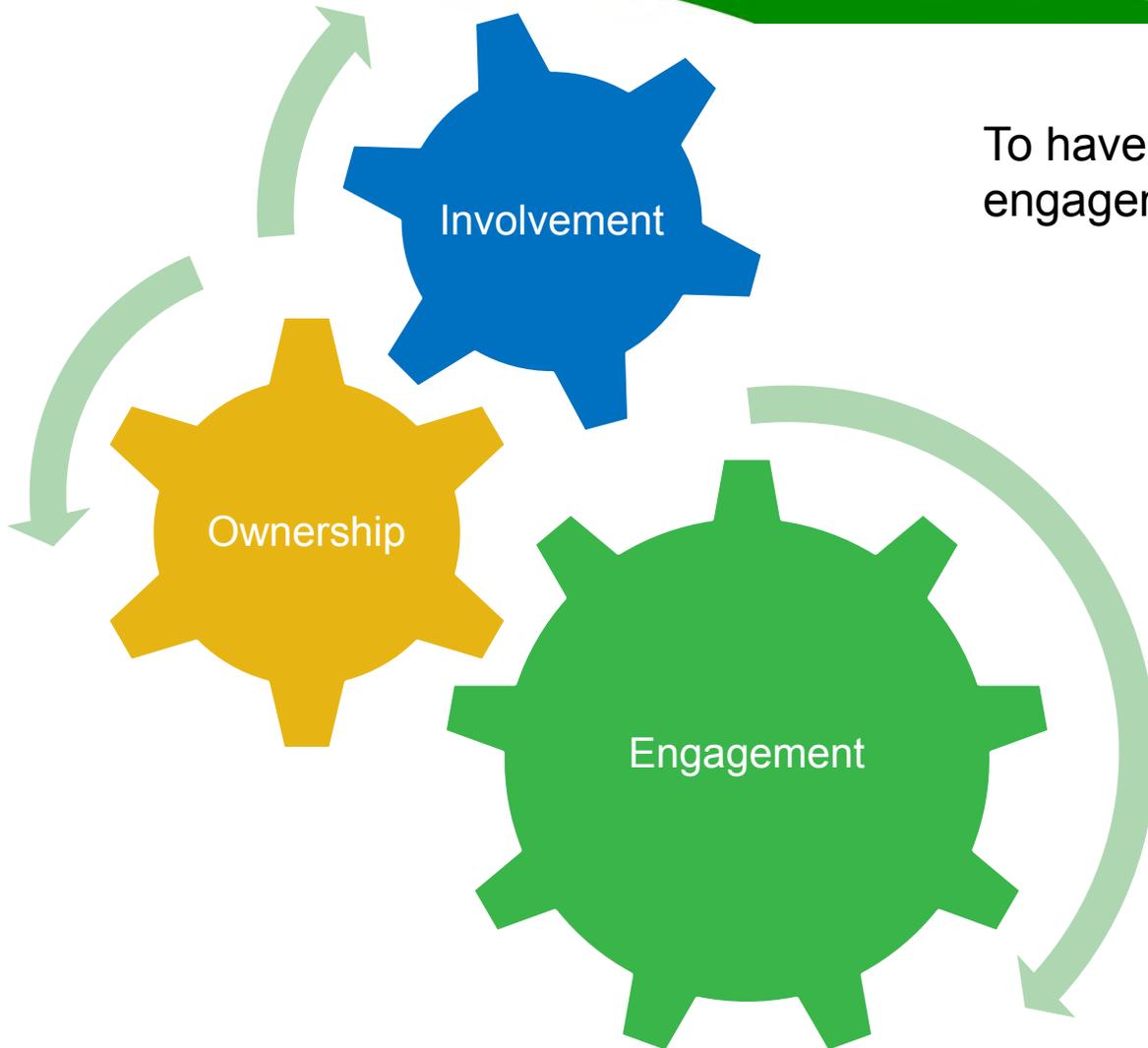


**At their workplace**



**On the road**





To have effectiveness you also need to have industry engagement and ownership

**The first step to success has been to create knowledge and awareness of the issues through face to face educational programs.**

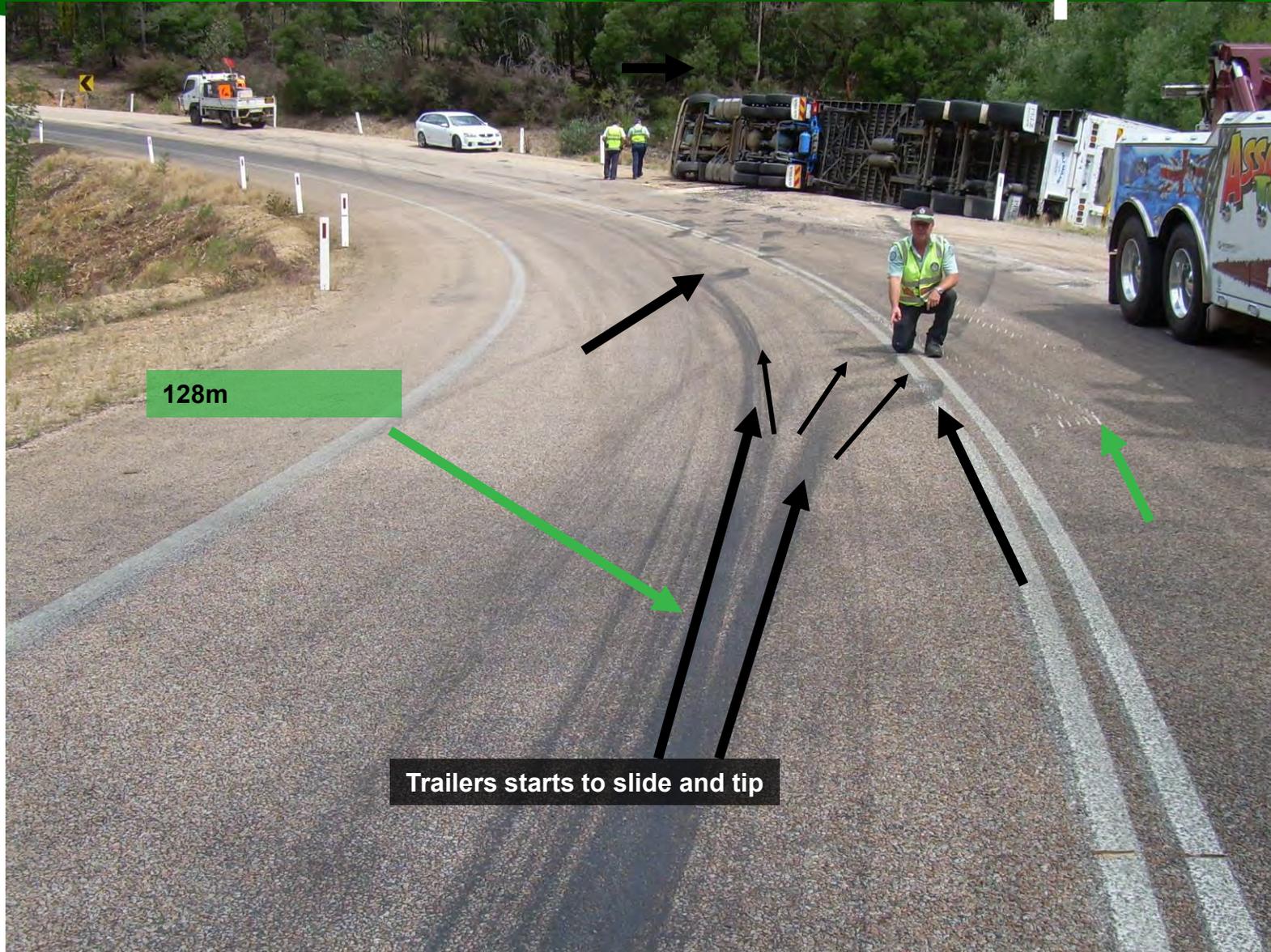
**Giving people the opportunity to use this knowledge and awareness to be involved in finding and implementing the solutions gives them ownership.**

**Ownership is the key to engagement.**

**Use this engagement to lead the industry through change to improvement.**



# ROAD SAFETY – Reducing crashes



## Reducing rollovers by creating **AWARENESS**



60% of our crashes were single vehicle rollover crashes.



Take complex issues

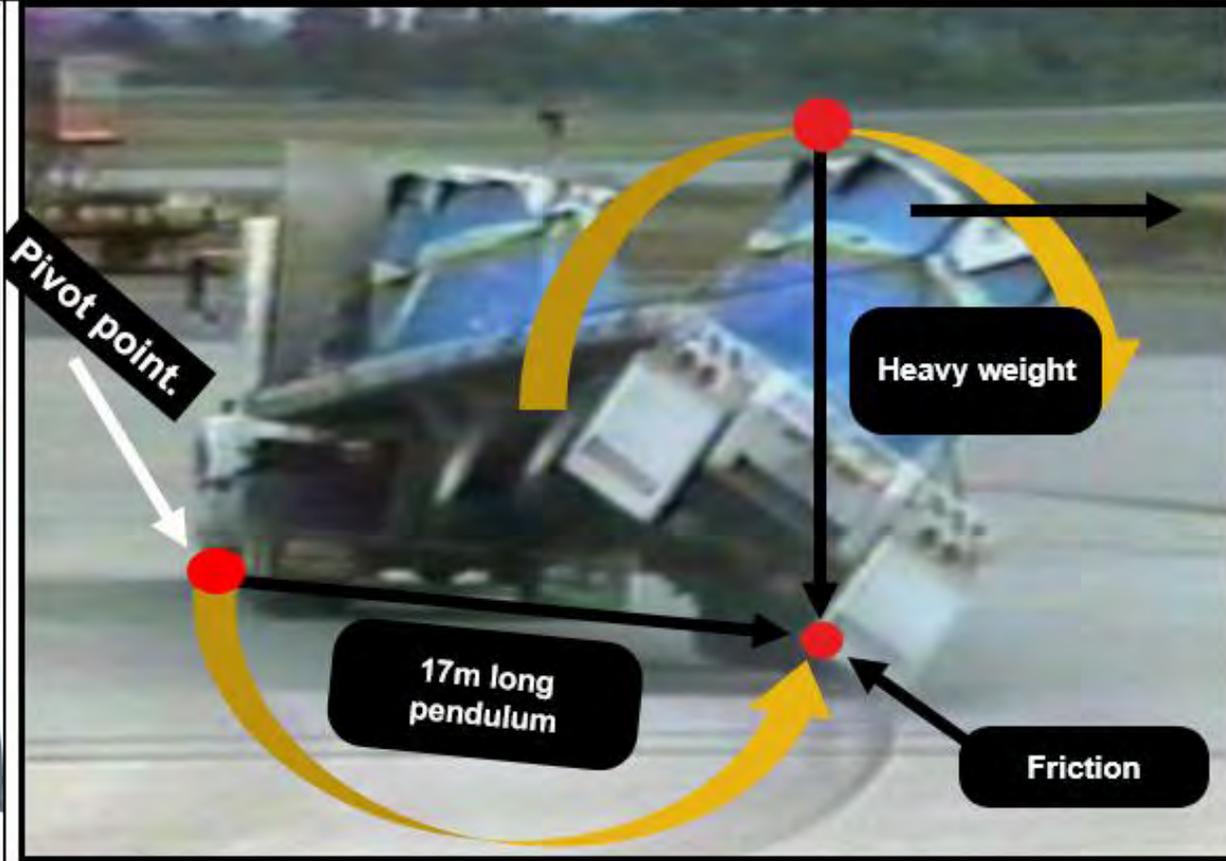
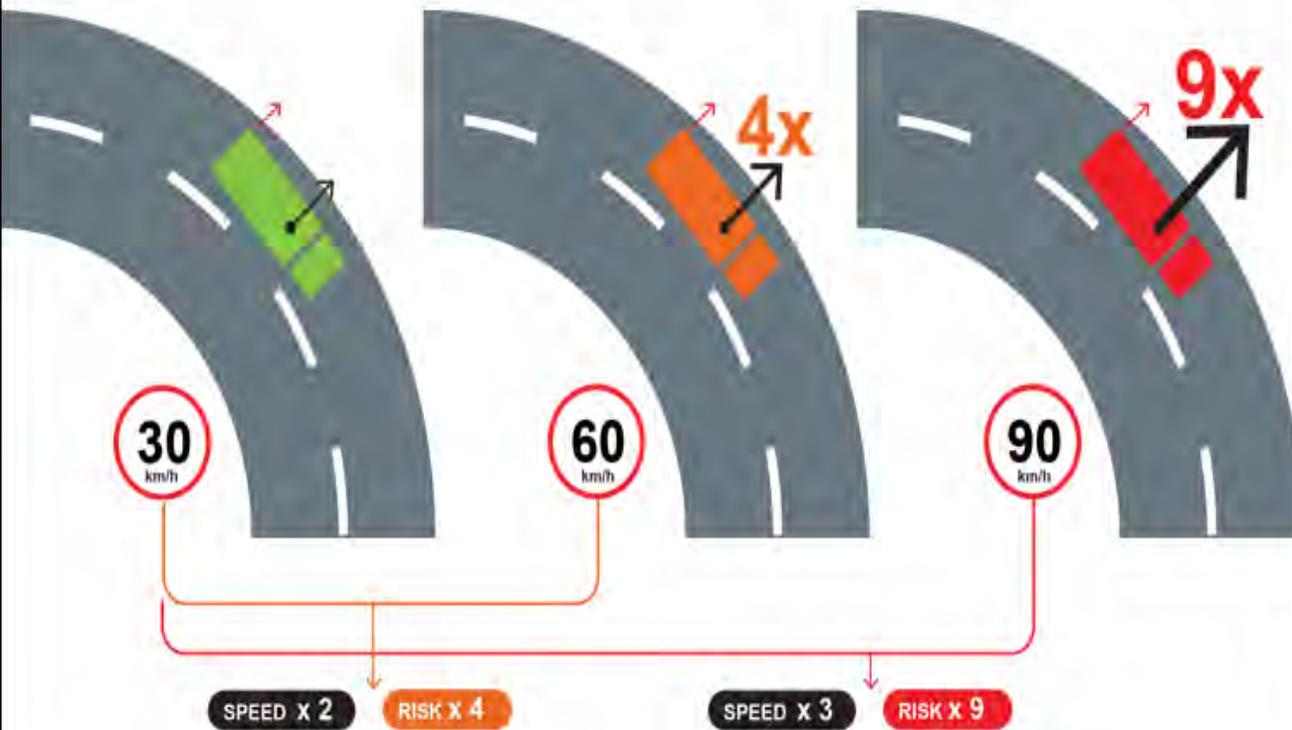
and present them in a way that everybody can

*understand and relate to.*

: Many people have not had any training in their adult life.

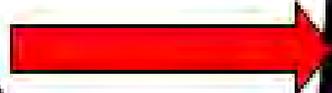


Centrifugal force is a sideways force that acts on trucks & trailers that are turning corners by pushing them away from the centre of the turn.

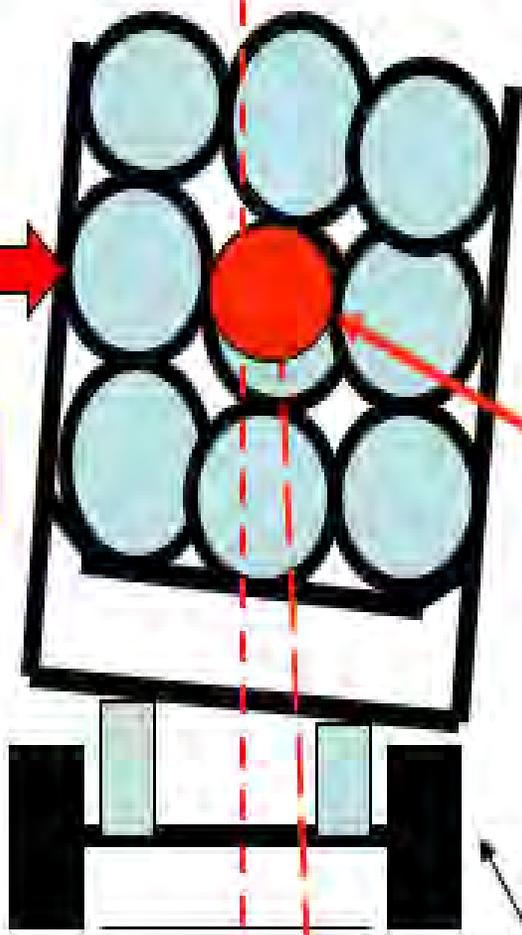


- Roll-over forces at work-. **SRT-0.35g.**

7.0  
tonne



20t x 0.35g = 7.0t



20 tonne = 1g

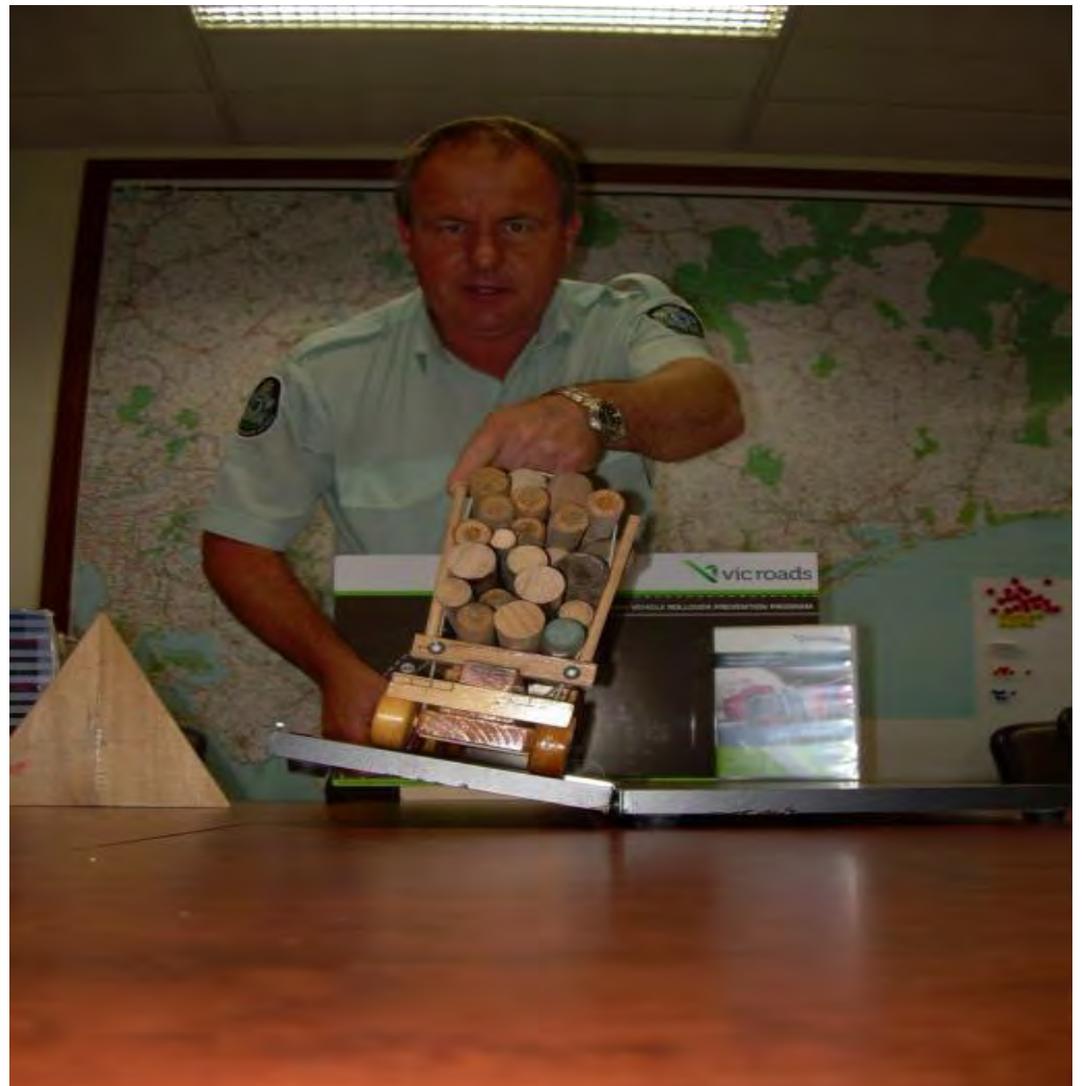


$E=mc^2xy^4 \setminus 3 \sim 4-2 \setminus <XY$

Weight of truck-  
(gravity)

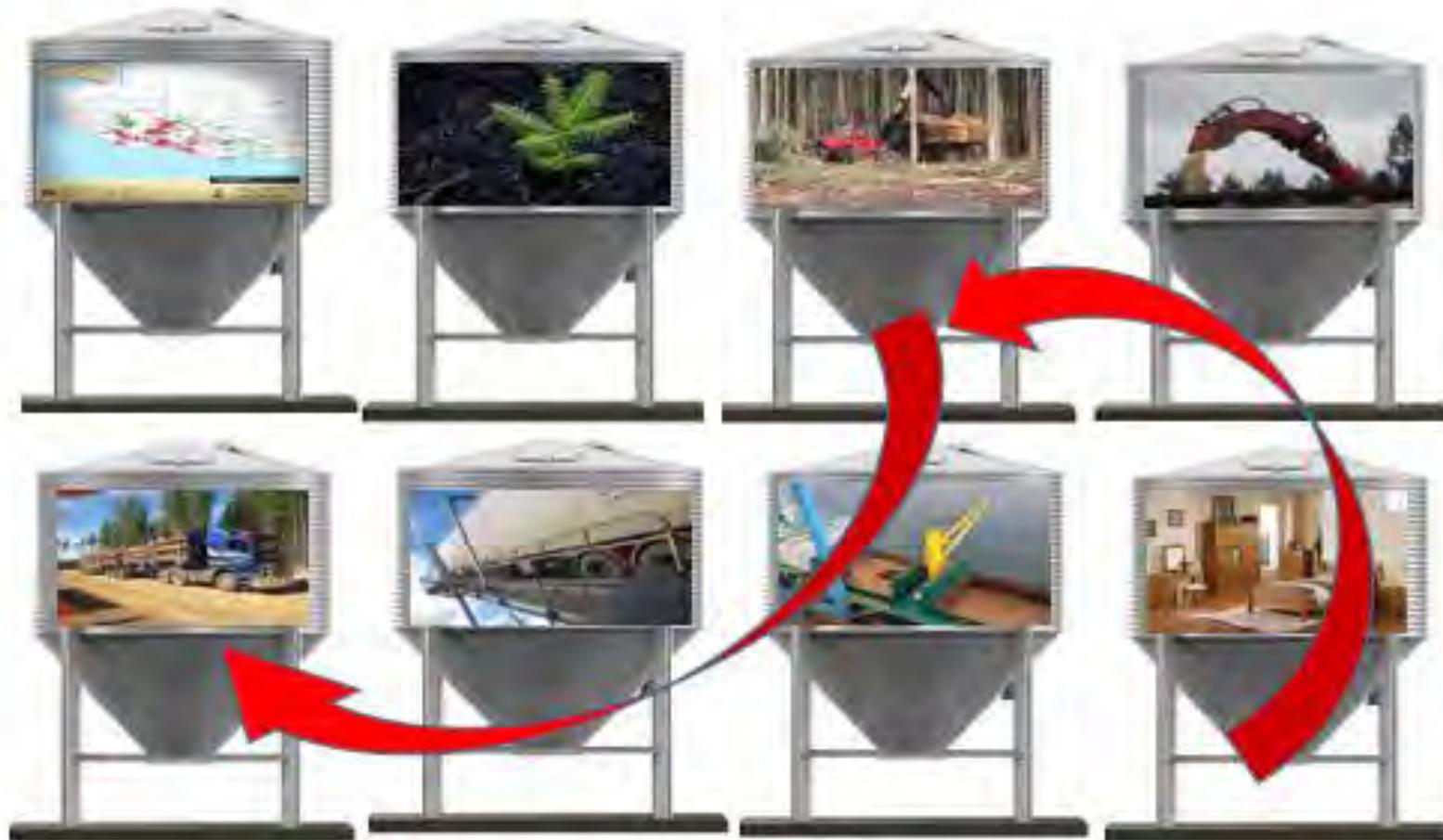
## Centre of Gravity (COG)

The definition of centre of gravity is the place in a system or body where the weight is evenly dispersed and all sides are in balance. Simply put, it's the balance point.



# Who influences contributing factors

We should have control over the whole freight task and therefore control over contributing factors



**A requirement at the end of the chain may affect another part that in turn will impact another part**



## Train all people in the chain Example- Loader driver training

- Train loader drivers so they understand the whole freight task.
- Poor loading practices can lead to rollovers and other crashes This has a significant impact on Road Safety.
- Overloading can lead to high GOG and unstable loads.
- Insecure loads can allow loads to move(load shift) causing crashes

# Professionalism:

## Development of a self regulating code of behaviour

**THOMSON OPERATIONS AREA  
ASH SALVAGE  
CARTERS AND DRIVERS  
SELF-REGULATING**

### **CODE OF BEHAVIOUR**



- USE OF ENGINE BRAKES IN TOWNS
- DROPPING OF DUST
- LOAD SECURITY
- USE OF UHF CB RADIO ON COMMON CHANNEL
- ALLOWING TRAFFIC TO PASS
- MASS LIMITS
- TRAVELLING ON CORRECT SIDE OF ROAD
- ROAD WORKS
- TRAVELLING THROUGH TOWNS AND SCHOOL CROSSINGS
- TIMES OF TRAVEL
- LOAD HEIGHT
- DRIVER INEXPERIENCE
- FATIGUE MANAGEMENT



## Outcomes after 3 years. (With the same resources)

- Year 1

**15% overload rate**

**30% logging**

**25% of vehicles had major brake defects**

**16 serious injury/fatality crashes.**

- Year 3

**3% overload rate overall.**

**4% of vehicles had major brake defects**

**3 serious injury crashes.**



## EDUCATION, TRAINING & STAKEHOLDER ENGAGEMENT ARE POWERFULL TOOLS

### Next steps

- Full support from management
- Who will do the training?
- Should it be you people?
- Train the trainer



Poor loading practices can lead to rollovers and other crashes. This has a significant impact on Road Safety. Overloading can lead to high GOG and unstable loads. Insecure loads can allow loads to move (load shift) causing crashes. Exacerbating the problem further, lack of management and enforcement of overloading can result in unfair competition between transport operators.

‘cowboys’ of the transport sector

Rather than working independently of each other, stakeholders are encouraged to have a shared vision for their future and that of their country.

Unscrupulous transport operators may also be willing to overload vehicles for competitive advantage, resulting in unfair competition between transport operators and increasing the likelihood of widespread non-compliance. Transport operators could argue that to remain economically viable and competitive they have no choice but to overload their vehicles.

We call it a level playing field where all operators operate by complying with the rules, and it's their professionalism and innovation that gives them the competitive edge.