

Suicide in Road Transport Prevention Comcare Transport Network Forum



A partnership between:



MONASH
University

NRSP
NATIONAL ROAD SAFETY

PARTNERSHIP
PROGRAM

Agenda for Today



1. Welcome and Duty of Care
2. Origins – the human side
3. Approach
4. Key insights
5. What can be done?
6. Agreed next steps.
7. Close

A partnership between:



ACCIDENT
RESEARCH
CENTRE

NRSP
NATIONAL ROAD SAFETY
PARTNERSHIP
PROGRAM

Duty of Care Reminder



A partnership between:



Duty of Care Reminder



Support services

Adult

Lifeline: 13 11 14 | Text 0477 13 11 14
lifeline.org.au

Suicide Call Back Service: 1300 659 467
suicidecallbackservice.org.au

Beyond Blue: 1300 224 636
beyondblue.org.au/forums

MensLine Australia: 1300 789 978
mensline.org.au

StandBy Support After Suicide
1300 727 247

Youth

Kids Helpline: 1800 551 800
kidshelpline.com.au

headspace: 1800 650 890
headspace.org.au

ReachOut: ReachOut.com

Aboriginal and Torres Strait Islander: 13YARN.org.au or 13 92 76

Lesbian, gay, bisexual, trans, and/or intersex: 1800 184 527 qlife.org.au

Culturally and linguistically diverse: embracementalhealth.org.au

Other resources

Head to Health: mental health portal
headtohealth.gov.au

Life in Mind: suicide prevention portal
lifeinmindaustralia.com.au

SANE: 1800 187 263 (10am-10pm)
online forums: saneforums.org



Mindframe

An



EVERYMIND program



@MindframeMedia

mindframe.org.au

A partnership between:



Some key facts



3,000

deaths each year

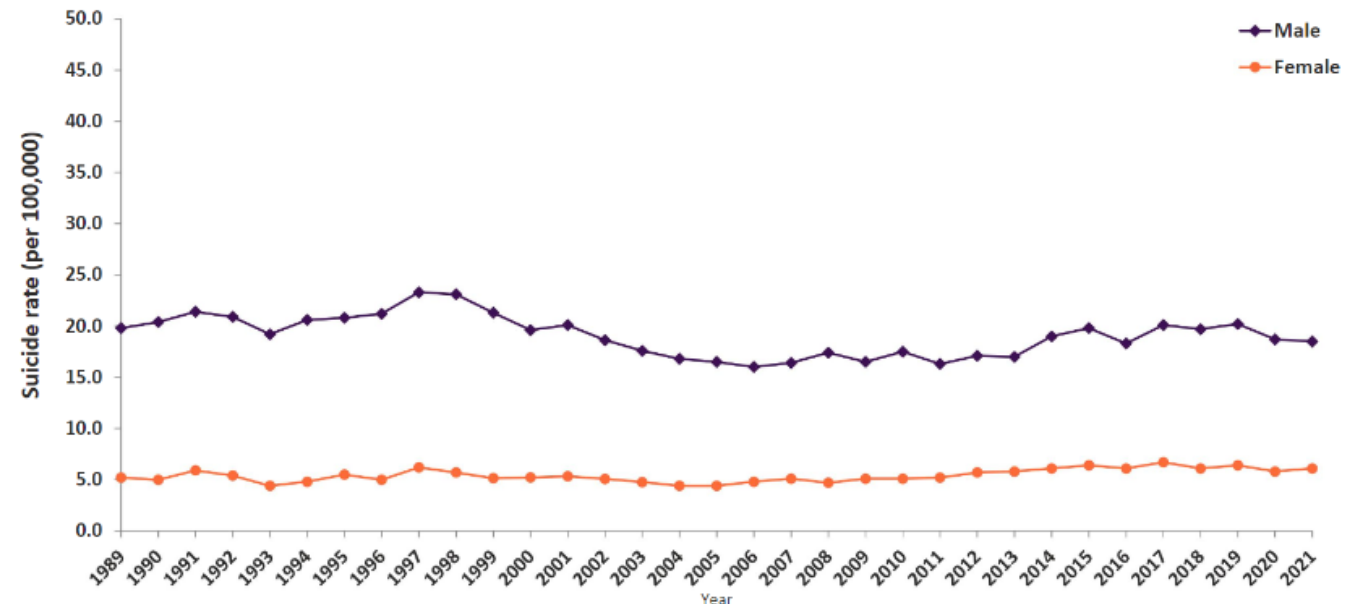
3x higher

in males than females

2.5x higher

for Aboriginal and Torres
Strait Islander people

Crude suicide rates (1989-2021)



*2012 – 2018 data are final. 2019 data have been subject to revision. 2020 and 2021 data are preliminary.
See note on changes to Victorian data from 2013 to 2016.



A partnership between:



Context – Ripple Effect



A partnership between:



Origins – Toll Catalyst



26C: WHAT DOES IT MEAN FOR TOLL?



In October 2018 the Heavy Vehicle National Law Amendment Act takes effect. The Amendment Act applies in all Australian states and territories except Western Australia and the Northern Territory.

The Act is concerned with vehicles 4.5 tonne and above, and with activities associated with those vehicles. However, the principles outlined below can be applied to all transport activities.

One of the important changes is the introduction of a primary duty. The primary duty (also known as '26C') reads as follows:

(1) Each party in the chain of responsibility for a heavy vehicle must ensure, so far as is reasonably practicable, the safety of the party's transport activities relating to the vehicle.

(2) Without limiting subsection (1), each party must, so far as is reasonably practicable—

(a) eliminate public risks and, to the extent it is not reasonably practicable to eliminate public risks, minimise the public risks; and

(b) ensure the party's conduct does not directly or indirectly cause or encourage—

(i) the driver of the heavy vehicle to contravene this Law; or

(ii) the driver of the heavy vehicle to exceed a speed limit applying to the driver; or

(iii) another person, including another party in the chain of responsibility, to contravene this Law.

(3) For subsection (2)(b), the party's conduct includes, for example—

(a) the party asking, directing or requiring another person to do, or not do, something; and

(b) the party entering into a contract—

(i) with another person for the other person to do, or not do, something; or

(ii) that purports to annul, exclude, restrict or otherwise change the effect of this Law.

There's a lot to unpack in these three short paragraphs, so let's take it section by section.



A partnership between:



Origins – Insights from Toll Data



1 July 2007 – 31 December 2016

147

fatalities arising
from

127

incidents

97

fatal incidents
resulting in

117

fatalities

What Toll didn't find

Drugs and/or alcohol	2%
Speeding	2%
Distraction	2%
Equipment or mechanical failure	3%
Negligent driving	4%
Road infrastructure	5%
Vehicle rollover	6%

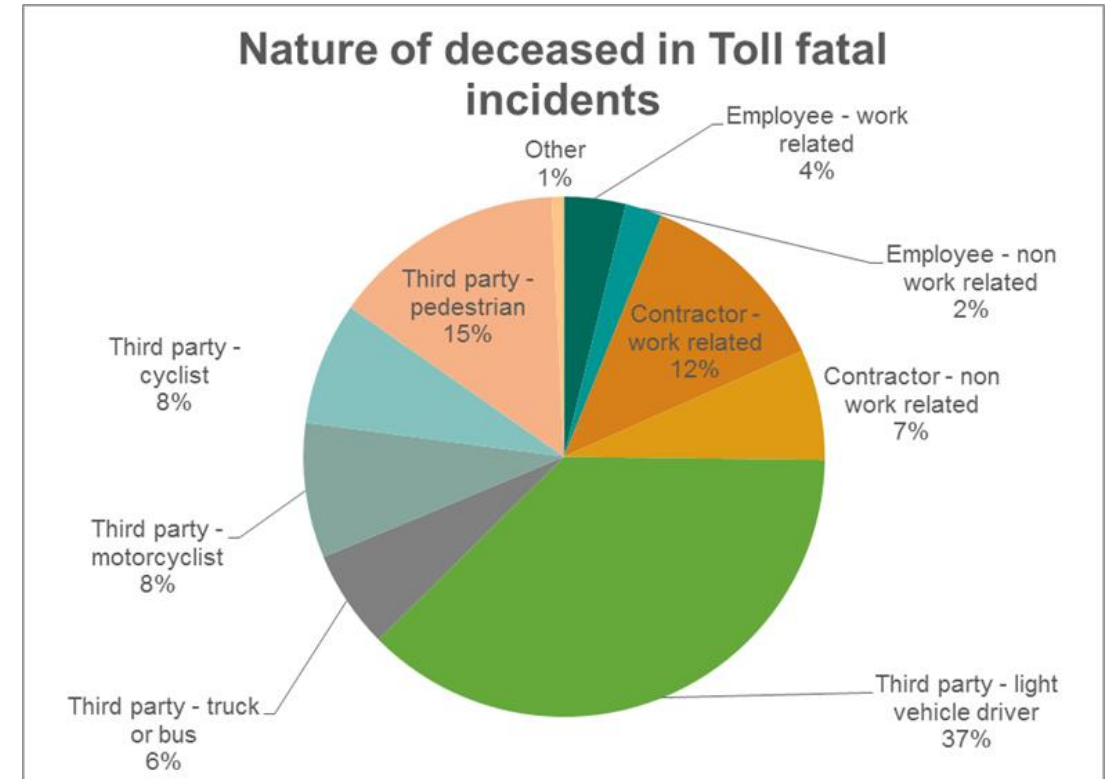
A partnership between:



Origins – Insights from Toll Data



- Finding 1: Light vehicle over-representation
- Finding 2: Correlation with contractors & casual drivers
- Finding 3: Natural causes
- **Finding 4: Suicide by truck**
- Finding 5: Fatigue/WOCL



A partnership between:



Origins – Suicide Breakdown



Of 14%



63% Pedestrians



32% Cars



5% Motorcyclists

Almost certainly an **underestimate**

Norm's Story



BINGO
INDUSTRIES

A partnership between:



ACCIDENT
RESEARCH
CENTRE

NRSP
NATIONAL ROAD SAFETY
PARTNERSHIP
PROGRAM

HVTBT Snippet

**DID YOU KNOW HOW EASY
IT IS TO CHECK IN WITH A COLLEAGUE?**

A partnership between:



ACCIDENT
RESEARCH
CENTRE

NRSP
NATIONAL ROAD SAFETY
PARTNERSHIP
PROGRAM

HVTBT Pack

ARE YOU OKAY TO DRIVE

OVERVIEW

OVERVIEW OF PACKAGE
Toolbox Talks are an effective and cost-efficient way to communicate information and knowledge about driving safety, health and safety, and operational issues within a workplace. A Toolbox Talk should ideally take approximately 15-20 minutes. This Toolbox Talk Package is designed to provide Team Leaders/Managers and Facilitators with the required resources and information to conduct a tool box safety talk about Are you okay to drive?, to a group of employees within the organisation.

The package contains:

- A generic overview of Toolbox Talk Discussion including a step by step process to assist team leaders/managers and facilitators to lead a tool box talk discussion
- Aid for the promotion of discussion
- Topic background information and fact sheet
- Discussion prompt sheet
- Participant attendance record sheet
- Participant self-assessment sheet
- Discussion review sheet
- Are you okay to drive? poster
- Supporting PowerPoint slides
- Are you okay to drive? video

For more information contact:
Jerrone.Carrilho@monash.edu.au 0429 909 998

Overview

ARE YOU OKAY TO DRIVE

FACILITATOR GUIDE

TEAM LEADER/MANAGER/FACILITATOR PACKAGE
This Tool Box Talk Package is designed to provide Team Leaders/Managers and Facilitators with the required resources and information to conduct a tool box safety talk about the Are you okay to drive? to a group of employees within the organisation.

The package contains:

- A generic overview of Tool Box Talk Discussion and how it can be applied to work driving safety, including a step by step process to assist team leaders/managers and facilitators to lead a Tool Box Talk discussion
- Aid for the promotion of discussion
- Topic background information and fact sheet
- Discussion prompt sheet
- Participant attendance record sheet
- Participant self-assessment sheet
- Discussion review sheet
- Are you okay to drive? poster
- Supporting PowerPoint Slides
- Are you okay to drive? video

Facilitator Guide

ARE YOU OKAY TO DRIVE

RECOMMENDATIONS

Asking a simple question and starting a conversation with someone you know can have an immensely positive impact on their day, and potentially on their lives. There are resources that provide guidance and tools to take the first step and connect with your mates. These recommendations follow the guidelines and resources developed by R U OK? ^{®1}.

DRIVERS:

- **Know how to ask.** Taking the first step to ask someone is not easy, but a conversation could change a life and there are resources that can help you do it. The 4 steps to remember are Ask, Listen, Encourage action, and Check In.
- **Know when to ask.** If you notice some changes in what someone you know says or does, it might be a good moment to ask if they are OK. Signs like irritability, constant mood swings or going through a major life-changing event, can indicate it is time to ask.
- **Know the available resources.** Take time to check the tips suggested by R U OK? They are simple, easy to follow and can make all the difference. There are even videos that walk you step by step through the process of getting you ready to ask a mate.
- **Know where to access support.** Acknowledge it may be difficult for the other person to talk about certain topics, situations, or feelings, so listen actively without judgement, and encourage taking action. Ask about strategies used to manage similar events in the past, or even share some relatable personal experience with empathy. Also, if expert help is needed know there are resources you can suggest.

COMPANIES:

- **Make resources accessible to your staff.** For instance, print a poster or have it on a screen in a high movement area.
- **Host an event and invite an ambassador.** Dedicating a specific time to learn about the importance of supporting each other with simple yet powerful conversations, shows all organisation members mental wellbeing is part of the company's safety culture.
- **Be intentional** in creating a work culture where staff feel safe, supported and encouraged to ask 'are you OK?'
- **Create different roles** within training programs such as 'chaplain' or 'peer support officer', that staff members can take to receive specialised training and support the wellbeing of other staff members. This will build your staff's skills to have courageous conversations ^{®1}.
- **Consider arranging training for your staff.** There are specialised organisations that could support further training, for instance MHFA Australia ^{®2}. As part of the community your company and staff can make a difference in all its members' wellbeing.

As a member of the toolbox talk step by step discussion, if you have any queries or need support, please contact:
0800 011 144 or 0800 011 144
0800 011 144 or 0800 011 144
0800 011 144 or 0800 011 144

Fact Sheet

ARE YOU OKAY TO DRIVE

POSTER

THE ISSUE
Studies suggest around 45% of Australians will experience mental illness at some point in their lives, with 1 in 5 experiencing it every year ^{®1}.
Mental health and mental illness are still a taboo topic in some industries, especially in male-dominated ones. This stigma makes workers in road transport and logistics to be less likely to access mental health and wellbeing services and resources ^{®1}.

DRIVERS:

- **Know how to ask.**
- **Know when to ask.**
- **Know the available resources.**
- **Know where to access support.**

COMPANIES:

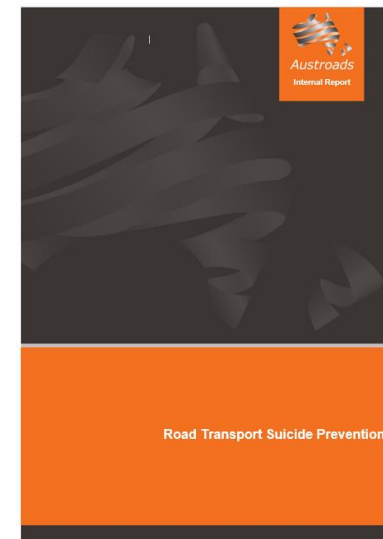
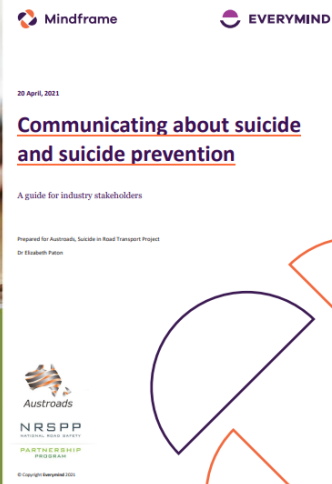
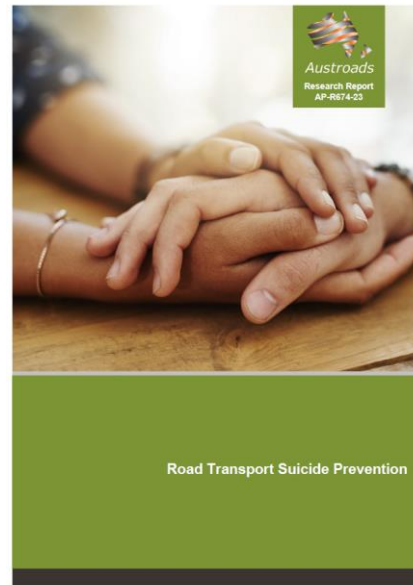
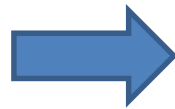
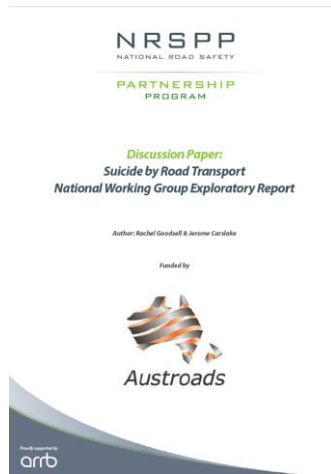
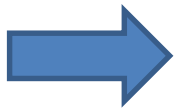
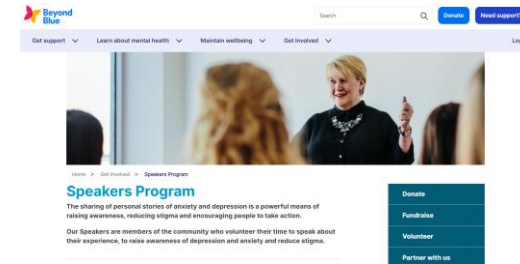
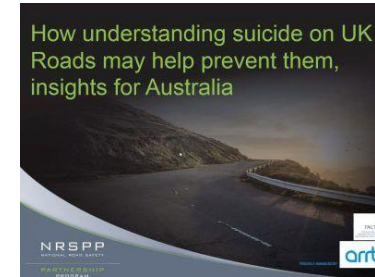
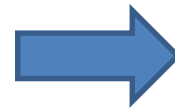
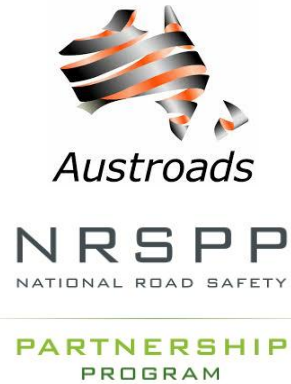
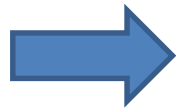
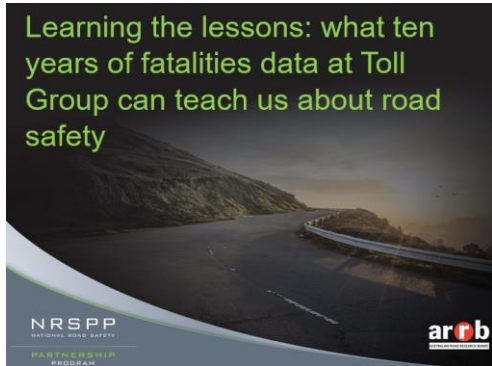
- **Make resources accessible to your staff.**
- **Host an event and invite an ambassador.**
- **Be intentional** in creating a work culture where staff feel safe and encouraged to ask 'are you OK?'
- **Incorporate training that builds your staff's skills to have courageous conversations ^{®1}.**

SIMPLE QUESTIONS CAN LEAD TO POWERFUL CONVERSATIONS AND REAL CONNECTIONS

Poster

Also included is a video, power point and reference sheet.

SRTTP Journey



A partnership between:



S RTP Project Structure



- Stream 1 – Language and Communications – Mindframe
- Stream 2 – Data – Griffith University, Work Occupational Resilience Centre (WORC)
- Stream 3 – Interventions – Griffith University WORC
- Stream 4 – Research
 - Impact on third parties – Chartered Institute in Transport Logistics – Australia consortium
 - ID & improve understanding of barriers to interventions – Griffith University Australian Institute for Suicide Research and Prevention (AISRAP)
 - National Health and Medical Research Council - Interventions to Suicide in Public Spaces
- International Insights
 - Sweden
 - National Highways England

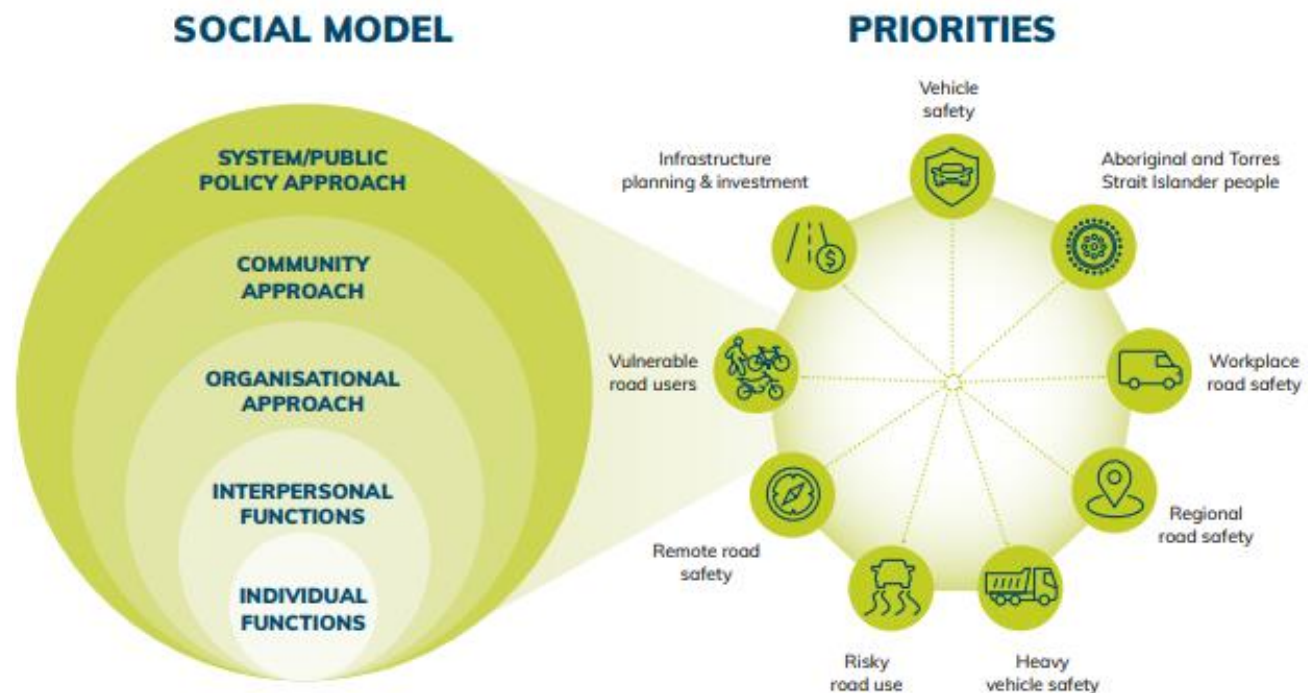
A partnership between:



Suicide Prevention & RS Social Model



Black Dog Institute



National Road Safety Strategy 2021-30

A partnership between:



Recommendations



- Stream 1 – Language and communications
 - Safe language
 - Safe communication
 - Communication as prevention, intervention and postvention
- Stream 2 - Data
 - Universal (across agencies) data collecting and reporting (internally)
 - Inclusion in road trauma reports
 - Consideration as a road safety issue



A partnership between:

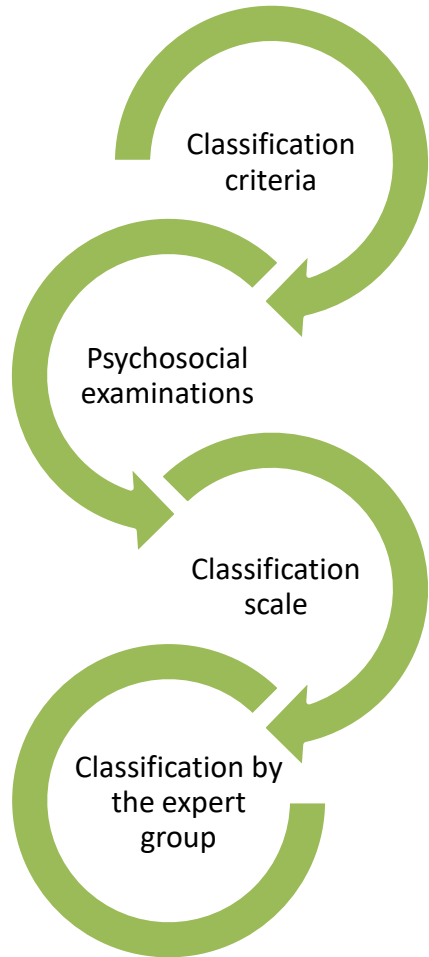


Recommendations

- Stream 3 – Interventions
 - Road infrastructure and technology
 - Lessons from rail transport
 - Insights into near-miss events
- Stream 4 – Research
 - Impact on third parties: Systematic approach to training and risk-management
 - Barriers to interventions: Target group, access to means, technology.
 - Public spaces: Ongoing work (papers to be shared)



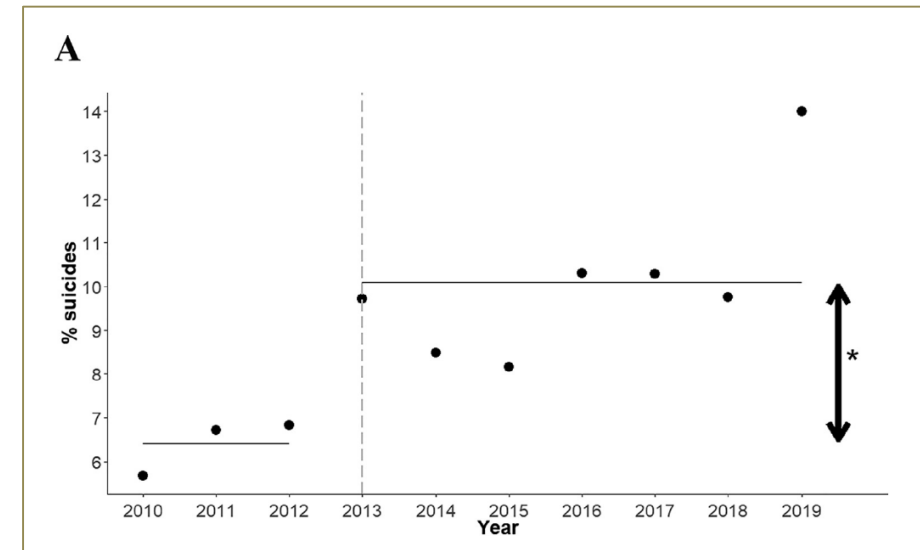
Sweden – Suicide Part of Reporting



Level	The result of the examination...
1	shows that the manner of death was suicide <i>- requires a farewell letter or equivalent</i>
2	strongly supports that the manner of death was suicide <i>- an almost certain suicide but the intention is based primarily on the course of event and psychosocial information of the road user</i>
3	cannot determine whether the manner of death was suicide or the result of an accident <i>- the information has not been sufficient to determine whether the fatality was the result of a suicide or an accident</i>
4	strongly supports that the manner of death was a result of an accident <i>- an almost certain accident</i>
5	shows that the manner of death was an accident

Classification scale for road transport fatalities in Sweden.

Source: Suicide classification in road traffic accident recording -an important part of intervention in Sweden (Trafikverket, 2017)



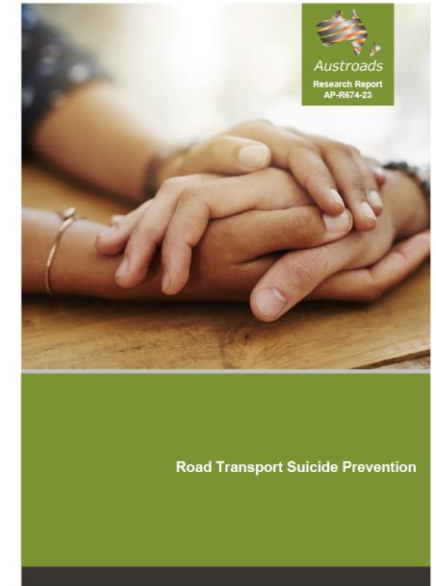
Accident or suicide? Improvement in the classification of suicides among road traffic fatalities in Sweden by extended psychosocial investigations, during the years 2010-2019 (Anna-Lena Andresson, Marcus Sokolowski; 2022)

A partnership between:



Potential next steps

1. Austroads to determine appropriate body for data collection and release
 1. Fatalities (within NRSS 2021-2030)
 2. Near miss (required by law in other industries)
2. Develop a resource package to build the resilience of truck drivers and those impacted
3. Session with Sweden data journey and why they view it as part of Safe System.

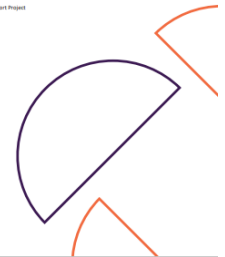


20 April, 2021

Communicating about suicide and suicide prevention

A guide for industry stakeholders

Prepared for Austroads, Suicide in Road Transport Project
Dr Elizabeth Paton



A partnership between:



Acknowledgements

- Austroads for funding the project - David Bobbermen, Michael Nieuwesteeg, Leonie Patterson and Elaena Gardner
- Project team,
 - Jerome Carslake, Jennifer Rivera-Gonzalez, Dr Elizabeth Paton, Dr Darren Wishart, Dr Sheetal Gai, Dr Kim Hassall, Adam Gibson, Dr Richard Tay, Dr Stuart Leske and Dr Angela Clapperton
- Project Working Group,
 - included 30 partners such as Chris Killick-Moran, Chris LEcluse, Tracksafe, Lifeline, OzHelp, ALC and Blackdog
- National Working Group, include and 50 partners such as Telstra, Hanson, Tip Top, Mental Health Commission, and many more.



A partnership between:



Thank you

