



SAFETY FIRST

Managing A Vehicle Fleet In Australia ▶



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INTRODUCTION

This e-book is designed for anybody involved in managing a fleet of working vehicles and the people who use them. Whether it's your primary business as a freight company, courier service or public transport organisation, or you manage a mobile sales and service workforce, the pages that follow will help minimise exposure to risk and maximise profitability.

Driving is a hazardous business. It's easy to forget this in day to day operations but Safe Work Australia, which leads the development of national work health and safety policy, has tracked the number of work-related deaths in an annual report published every year since 2003. The headline statistics serve as a sobering reminder of the hazards inherent in fleet management.

Of the 191 people killed at work in 2013, two-thirds (64 per cent) involved a vehicle. The road freight transport sector accounted for 34 deaths and recorded a fatality rate of 20.46 fatalities per 100 000 workers. That's 12 times the industrial average. More than 50 truck drivers have been killed at work every year since SWA started producing its report. Last year, 39 lost their lives.

As a fleet manager you must do everything in your power to protect your people and your business. Evolving technology and maturing business processes have a vital role to play in minimising the risk of driving-related incidents and, ultimately, reducing the human toll on our roads.

The Work Health and Safety Act 2011 (WHS Act) made it clear that everybody from business owners and managers to employees, contractors and suppliers has a duty of care and must understand their obligations. You must do everything within reason to protect your people from risks associated with their work. There are heavy penalties for failing to do so.

VEHICLE-RELATED WORK DEATHS

In the charts that follow you can see a summary of the latest figures and historical patterns relating to incidents where vehicles have been involved in fatalities at work. The overall trend is encouraging but there is still great room for improvement. After all, everybody has the right to return home safely at the end of their working day.

WORKER FATALITIES (PER 100,000 WORKERS) BY INDUSTRY

	2013	2003-13
ROAD FREIGHT	20.46	26.66
ROAD TRANSPORT	15.99	19.60
MINING	2.98	5.50
CONSTRUCTION	1.85	3.89
ALL INDUSTRIES	1.64	2.39

WORKER FATALITIES INVOLVING A VEHICLE

	2013	2003-13
VEHICLE COLLISION	65	1187
HIT BY MOVING/FALLING OBJECT	23	319
TRAPPED IN VEHICLE	12	146
ROLLOVER OF NON-ROAD VEHICLE	14	116
FALL FROM VEHICLE	7	65
OTHER	1	67



VEHICLE-RELATED DEATHS BY OCCUPATION

2003-13

MACHINERY OPERATORS AND DRIVERS	61%
LABOURERS	20%
TECHNICIANS AND TRADE WORKERS	13%
MANAGERS	21%
PROFESSIONALS	74%
ALL OCCUPATIONS	40%

BYSTANDER FATALITIES*

	2013	2003-13
VEHICLE COLLISION	43 (65%)	407 (60%)
TRUCK-RELATED COLLISION	32 (48%)	276 (41%)
HIT BY TRUCK	5 (8%)	52 (8%)

*A bystander is classified as somebody injured as a result of somebody else's work when they themselves were not at work.

PROTECTING YOUR PEOPLE

The Work Health and Safety Act 2011 (WHS Act) made it quite clear that just because your people leave the building does not mean you are no longer responsible for their safety. A GPS fleet management solution is like a central nervous system that keeps you in touch with everything that's happening within your mobile workforce. This information will help you implement and monitor workforce safety policies, tracking employee behaviour and vehicle conditions in real time to minimise risk. Setting fleet safety policies is no longer enough. The WHS Act says businesses must proactively manage compliance with these policies.

5 WAYS A GPS FLEET MANAGEMENT SOLUTION WILL HELP

KNOW THEIR LOCATION

If you have a mobile workforce, it's your responsibility to track safety conditions at all times, including the status of every driver and vehicle. A GPS fleet management solution lets you locate a vehicle to within four metres. This means you can track drivers and their vehicles wherever they go, even where network coverage is poor and mobile phones become unreliable.

RECEIVE INCIDENT ALERTS

Advanced GPS fleet management solutions monitor G-force and send an automated signal back to base if the driver cannot make contact. This allows fleet managers to alert emergency services if there has been an accident. Speed of response can sometimes be the difference between life and death.





TRACK SPEEDING

Sometimes policies are not enough to convince employees that they need to change behaviour. Fleet management technologies allow businesses to monitor individual drivers and set key performance indicators around speeding. This and other KPIs can be used to build records demonstrating driver compliance with health and safety policies. These have great value during safety audits and when it's time to renew insurance policies.

PROVIDE SAFE VEHICLES

Fleet managers must ensure vehicles are well maintained and fit for purpose. This obligation extends to plant and equipment stored in those vehicles. Fleet tracking technology can be used to set up automatic alerts when vehicles or equipment are due for maintenance or replacement based on dates, performance or the amount of engine hours clocked up. Online service records can be used to track costs by fleet, group or individual vehicle.

PREVENT DRIVER FATIGUE

Goods are often transported over long distances, sometimes travelling through remote areas at night. Drivers in the freight, construction or mining industries can travel across the country for days on a single job. Fleet managers must ensure these drivers get enough rest to prevent fatigue setting in. Tracking technology can monitor the entire workday for an individual driver including time spent driving, loading and off duty.

PROTECTING YOUR BUSINESS

Beyond ensuring the health and safety of your people, improving how you track and manage your mobile fleet is also very good for business. A GPS fleet management solution will help you improve customer service and operational efficiency, reduce costs and make your business more profitable.

5 BUSINESS BENEFITS OF GPS FLEET MANAGEMENT

IMPROVE ASSET UTILISATION

You must manage the overall performance of road vehicles and heavy machinery assets. From costing jobs and tracking the number of hours worked to ensuring maintenance schedules are up to date and so much more. Reports will help you make better decisions around asset utilisation, lease or buy options, route selection and efficient maintenance.

SHRINK CARBON FOOTPRINT

Reducing your fuel consumption across the fleet has a positive impact on the environment and your cost of doing business. GPS fleet management will help you reduce idling time, curb excessive speed, stop unauthorised vehicle use and make sure you're using the best transport routes. Electronic reporting and timesheet options mean you can also reduce paper consumption.



IMPROVE MAINTENANCE

Preventative maintenance practices identify mechanical issues before they become safety concerns that result in downtime. This keeps your fleet in excellent condition and minimises risk for your mobile workforce.

A poorly serviced engine uses 50 per cent more fuel so it pays to manage maintenance schedules properly.

REDUCE OVERTIME

Verifying timesheets with accurate, tamper-proof information is a much more effective way of tracking overtime than relying on manual reporting. You can also use your GPS fleet management technology to build a database of information that will make sure your drivers are on the most efficient routes whether they're nipping across town or heading from coast to coast.

MINIMISE DOWNTIME

Having vehicles off the road for any length of time is bad for business. Keep them moving safely and efficiently by monitoring all levels of vehicle performance. This will reduce wear and tear, keeping you ahead of major repairs and reducing overall maintenance cycles by up to 50 per cent.

THE WORK HEALTH AND SAFETY ACT 2011

WHAT YOU MUST DO TO AVOID PENALTY

You are required to take reasonable action and make the necessary investment to ensure the health and safety of your people. This means weighing up the risk of an incident happening, the degree of harm it would cause and what your people need to know.

You must also assess the cost and availability of resources, such as technology, that would minimise risk. For a mobile workforce these include vehicle failure, driver error, dangerous road conditions and fatigue. Here are five ways to mitigate them:

- Closely monitor vehicle use and driver behavior
- Provide safe, well-maintained vehicles
- Clearly communicate work practice expectations
- Monitor and correct dangerous driver attitudes
- Provide training to improve skills and increase awareness



THE HIGH PRICE OF FAILURE

You cannot afford to ignore your duty of care as legislated under the WHS Act. Prosecutions are run in the District Court and financial penalties, which are significant, can also be accompanied by a custodial sentence.

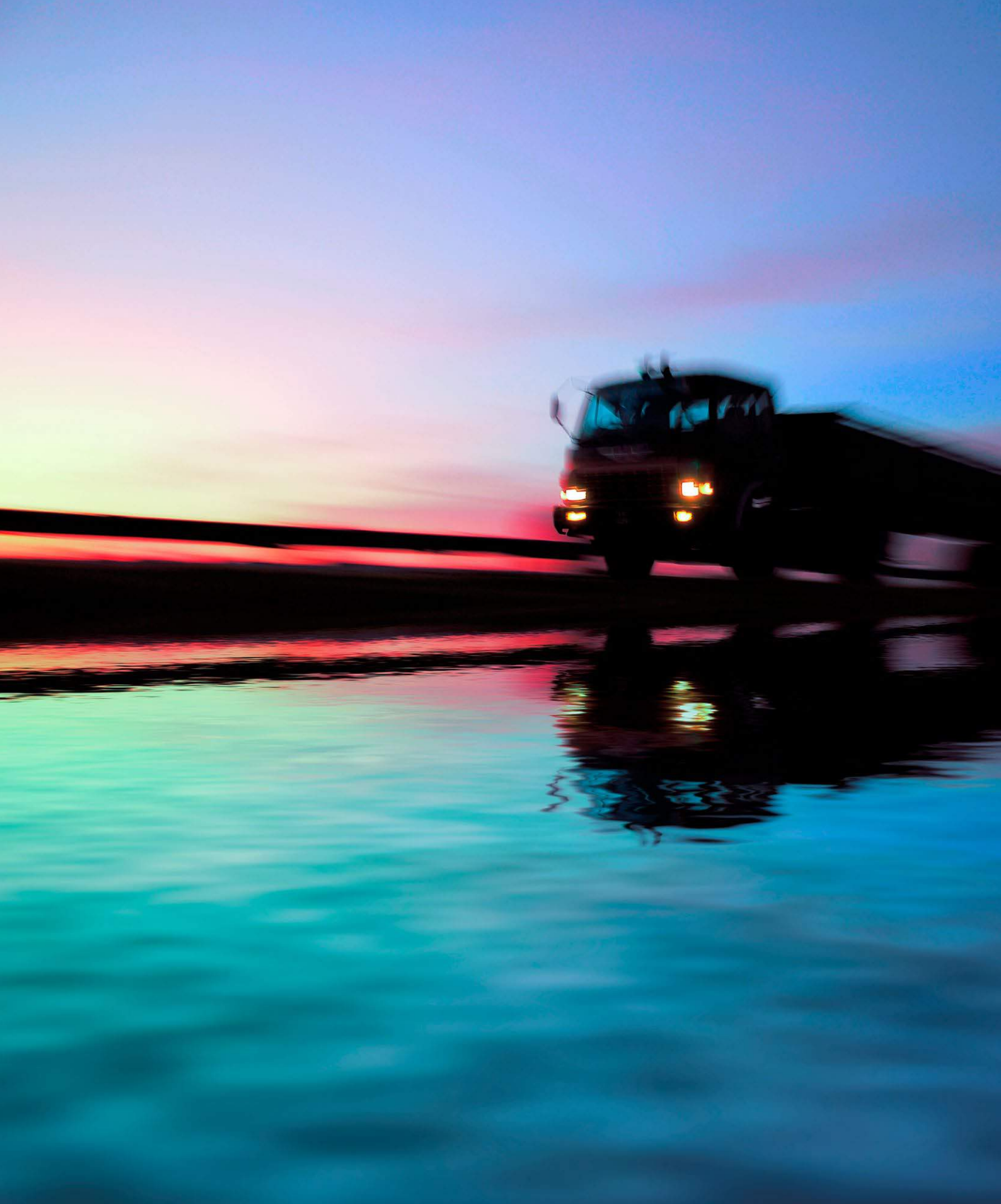
	CORPORATION	INDIVIDUAL AS PCBU OR OFFICER	INDIVIDUAL AS WORKER OR OTHER
CATEGORY 1	\$3 million	\$600,000, five years in jail or both	\$300,000, five years in jail or both
CATEGORY 2	\$1.5 million	\$300,000	\$150,000
CATEGORY 3	\$500,000	\$100,000	\$50,000

CATEGORY 1 involves reckless conduct that exposes somebody to the risk of death, serious injury or severe illness. It is the most serious offence. A manager would fall into this category if, for example, they encouraged a driver to continue despite knowing that the brakes on a vehicle were seriously worn and at risk of failure.

CATEGORY 2 covers incidents where a person fails to comply with a health and safety duty under Part 2 of the WHS Act, where that failure exposes somebody to the risk of death, serious injury or severe illness. An example of this would be a manager who knew of a potentially safer route but failed to enforce it because of cost efficiencies gained by taking a more dangerous road.

CATEGORY 3 applies to less serious offences where people fail to comply with a health and safety duty under Part 2 of the WHS Act. This would include a manager who failed to take reasonable action preventing a driver from being bullied by colleagues.





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