



NT ROAD TRANSPORT ASSOCIATION
TRUCK DRIVERS-FIRST RESPONDERS
FINAL REPORT

*Skill building to equip Australia's Truck Drivers who can,
and do, inadvertently become First Responders*

TABLE OF CONTENTS

EXECUTIVE SUMMARY	2
PROJECT OBJECTIVES	5
PROJECT BACKGROUND	5
TRUCK DRIVERS AS FIRST RESPONDERS SURVEY	7
PILOT BLEED CONTROL TRAINING	9
KEY FINDINGS	12
CONCLUSIONS	13
BIBLIOGRAPHY	15
APPENDIX 1	16
APPENDIX 2	20
APPENDIX 3	23
APPENDIX 4	26
APPENDIX 5	26

EXECUTIVE SUMMARY

The NT Road Transport Association (NTRTA) is recognised as the peak industry body for all sectors of the road transport industry throughout the Northern Territory. Likewise, Western Roads Federation (WRF) is the peak body enabling all sectors of Western Australia’s road transport industry to have a united voice. The project was delivered as a collaboration between NTRTA and WRF.

Each year tens of thousands of Australians are seriously injured in road crashes, impacting families and communities and leading to devastating social impacts. The economic cost of road crashes in Australia is estimated to be \$27 billion per year.¹ 10% of Australians killed on the road network die on remote or very remote roads and the risk of dying on remote or very remote roads is eleven times higher than in urban or metropolitan settings. The most likely causes of death are obstruction to the airway causing suffocation and uncontrolled bleeding.

Funding from Round 4 of the Heavy Vehicle Safety Initiative was sourced to understand the previously unexplored subject of the role of truck drivers in remote and regional post-accident response. Truck drivers spend most of their work time on the road yet there was no Australian data on truck drivers who have been first on the scene providing assistance at road crashes. Nor are there standard provisions for capturing data where the truck driver, acting as first responder, is subsequently impacted by that exposure.

The project comprised of two parts. The national online ‘Truck Driver as First Responder’ survey and a series of tailored training courses designed specifically to upskill truck drivers. The survey sought to identify how often, and in what situations, truck drivers are commonly first responders. Secondly, to

¹ Department of Infrastructure, Regional Development and Cities 2018

ascertain if truck drivers felt competent, adequately trained and supported to manage the role of first responder and thirdly if truck drivers who were first responders experienced mental health impacts during or following the event.

The research hypothesis is that truck drivers who have been required to act as first responders are more likely to be confident if they have trained for that role and truck drivers who are confident are less likely to be impacted by the event. A national survey of 161 truck drivers found that 105 (67.3%) had been first responders at road accidents during their career. 28.7% (n=31) reported having been a first responder more than three times. 96.3% of the survey respondents had been driving trucks for more than ten years and 73.3% had previously completed a first aid course. A majority waited longer than 30 minutes for emergency services and 16.7% of respondents reported waiting with the injured parties for more than 2 hours for emergency services to attend the scene.

Importantly, 79.6% of respondents reported continuing their work journey after leaving the accident scene and 78.7% reported that they did not complete an incident report for their employer about their engagement as first responder.

The second component of the project comprised of five tailored training courses designed to upskill truck drivers in the initial treatment of potential life-threatening conditions such as bleeding and haemorrhage control. Training courses were delivered in Darwin, Alice Springs, Brisbane, Port Hedland and Perth. Course participants learned critical hands-on lifesaving skills including how to tie a tourniquet, seal penetrating chest wounds and improvise on the roadside to save a life. Roadside safety procedures and emergency response communications for truck drivers as well as recognising mental health symptoms post-incident were incorporated into the course content.

The targeted training course focused on managing traumatic injuries with the best possible outcome for the injured person(s) at the scene and is intended to complement other training, including first aid.

In summary, the research evidence confirmed truck drivers often do inadvertently become first responders and, in some cases, are required to act as proxy paramedics for extended periods. Haemorrhage control is a critical first aid technique as uncontrolled bleeding can lead to death in under 5-minutes. Delivering realistic and targeted hands-on skills training to truck drivers will support them make a difference at road accidents in life and death situations. Providing post incident supports through education and training of employers and supervisors in the aftermath of their truck driver becoming a first responder is vital to the long-term health and wellbeing of the road transport industry's on-road workforce.

PROJECT OBJECTIVES

1. To understand the extent to which Truck Drivers have been First Responders at road accidents and how well equipped they are for that responsibility.
2. To deliver five short training courses tailored to meet the needs of remote area truck drivers in the initial treatment of potential life-threatening conditions and haemorrhage control.

PROJECT BACKGROUND

The research study set out to understand the extent to which Truck Drivers have been First Responders at road accidents and how well equipped they are for that responsibility. A first responder is the person who steps up to the responsibility of responding to an accident, even if not the first vehicle to arrive at the scene.

A report released by St John Ambulance Australia (2006), argues that the first trained responder at the site of an accident can significantly assist in the timely treatment of potentially life threatening or disabling injury. Oxer (1999) and Mauritz (2003) found that positioning, reassurance and controlling bleeding were the most common interventions required at road crashes. Oxer (1999) noted that after a crash involving injury, the two factors most likely to kill are obstruction of the airway causing suffocation, and uncontrolled bleeding causing death. Reactions to providing first aid at a road crash have been explored in some studies. Axelsson et al (1998) found that the emotional reactions of bystanders post intervention were related to victim outcome and whether the person lived or died.

The National Road Safety Strategy 2021-2030 identified that 10% of people killed on Australian roads crashed in remote or very remote areas. It also found that the risk to an individual of being killed on roads in these areas is eleven times (the population rate comparison) the risk in a major city.

The mental health and wellbeing of Australia's road transport industry broadly reflects that of the wider population. However, it is the industry's workforce in regional and remote areas that requires attention and strategic interventions to retain truck drivers by recognising their unique challenges, including inadvertently becoming first responders. Employers ready truck drivers for their job, according to their job description, but not as road side paramedics.

Additionally, across all industries workers are employed as is, where is. Not all employees arrive at their current workplace free of stressors or previous health challenges. As such, exposure to road trauma as a first responder may take a greater toll on some truck drivers than employers, or the industry more broadly, has acknowledged. The retention of skilled and experienced mentally healthy workers was a central tenant of this project.

The NT Road Transport Association (NTRTA) in collaboration with Western Roads Federation (WRF) recognised the importance of rigorous scientific evidence rather than anecdotal feedback in shaping policy, directing funding and addressing compliance obligations and training budgets. Anecdotal stories, such as those following, prompted NTRTA and WRF to apply for funding via the Heavy Vehicle Safety Initiative to gather more solid, replicable, data.

Late one evening a truck driver travelling along the Barkly Highway came across an upturned vehicle, the driver deceased and no other occupants. However, upon further inspection the driver noticed that there were young children's toys strewn through the vehicle. Calling out into the night looking for the child, the driver also called emergency services. Becoming more frantic the driver began a more thorough search for the child or children. Nearly an hour later emergency services arrived on site, and they joined the search whilst one officer began a licence check on the radio. Eventually contact was made with the family of the deceased driver, where it was determined that he was travelling alone. The truck driver was thanked for his efforts and allowed to continue his journey.

That truck driver had three young children of his own at home.

More recently another truck driver was first responder on a remote regional road where he was required to provide substantive first aid for nearly three hours until emergency services arrived. The passenger in the light vehicle died at the scene, the young driver had serious, life-threatening injuries and two young children, under five years were physically unharmed but had lost their mother at the scene.

The truck driver reported having no idea what to do immediately, or in the aftermath. He used his satellite phone to call a highly experienced industry colleague who coordinated the rescue effort as well as provided advice and instruction whilst he waited for assistance. That driver also continued his journey, not returning to his depot where he could debrief for a further two days.

At the outset it was our contention that truck drivers are experiencing such events, that they are not equipped with the skills to provide effective road side lifesaving assistance for prolonged periods that they may need to provide it, and that the combination of the anguish of being unable to provide effective care with the emotional events of accident scenes may leave the driver vulnerable to longer term mental health challenges.

Regardless of the efficiency of emergency services, in regional and remote Australia there will inevitably be a prolonged period until professional first responders can arrive. This delay can often be the most critical in determining the survivability or long-term injury of people involved in the accident. The time taken to respond to a crash is a key determinant of survivability.

TRUCK DRIVERS AS FIRST RESPONDERS SURVEY

The national 'Truck Driver-First Responder' survey (Attachment 1) sought to identify how often, and in what situations, truck drivers are commonly first responders. Secondly, to ascertain if truck drivers felt competent, adequately trained and supported to manage the role of first responder and thirdly if truck drivers who were first responders experienced mental health impacts during or following the event.

The study consisted of a one-time online survey with 24 questions, estimated to take 5 minutes to complete. The survey was completely voluntary and anonymous. No identifying information was required to complete the survey. The survey questions were compiled by the author and reviewed by several academics and industry leaders.

There was no payment or compensation for completing the survey however completing and submitting the survey implied that the respondents had read the consent form (Attachment 2) and agreed to take part in the research study.

The research hypothesis is that truck drivers who have been required to act as First Responders are more likely to be confident if they have trained for that role and truck drivers who are confident are less likely to be impacted by the event.

The online Survey Monkey survey was widely circulated with the support of all road transport industry associations, the Australian Trucking Association, Natroad as well as via social media channels. In total, 161 truck drivers nationally completed the online survey between May and July 2021. 94.4% of respondents (n = 152) were male and 5.6% (n = 5) were female. Most respondents, 87% were over 44 years.

The survey found that 105 (67.3%) of respondents had been first responders at road accidents during their career. 28.7% (n=31) reported having been a first responder more than three times. 96.3% of the survey respondents had been driving trucks for more than ten years and 73.3% had previously completed a first aid course. A majority waited longer than 30 minutes for emergency services and 16.7% reported waiting with the injured parties more than 2 hours for emergency services to attend the scene. 79.6% of respondents reported continuing their work journey after leaving the accident scene and 78.7% reported that they did not complete an incident report for their employer about their engagement as first responder.

86% of the respondents reported holding a multi combination (MC) driver's licence and 96.3% had been driving trucks for more than ten years.

64% (n = 71) reported feeling confident at the time they were being a first responder however, 52.3% (n = 58) reported experiencing strong emotions after being a first responder and 32.4% (n = 36) said that they were impacted at the time they were being a first responder.

64.6% (n = 71) reported that their employer did not check whether they were fit for duty after having been a first responder. 81.9% reported not having been offered psychological treatment or support after being a first responder. 5.4% (n = 6) reported using psychological treatment services after being a first responder.

PILOT BLEED CONTROL TRAINING

The pilot training course comprised the second component of the project. Delivery of the training courses was delayed due to the COVID-19 pandemic, border closures and travel restrictions.

The pilot 'Bleed Control' training program leveraged work undertaken by WA company, TraumaSim with the Queensland Police where a training program implemented for members has resulted in over 90 lives being documented as saved in 3-years by the Queensland Police. TraumaSim has also helped Australian Defence Force combat medics and soldiers prior to deployment prepare for the realities of dealing with traumatic injury. The realism-focused and hands-on training has been linked to reducing the impact of Post-Traumatic Stress Disorder (PTSD) for the responding personnel as it improves resilience and competency, providing confidence that they did all they could at the incident.

NT Road Transport Association (NTRTA) consulted with a number of training providers to identify the organization most suitable to deliver the course requirements, specifically designed for truck drivers. Due to travel restrictions imposed by the pandemic a final decision was made to use Real Response, who had qualified trainers available to deliver each of the courses in Darwin, Alice Springs, Port Hedland and Perth.

The training course included specially designed features for the target audience, truck drivers and is not nationally accredited.

The course content included:

- A First Responder – Emergency Checklist (Appendix 3)
- Action to be taken after coming upon an accident, including ensuring personal safety, communication of accident to other road users and accident site protection.
- How to communicate directly with emergency services such as RFDS / Care Flight, and what sort of information is required.
- Conducting a more detailed casualty assessment (blood sweep) to look for and identify any other injuries that may require treatment and management.
- Managing catastrophic haemorrhage including correct application of tourniquets.
- Correct application of chest seals to manage penetrating chest trauma.
- Dealing with trauma victims for extended periods before the arrival of emergency services personnel and improvising when needed.
- How to identify and recognise signs and symptoms of PTSD and/or other mental health issues and where to seek help in the aftermath of being a first responder.
- *A Helping Yourself after a Traumatic Event* brochure.

Qualified paramedic trainers from Registered Training Organisation, Real Response were subcontracted to deliver the training on behalf of NTRTA.

NT Minister for Infrastructure, Planning & Logistics, Hon. Eva Lawler officially opened the first pilot course in Darwin on 11 May 2021 at the Chevron Australia depot in East Arm, NT. Apart from the course delivered in Brisbane to NHVR representatives for information purposes all of the courses were delivered in the road transport depots of industry association members.

A maximum of 12 participants were enrolled in each course to ensure the greatest amount of hands-on participation was available for each participant. Details of locations and dates are outlined below.

1. Darwin 11 May 2021
2. Alice Springs 13 May 2021
3. Brisbane 04 June 2021
4. Port Hedland 24 June 2021
5. Perth 30 June 2021

Participants learnt critical life-saving skills including how to tie a tourniquet, pack wounds, apply chest seals, control bleeds and how to improvise on the roadside to save a life. Preparation and training for traumatic incidents can substantially modify the emotional impact of the trauma and protect individuals from developing psychological symptoms in the aftermath. Feedback from participants was incredibly positive with all participants finding the courses beneficial in teaching practical skills, which they did not have.

PARTICIPANT FEEDBACK

Each course participant completed a feedback form supplied and collected by the training provider, Real Response at the completion of the course. Participants also received a certificate of completion.

All feedback received was highly complimentary of the training. A selection of written comments are included below:

- The course taught me how to tie a tourniquet, pack wounds, control bleeds and how to improvise on the roadside to save a life. I have done first aid courses but never learned those skills before.

- The training was practical and hands on. I now have more confidence that I would know what to do if I am first on the scene at a road accident.
- The whole course was excellent, and I learnt heaps. I had no idea how much pressure is needed to stop a bleed using a tourniquet.
- I have been unlucky to be first on the scene at 4 serious, and fatal accidents in my 40+ year driving career. I only wish I had been taught this stuff years ago, it would have helped for sure.
- This training should be available to every truck driver on the road so they know what to do.

KEY FINDINGS

The results of the national truck driver survey indicated that 70% of those truck drivers who completed the survey had been first responders at serious road crashes, or where fatalities were involved. Nearly 30% of those who had been first on the scene reported having been a first responder on multiple occasions and 40% of those truck drivers who were first responders reported being on their own whilst first on the scene and delivering initial treatment. The survey results indicated that greater than 75% of truck drivers waited at the scene of the road crash with casualties for more than 30 minutes for assistance.

Of importance to note, 80% of the survey respondents reported continuing their work journey after being a first responder and 64% reported that no-one checked in with them to ascertain their fitness to continue their work journey. These findings suggest that more can be done to raise the capacity of first responders to increase the survivability of injured parties.

Targeted hands-on skill building in bleed control will support truck drivers to make a difference between life and death for road accident victims if they inadvertently become first responders. The skills are easily taught and well received.

Very positive response from all participants.

By the nature of their work are first on the scene. The short, targeted skills training demonstrated the potential to provide more effective treatment to control bleeding and open airways that can save lives.

The Individual Tactical First Aid Kits used in the pilot training form an important component of the training package, including confidence building. The ITFAK are better suited to treating substantial injuries than the commercially available first aid kits often carried in vehicles but more suited to domestic settings.

CONCLUSIONS

The mental health and well-being of Australia's road transport industry is important but not all occupational hazards are currently being addressed. Prior to this investigation there was no Australian data on truck drivers who had been first on the scene at road crashes nor any understanding of the impacts of such exposures. Being exposed to a traumatic incident or road trauma may be taking a greater toll on truck drivers than employers, or the broader road transport industry, fully appreciated prior to this initial investigation. Moreover, being a road-side paramedic is not in any truck driver's job description.

The research identified that more than half (52%) of survey respondents reported being impacted (experiencing strong emotions) in the aftermath of being a first responder. This project has highlighted that the industry has an obligation to continuously improve our workforce and support those with a greater likelihood of being first on the scene of a road crash. What is required is not crisis care after the event but preventative skill building. It is contended that upskilling and equipping truck drivers to render effective initial treatment of potential life-threatening injuries will directly support the National Road Safety Strategy 2021-2030 target to reduce serious injuries by 30%.

It is also asserted that the training may achieve secondary health benefits by building mental health resiliency amongst those truck drivers who, at some point in the future, may inadvertently become first responders. Preparation and training using medically realistic trauma simulation can substantially modify the emotional impact of a traumatic event and protect individuals from developing psychological symptoms.

The realistic training to support initial treatment of potential life-threatening injuries is intended to complement, not replace, other training such as first aid. Ashour et al (2007) found, a possible 4.5% of patients might have survived a traumatic road crash if the simple measures of preventing airway obstruction and controlling blood loss were ensured. The pilot courses included education on how to use whatever equipment was immediately on hand with the aim to achieve the best possible outcome for the person(s) on the scene with injuries.

This research project has also highlighted the need for educational awareness training for employers to be able to then facilitate and implement relevant and targeted support for their truck drivers who inadvertently become first responders.

NT Road Transport Association and Western Road Federation in conjunction with key stakeholders aim to build upon the research evidence obtained through this pilot study to obtain the funding necessary to roll out the first responder training for truck drivers across Australia.

BIBLIOGRAPHY

Ashour, A, Cameron, P, Bernard, S, Fitzgerald, M, Smith, K & Walker, T. 2007, 'Could bystander first-aid prevent trauma deaths at the scene of injury?' *Emergency Medicine Australasia*, vol. 19, pp. 163-8.

Axelsson, A, Herlitz, J, Ekstrom, L & Holmberg, S. 1996, 'Bystander-initiated cardiopulmonary resuscitation out-of-hospital. A first description of the bystanders and their experiences', *Resuscitation*, vol. 33, no. 1, pp. 3-11.

Axelsson, A, Herlitz, J, Karlsson, T, Lindqvist, J, Graves, J, Ekstrom, L & Holmberg, S. 1998, 'Factors surrounding cardiopulmonary resuscitation influencing bystanders' psychological reactions', *Resuscitation*, vol. 37, no. 1, pp. 13-20.



Department of Infrastructure, Regional Development and Cities, Annual Report 2018.

Mauritz, W, Pelinka, LE, Kaff, A, Segall, G & Fridrich, P. 2003, 'First aid measures provided by bystanders at the accident site. A prospective epidemiological study in the area of Vienna',

Oxer, HF, Simple first aid can save lives in traffic crashes, St John Ambulance Australia 1999, WA Inc., Perth

Pearn, J. 2000, 'Basic life support: Extending and integrating teaching in the Australian community', *Australian New Zealand Journal of Surgery*, vol. 70, pp. 3-5.

APPENDIX 1

	<h3>Truck Drivers – First Responders Survey</h3>	
---	--	---

To understand the extent to which Truck Drivers have been First Responders at road accidents, and how well equipped they are for that responsibility.

This survey will help inform the road transport industry’s plans to improve the mental health and wellbeing of the workforce by building the resiliency of those who inadvertently become first responders.

First responder is the person who steps up to the responsibility of providing support to accident victims – even if not the first vehicle to arrive at the scene.

This survey for truck drivers will take approximately 5 minutes to complete. If you feel upset at any time whilst taking the survey you can contact Lifeline at www.lifeline.org.au or telephone 131114. Lifeline is a free, 24-hour telephone and online crisis and suicide prevention service.

	Question	Response
1	What is your age?	<ul style="list-style-type: none"> a. 18-25 b. 26-34 c. 35-44 d. 45-54 e. 55-64 f. 65+
2	What is your gender?	<ul style="list-style-type: none"> a. Male b. Female c. Prefer not to say
4	What is your heavy vehicle licence type?	<ul style="list-style-type: none"> a. Heavy Rigid (HR)

		<ul style="list-style-type: none"> b. Heavy Combination (HC) c. Multi-Combination (MC)
5	How many years have you been driving trucks?	<ul style="list-style-type: none"> a. 0-5 years b. 6-10 years c. 11-20 years d. 20 + years
6	Have you completed a certified First Aid course?	<ul style="list-style-type: none"> a. Yes b. No
7	During your career as a truck driver have you been a First Responder?	<ul style="list-style-type: none"> a. Yes b. No
8	If not, do you feel confident to act as a First Responder?	<ul style="list-style-type: none"> a. Yes b. No
	<i>If you have not been a First Responder, thank you very much. Finish</i>	
9	If yes, how many times have you been a First Responder at a road accident?	<ul style="list-style-type: none"> a. 1 b. 2 c. 3 d. more than 3
	<i>If more than 1, please think of the most serious accident when responding to the following questions.</i>	
10	What time of day did you arrive at the accident?	<ul style="list-style-type: none"> a. Midnight to 6am b. 6am to midday c. Midday to 6pm d. 6pm to midnight

11	Were there fatalities or people with serious injuries?	<ul style="list-style-type: none"> a. Yes b. No
12	Were you the sole Responder?	<ul style="list-style-type: none"> a. Yes b. No
13	Describe the type of road you were on when you were a First Responder.	<ul style="list-style-type: none"> a. Remote road b. Rural road c. Main highway d. Inner city road e. Suburban road
14	What communications did you use to call for assistance?	<ul style="list-style-type: none"> a. Mobile phone b. Satellite phone c. UHF Radio d. Other
15	How long did you wait for emergency services to attend?	<ul style="list-style-type: none"> a. Under 30 minutes b. Between 30-60 minutes c. Between 1-2 hours d. 2 hours or more.
16	Did you feel confident being a First Responder?	<ul style="list-style-type: none"> a. Yes b. No
17	After leaving the accident scene did you?	<ul style="list-style-type: none"> a. Return directly to your depot. b. Take a break then resume driving. c. Continue on your work journey.
18	Did you complete an Incident Report for your employer?	<ul style="list-style-type: none"> a. Yes b. No
19	Did your employer conduct a post-incident debriefing?	<ul style="list-style-type: none"> a. Yes b. No



20	Did you participate in the post-incident debriefing?	a. Yes b. No
21	Were you impacted at the time you were being a First Responder?	a. Yes c. No
22	Did you experience strong feelings post event?	a. Yes b. No
23	Did your employer take active steps to ensure you were fit for duty after being a First Responder?	a. Yes b. No
24	Were you offered psychological support services after being a First Responder?	a. Yes b. No

Thank you for completing this survey. If you are willing to be contacted directly to discuss your responses to this survey and experience as a First Responder please provide your contact details below.

Name:

Email:

Phone:

	<p>Truck Driver - First Responder Survey</p> <p>CONSENT FORM</p>	
---	---	---

Title of Project:

To understand the extent to which Truck Drivers have been First Responders at road accidents and how well equipped they are for that responsibility.

Study sponsor:

NT Road Transport Association in collaboration with Western Roads Federation.

Principal Investigator:

Louise Bilato – NT Road Transport Association

Purpose of the Survey:

A first responder is the person who steps up to the responsibility of responding to an accident, even if not the first vehicle to arrive at the scene. Truck drivers spend most of their work time on the road yet there is no Australian data on the number of truck drivers who have been first responders.

This survey aims to identify how often and in what situations truck drivers are first responders and if truck drivers felt competent, adequately trained and supported to manage the role of first responder.

The survey will also identify if truck drivers who were first responders experienced mental health impact during or following the event.

Procedure to be followed:

The study consists of a one-time online survey with 24 questions.

Duration:

It is estimated that the survey will take 5 minutes to complete.

Research benefits:

Whilst there is no direct benefit to you immediately, your responses will assist in the development of targeted training and information to better prepare and increase the skills and resiliency of truck drivers who may become first responders in the course of their work.

Research risks:

There are no expected risks associated with completing this survey. You will be asked general questions about yourself, but you are not required to provide identifying information to complete this survey.

The survey is anonymous. If you are interested, and willing to participate in a separate qualitative study about your experience as a first responder then you may choose to complete the contact details section at the end of the survey questions. It is completely voluntary and there is no requirement for you to fill out your contact details.

Statement of confidentiality:

Your participation in this survey is confidential. The survey questions do not ask for any information that would identify you. If the results of the research are published or presented at conferences or meetings, individual responses will not be disclosed.

Right to ask questions:

Please contact Louise Bilato on 0400 107 223 or ntrta@iinet.net.au for more information about this study or with any questions or concerns about this study.

Payment for participation:

There is no payment or compensation for completing this survey.

Privacy:

Information collected from this survey will be stored on a password protected computer. Only certain people, including the Principal Investigator, will review the survey results.

Voluntary participation:



Your decision to complete the survey is voluntary. After starting, you may choose not to complete the survey or may stop answering at any time. If you have any questions please call Louise Bilato on 0400 107 223 or ntrta@iinet.net.au

If you feel upset after completing this survey, please contact Lifeline at www.lifeline.org.au or telephone 131114.

Completing and submitting the survey implies that you have read the information in this form and consent to take part in this research study.

Funding assistance:

Funding to carry out this survey has been provided by a grant from the 2019-2020 Heavy Vehicle Safety Initiative program administered by the National Heavy Vehicle Regulator.

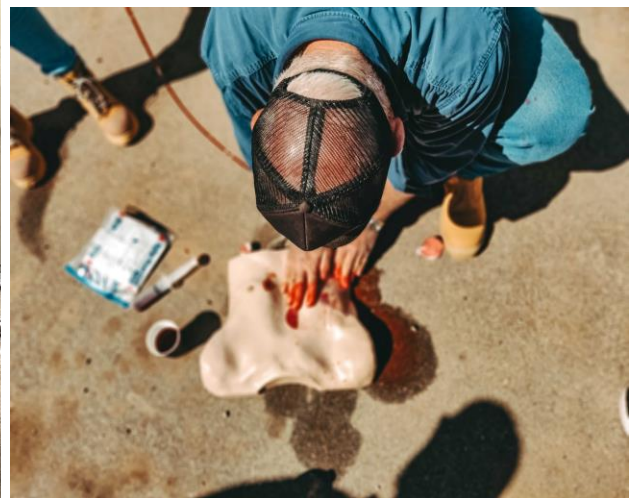
	<p>FIRST RESPONDER</p> <p>EMERGENCY RESPONSE CHECKLIST</p>	
---	--	---

NOTE: This emergency checklist is intended as a guide only when responding to an emergency situation. An emergency response will include, but may not be limited to, the actions listed in the checklist below.

1	Approach with care	<ul style="list-style-type: none"> - Stop and think. (PPE) - First aid kit / ITAK - Understand potential hazards / flammable substances / ignition sources. - What people and where? (Bystanders)
2	Raise the alarm.	<ul style="list-style-type: none"> - Know what communication network to use. - Contact emergency services if in phone range. (Satellite phone). - UHF Channel 5 & 35 (strictly for emergencies). - Nature and exact location of the emergency. - Provide as much information as possible. - Get estimated time of arrival (ETA) by emergency services personnel. - Broadcast warning on separate UHF channel to warn local
3	Secure the area	<ul style="list-style-type: none"> - Keep vehicle at a safe distance from the accident scene. - Shut down the vehicle. - Turn on hazard warning lights. - Is traffic control required? - Block traffic and note any hazards.

4	Assess the situation	<ul style="list-style-type: none"> - What are the weather conditions? - Is there a fire? Is it safe to use an extinguisher? - Electrical wires? - Is there a spill or leak? (Potential explosion, odours.) - Environmental risks? (Water / wildlife / livestock).
5	Immediate	<ul style="list-style-type: none"> - Check number of casualties. - Check for a response. - Check for bleeding.
6	Respond	<ul style="list-style-type: none"> - Provide first aid / medical treatment (until relieved by trained medical personnel. - Cover casualty(ies) to reduce risk of hypothermia from blood loss. - Do not move casualty unnecessarily. - Relay relevant details on numbers of persons injured and their
7	Post Incident	<ul style="list-style-type: none"> - Be aware of legal responsibilities (witness statement to police). - Inform employer as soon as possible. - Review fitness to drive / fitness for work. - Complete incident report on return to depot. - Participate in post-incident debriefing. - Understand the ways to help yourself after a traumatic event.

APPENDIX 4



FUNDING ACQUITTAL STATEMENT

Heavy Vehicle Safety Initiative Round 4

Grant Funding Reference: HVSI 435

Working Towards a Healthier Tomorrow – Truck Driver – First Responder

ITEM	MILESTONE		DATE FOR MILESTONE COMPLETION
Milestone 1	Execute Agreement		Paid 31 st March 2020
Milestone 2	Deliver Stage 1		
Milestone 3	Deliver Stage 2		
Milestone 3 and Final Report	Deliver Stage 3 and Final Report		
Total Funding			

Income

Milestone 1

Expenses

Survey Drafting and Preparation

Academic advice

Survey Promotion

Survey Monkey subscription

Zoom subscription

Training courses preparation

Real Response Training course delivery

Travel Course Coordinator
Fuel
Tactical Individual First Aid Kit
Accommodation (Alice Springs / Port Hedland)
Advertising and Promotion
Administration
Insurances
Printing and Stationery
Project Management
ATO (BAS)
Total



[Redacted]

[Redacted]

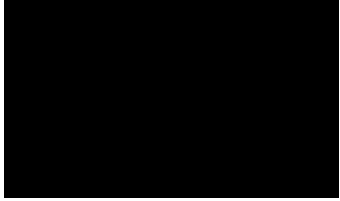
[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]



Signature of Authorised Officer:

Name: Louise Bilato
Title: Executive Officer
Date: 12 July 2021



Signature of Witness

Name: Michael Swart
Title: President
Date: 12 July 2021