

“Bad road, no seatbelts blamed for bus crash that killed three”
“Inquiries into XXXXXX bus crash that left three dead”







Same contributing factors

Same driver error

Same driver preventability

Similar unpredictable
exposure to liability

Bad luck Good luck

Severe outcome

Insignificant
outcome

"Major" accident

"Minor" accident

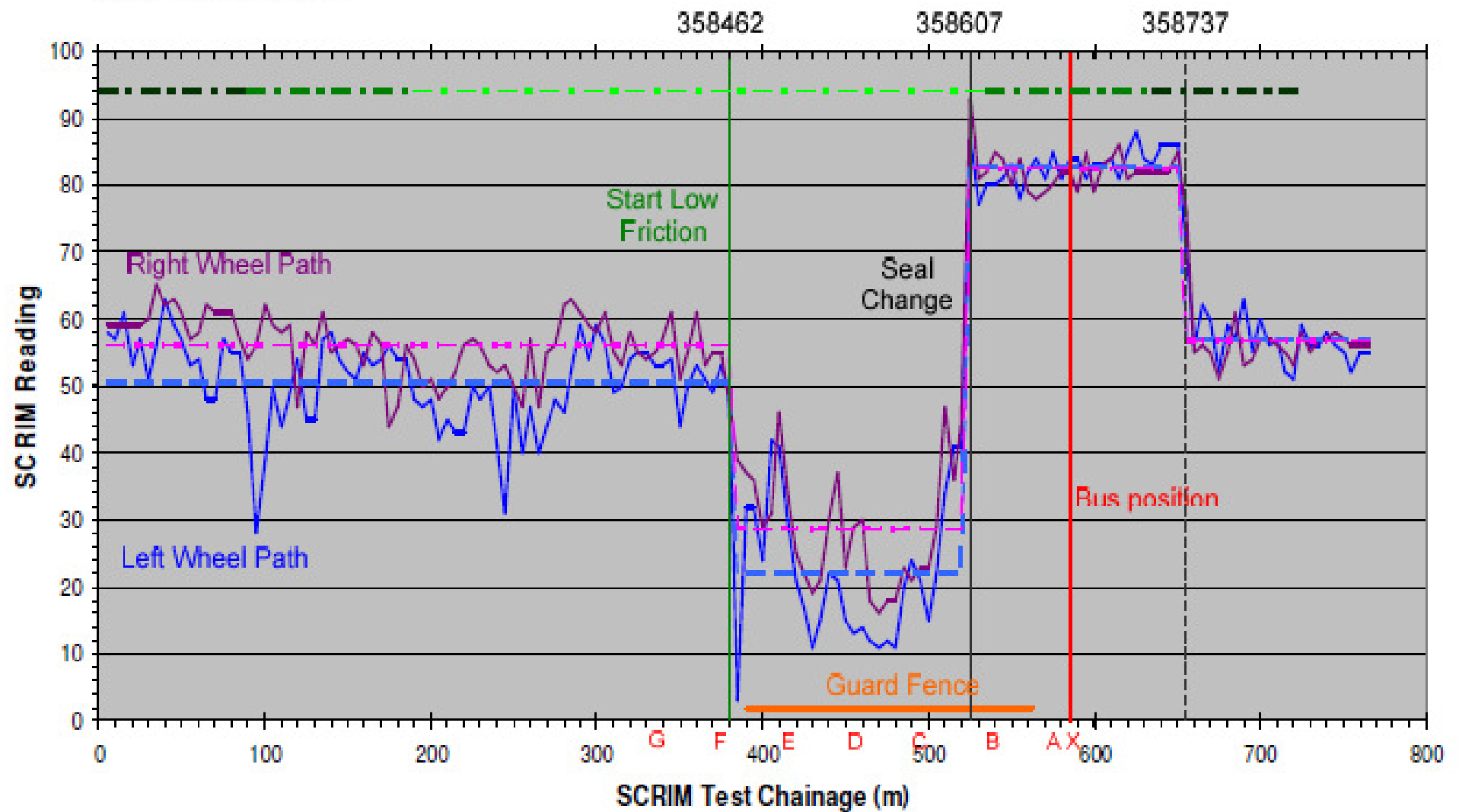
***Differences and similarities
between "major" and
"minor" incidents***



H.V.E



Highway Chainage (m) northbound



BLAMESTORMING

REMEMBER, THERE'S
NO SUCH THING AS
UNCONSTRUCTIVE
CRITICISM

WHAT WENT
WRONG





What Positive Changes Transpired?



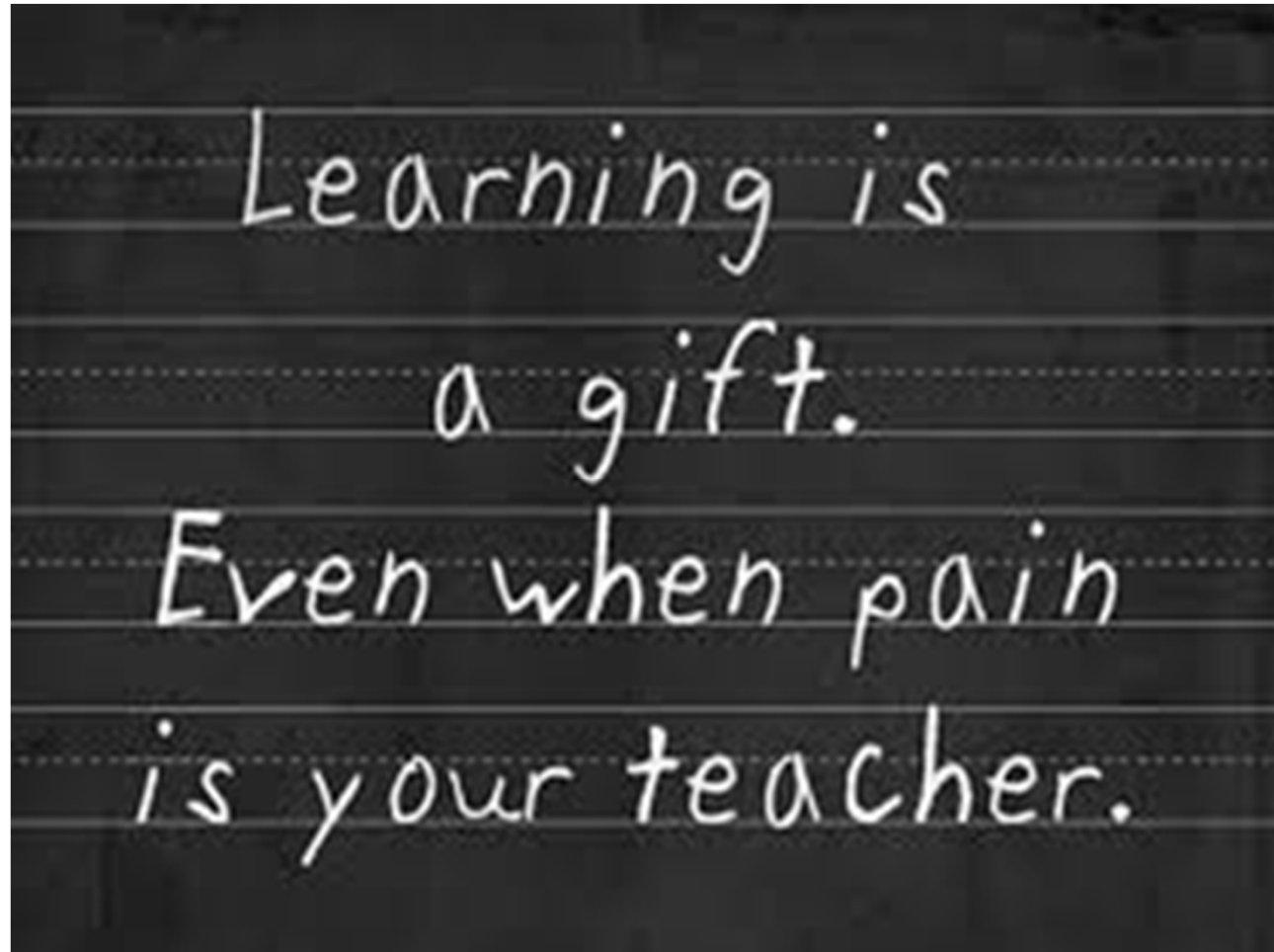
Humans and Vehicles

- 'Closure' for families and driver absolved
- Bus mechanically sound
- Audio messages & stickers on coaches to remind passengers of requirement to wear seat belts
- Education campaign on restraint use on coaches and monitor compliance / usage rates
- Requirements for a number of child restraints to be available on all coaches
- Investigation of further occupant safety measures, e.g. window glass that retains

Road Environment

- [Road agencies acknowledged deficiencies]
- 100 km/h limit with 'slippery road' signage was a poor combination
- Policy and practice changes in:
 - Identification and reporting of deficiencies
 - Risk management principles to be further applied within programming of remedial works
 - Clarity of roles at head office and regions
 - Requirement for all contractors to report any safety defects found when engaging in works on network

Some Final Personal Thoughts



PTH's 'Take Away' (1)

- In Aus we have a big challenge in managing 'seal' surfaces (85% of our total sealed network) – more later this week
- **Incidents deserve investigation given their huge learning potential**
- Not just about establishing fault (a 'blamestorming exercise') – golden opportunity to improve policies and procedures
- This investigation was thorough
- The road agency recognised and accepted its deficiencies – keen to continually improve

PTH's 'Take Away' (2)

- Continue to support, and work with, SCU's / investigators.
- We get the best investigation that way
- Examples exist of MoUs – 'road surface defective?' given consideration
- Can increase understanding of each others methods / equipment (e.g. friction / skid resistance measurement)
- Investigation is a highly stressful task, good people management essential
- Can we minimise the lag between Coroner's hearing & report (and improve 'appropriateness' of findings/recommendations)?
- Silo mentality no longer appropriate in road safety management
- Support the 'Safe System' paradigm

We need to
save more lives
on our roads –
Can you help?

RS
Team

Traffic
Management

IT'S NOT
IN MY
P & L.

Asset
Management

IT'S NOT
IN MY
OBJECTIVES.

Network
Planning

I'D LIKE
TO HELP,
BUT...

Traditional silos getting in the way?

Life in a Matrix

www.global-integration.com



