

# FASTER THAN A SPEEDING BULLET!!!!



TruckSure By Trevor Toohill

I know it is not good form to discuss accidents, death and disablement, but then I am not the one out there playing **Truckin Roulette** – but some of you sure are!!!!

Just about every day I see on my news screen headlines that have me fearfully reaching for the phone to see if one of my trucking clients is the one they are writing about today. All too often they are and the outcomes are not pleasant.

**Canterbury Traffic News Index | infonews.co.nz**

8:42AM, TRAFFIC • Vehicle crash - Truck and trailer unit in **Canterbury** ..... 5: 46PM, TRAFFIC • Fatal Vehicle Accident New Zealand Police, **Canterbury**, 1135

**Driver pulled from wrecked cab near Kaikoura - Story - National**

31 Jan 2011 ... A **truck** driver has been flown to Wellington Hospital with ... into the sea on an accident-prone stretch of **Canterbury** coastal road today...

**Truck Crash**

A **truck** that has slid off the Desert Road into the forest below. The Central Plateau area can be treacherous in wet weather and the scenery does invite you ...

**Head on truck crash Mangatawhiri New Zealand**

9 Jun 2009 ... Head on **truck crash** leaves two dead on SH 2 Mangatawhiri south of Auckland

.....and on and on every day, similar story!

At the serious risk of getting offside with my trucking clients I have to say that the speed culture of truck drivers is showing no sign of maturing or modifying. You only have to drive, as I do most days, down the Auckland motorway and what grabs your attention the most – **speeding, lane changing, and tailgating truckies!**

Bold statement for me to make considering I want most of you out there to become TruckSure clients – but to tell you the truth I would rather have a smaller bunch of clients that want to stay alive and keep their truck in one piece than to be spending my time at funerals and wreckers yards.

Your quick response to my comment will be that motorway crashes are not excessive so driving at speed on motorways is not a problem. If you think that then you have missed the point – the problem is the **speed culture**. For a start, you are breaking the law but even worse you are forming a habit – 20kms over is ok!! **Well it's not ok** because you will keep pushing the limit on less safe roads and corner approaches and this is **where most speed related accidents happen**.

At this point I do have to acknowledge the responsible trucking firms that have speed limiters on their vehicles – they are the real successful operators and have the bonus of real savings in operating costs and increased dividends in the bank.

When I was doing a bit of recent research on speed and accidents stats I came across the following press release

*“From 3 May 2004, the open road speed limit for all heavy vehicles was standardised at 90 km/h. At the same time, the enforcement tolerance for these vehicles was reduced to 5km/h. **The new uniform speed limit will enable Police to better monitor and prevent all heavy vehicles from driving at unsafe and excessive speeds.**”*

Drivers and trucking firms have taken little notice of the Police statement and their threat to monitor and prevent has turned out to be a limp slap with a wet rag – well, until now anyway.

The following press release pretty much sums up what needs to be done and the North Canterbury Region is showing some leadership. You really have to hope that the message gets through and 10kms below becomes the normal habit.

**NZTA working to reduce truck crashes in North Canterbury**

**Tuesday, 14 December 2010, 3:24 pm**  
**Press Release: New Zealand Transport Agency**

“The NZTA is stepping up its efforts to reduce truck crashes on State Highway 1 in North Canterbury.

Since 2003 there have been 53 truck roll over crashes on State Highway 1 between Christchurch and Kaikoura with 15 of these in the last five years being fatal or serious injury crashes. So far this year there have been seven truck roll over crashes, one of them fatal and five involving serious injury.

From next month, truck operators who have a vehicle involved in a 'driver at fault' roll over crash on a speed advisory corner can expect much closer compliance checking from the NZTA and the Police. This increased and targeted compliance will include the operators' vehicles speeds, driver log books and vehicle safety standards.

The management and staff of transport firms have a major influence on the attitudes and behaviour of their drivers, and they have the power to reward safe driving and foster a safe driving culture. The NZTA is keen to work together with operators to make this happen.

Since May the NZTA has been running a 'Keep it 10 below' campaign to educate truck drivers about the dangers of exceeding the posted limits on speed advisory corners. The crash figures show there are still too many choosing to ignore this message. Stronger measures are now required to ensure that truck drivers complied with speed advisories on corners in order to protect the safety of all road users in the region.” **TV3**



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**TruckSure**

‘You sit behind the wheel – we stand behind the truck’