

LOAD RESTRAINT EDUCATION PROJECT

AN INITIATIVE OF



WITH SUPPORT FROM



Funded by the Australian Government's Heavy Vehicle Safety Initiative administered by the National Heavy Vehicle Regulator.

EXECUTIVE SUMMARY

The safe and efficient movement of road freight is vital for all road users. Loose or incorrectly restrained loads are an of concern. Within the Parkes, Forbes and Lachlan Shire Council areas there were 72 load restraint breaches issued by NSW Police in 2019 and 115 breaches in 2020. In early 2020 there were three serious heavy vehicle load restraint incidents, one of which resulted in a fatality, the other two were near misses.

In response to this, the *Load Restraint Education Project* was funded through the National Heavy Vehicle Regulator's (NHVR) Heavy Vehicle Safety Initiative and delivered across the three Council areas in 2021. It focused on the safe transportation of hay bales, machinery and general freight, to cover the majority of load types in the region.

A multi-agency Project Steering Committee, comprised of members from the Councils along with NSW Police, NSW Farmers and Transport for NSW, oversaw the project's development and implementation.

The project aimed to increase local load restraint knowledge and decrease the number of load restraint breaches and incidents on local roads.

Project strategies included;

- an online pre and post awareness quiz to measure load restraint knowledge before and after the education campaign was implemented
- the development of how to videos and accompanying fact sheets for each target commodity
- promoting case studies
- a Load Restraint Village Tour to take load restraint information directly to 12 farming communities
- the distribution of more than 1,000 load restraint packs
- a project launch and
- regular local media coverage - traditional and social.

The results show that local load restraint knowledge increased;

- more than 100 farmers attended the Load Restraint Village Tour and all provided positive feedback about the project
- the how to videos have had more than 1,000 views
- over 1,000 load restraint packs have been distributed to the local community
- 311,740 people were reached through social media posts and there were 5,070 engagements, which is an engagement rate of 61% and
- small increases in awareness were recorded for two of the online quiz questions (most appropriate lashing to use to tie down a tractor and what to do if you notice your load of hay has shifted during the trip).

Police enforcement figures for 2021, show that local load restraint breaches decreased 69% on the 2020 figures and 54% based on the 2019 figures. There were no heavy vehicle load restraint incidents on local roads during 2021.

The project addressed a local issue of concern, developed high quality collateral, saw grass roots community engagement and as a result load restraint knowledge has increased and breaches/incidents have decreased.

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1. INTRODUCTION

Parkes, Forbes and Lachlan Shire Councils are located in the heart of NSW. The combined population of the three Council areas is just under 30,000. The major spheres of influence are farming, construction, mining, tourism, retail and the public service (Australian Bureau of Statistics 2016).

The Councils' have been focused on heavy vehicle safety for more than eight years as the freight task across the region continues to increase. There is an estimated one truck per minute travelling through the townships of Forbes, Parkes, Alectown and Peak Hill along the Newell Highway (NSW Government 2015). There are increasing truck movements to the Central West Livestock Exchange at Forbes (1.5 million sheep, 59,102 cattle and 17,286 pigs were sold in 2019 (Forbes Shire Council 2019)) and across the Council areas as more access for larger vehicles is granted. There are a number of major developments underway in the local area with Inland Rail, the National Logistics Hub and numerous solar farms being constructed - meaning additional truck movements on local roads. The Councils all participate in the Grain Harvest Management Scheme. In 2020, the Councils' noticed increasing numbers of heavy vehicle movements that were transporting hay to and through the area as a result of the ongoing drought.

Load restraint became an area of concern following three incidents within the Parkes Shire in early 2020;

1. a fatality on the Newell Highway at Alectown which according to NSW Police was allegedly a result of incorrect load restraint (court matter pending)
2. a near miss occurred on the Bogan Way north of Bogan Gate when a 25 tonne transformer 'fell off' the back of a semi-trailer on its way to a solar farm under construction and
3. a trailer became uncoupled from a semi-trailer just 100 metres from the exit to the transport company's depot.

NSW Police also noted that there had been an increase in load restraint breaches issued across the three Council areas, from 72 in 2019 to 115 in 2020.

In 2018 load restraint was included as a compliance component within the *Chain of Responsibility* legislation. This coincided with the release of the updated *Load Restraint Guide 2018*. The revised guide was a much-welcomed update to its 2004 predecessor being more user friendly - with detailed diagrams, worked examples and is broken into separate commodities. The guide provides truck drivers, operators, and everyone in the transport chain of responsibility with basic safety principles for the safe carriage of loads. The guide reflects the latest heavy vehicle technology and load restraint practices.

Anecdotal reports however indicate that many locals (particularly farmers) do not know about the guide, do not have a copy of the guide, do not know how to get a copy of the guide and just use their 'common sense' (the way they have always done things) with regards to load restraint.



Image 1: the cover page of the 'Load Restraint Guide 2018'

2. PROJECT RATIONALE

The safe and efficient movement of road freight is vital for both the producer and consumer but also for other road users.

Crashes involving heavy vehicles are often serious because of their size and weight, regardless of who is at fault. While their numbers make up only 2.4% of NSW motor vehicle registrations and 8.3% of kilometres travelled by all NSW vehicles, heavy vehicles are involved in around 17% of all road fatalities (Transport for NSW 2016).

Loose or incorrectly restrained loads are an area of concern. These issues can cause serious crashes which could injure or kill someone, damage property or cause a hazard to other road users. All heavy vehicle drivers and those in the transport supply chain have a legal responsibility to ensure that loads are securely restrained.

Within the Parkes, Forbes and Lachlan Shire Council areas there were 72 load restraint breaches issued by NSW Police in 2019 and 115 breaches in 2020. In early 2020 there were three serious heavy vehicle load restraint incidents, one of which resulted in a fatality, the other two were near misses. Hence the need for a local load restraint education project to reduce these numbers.

3. SAFE SYSTEM APPROACH TO ROAD SAFETY

To achieve the ultimate goal of zero deaths and serious injuries on NSW roads, the NSW Government has adopted a safe system approach to road safety (Transport for NSW 2016). This approach is underpinned by the following principles;

- people are human and sometimes make mistakes – a simple mistake shouldn't cost anyone their life
- roads, roadsides and vehicles need to be designed to minimise crashes or reduce forces if a crash happens
- road safety is a shared responsibility – everyone needs to make safe decisions on and around the road to prioritise safety.

Initiatives to ensure safer roads, speeds, people and vehicles need to be implemented together so the road system not only keeps us moving, but safe and protected.



Image 2: diagram of the safe system approach to road safety

Local Government plays a key role in the safe system approach. They manage and provide local road infrastructure, support local enforcement activities and provide their community with road safety messages and information. Councils deliver projects addressing local road safety issues to their community across the whole of the safe system: influencing safer people, roads, vehicles and speeds.

This project was developed in line with the safe system approach to road safety and focused on the safer vehicles and safer people elements of the safe system.

4. PREVIOUS LOAD RESTRAINT INITIATIVES

In October 2015, Parkes Shire Council hosted a practical load restraint information session at their works depot for operational staff. The session was delivered by NSW Police and covered legislation, the *Load Restraint Guide 2004*, why load restraint is important, penalties and tips, which was followed by a Q & A. Police then examined a selection of the Council vehicles and provided feedback about what was good, what wasn't so good and what needed improvement in relation to load restraint. This generated much spirited debate and plenty of questions, as workers and managers alike engaged in discussion about securing tools/equipment, the need for new load restraint gear and the environmental safety issues presented by loose soil, grass and weeds transported in Council's maintenance vehicles. It also led to the purchase of new load restraint equipment for some of the fleet and the distribution of the *Load Restraint Guide 2004* to all heavy vehicle fleet operators.

A similar information session was held with Forbes Shire Council operational staff in March 2020. It commenced with a presentation from NSW Police about the rules and regulations concerning load restraint, the *Load Restraint Guide 2018*, local case studies, penalties and tips. Council's WHS Officer advised that a load restraint guide would be provided to each team. This was followed by inspections of each vehicle as it left the depot and discussions about how to improve the load restraint. A list of issues and items which needed replacing was developed.



Image 3: photo of the Forbes Shire Council load restraint information session (theory discussion) held in March 2020



Image 4: photo of the Forbes Shire Council load restraint information session (vehicle inspections) held in March 2020

5. PROJECT OBJECTIVES

1. Assist the local transport industry and farmers in gaining a better understanding of the fundamentals of load restraint
2. Reduce the number of load restraint breaches and incidents occurring on local roads

6. TARGET COMMODITIES

The project focused on three target commodities - the safe transportation of hay bales, machinery and general freight, to cover the majority of load types in the region. The project established a 'best practice' project model, from which the learnings and outcomes could be rolled out more broadly - in other jurisdictions as well as for other commodities.

7. PROJECT STEERING COMMITTEE

The Project Steering Committee included;

- Melanie Suitor - (Project Manager) Parkes, Forbes and Lachlan Shire Councils' Road Safety and Injury Prevention Officer
- Sergeant Martin Ling - NSW Police (Parkes Highway Patrol)
- Catriona McAuliffe - NSW Farmers' Regional Services Manager
- Patricia Murphy-Wilson - Transport for NSW's Associate Community and Safety Partner
- Ben Howard - Parkes Shire Council's Director Operations
- Nina Hooper - Forbes Shire Council's Manager Community and Tourism
- Stephen Taylor - Lachlan Shire Council's Manager Works



The Project Steering Committee meet weekly via *MS Teams* to oversee the project planning, development, implementation and evaluation. The Project Manager chaired the meetings and circulated meeting notes to ensure strategies were on track. The meeting notes are included in the appendices.

The following external organisations were also involved in the project;

- NSW Health's Rural Mental Health Adversity Program (RAMPS) - attended/supported the Load Restraint Village Tour
- Safework NSW - attended/supported the Load Restraint Village Tour
- Transport for NSW's Heavy Vehicle Inspectors - attended/supported the Load Restraint Village Tour and were the onsite subject matter expert during filming of the how to videos
- NSW Rural Fire Service - hosted the majority of the Load Restraint Village Tour sessions at local stations, promoted the project strategies to members and distributed load restraint packs to local brigades
- Werrinya Progress Association, Peak Hill Golf Club, and Kiacatoo Hall and Recreation Committee - were all venues used for Load Restraint Village Tour sessions. These groups helped to promote the sessions and their members attended.



SafeWork NSW



Transport for NSW



8. PROJECT TIMEFRAME

The project's timeline was as follows;

- Planning phase: 13 October 2020 - 28 April 2021
- Official launch: 29 April 2021
- Implementation (in-market) phase: 30 April - 5 July 2021*
- Evaluation phase: 6 July - 31 October 2021
- This report was submitted on 24 May 2022
- * due to the COVID-19 restrictions in NSW at the time, the load restraint packs were assembled in June 2021 but were unable to be delivered until October 2021

9. TECHNICAL ISSUES

Heavy vehicle loading and load restraint is quite technical. There are performance standards to follow/meet and legislative loading requirements. To ensure the correct information was conveyed in the how to videos a subject matter expert, Engistics (load restraint and logistics engineers), was engaged to review the storyboards and provide technical advice. A Transport for NSW Heavy Vehicle Inspector was onsite during filming to ensure the visuals showed correct load restraint equipment and technique as well as legal dimensions and signage. Engistics and Transport for NSW reviewed the first cuts of the videos and provided feedback before they were submitted to NHVR for approval.

10. PROJECT STRATEGIES

o Project launch

The project was officially launched by the then Deputy Prime Minister the Hon. Michael McCormack MP (who is also the local member for the area) on 29 April 2021 at a property on the outskirts of Forbes. There were around 40 attendees - Councillors, Council staff, Project Steering Committee Members and their invited guests, the how to videos' talent and local media. The official ceremony featured speeches by Forbes Shire Council Mayor Phyllis Miller OAM, Deputy Prime Minister Michael McCormack MP, Wayne Dunford from NSW Farmers and the Project Manager. Deputy Prime Minister Michael McCormack MP presented certificates of appreciation to Western Freight Management and Anthony McIntyre (the how to videos' talent). Feedback from attendees was very positive. Everyone reported that it was an informal and fun event. The only negative comment received was that the pictures taken inside the marquee all have a pink hue due to the marquee walls being red. The launch attracted coverage on the NHVR's and Michael McCormack's Facebook pages, local newspapers and radio stations as well as on 9News Central West. This is the link to the 9News Central West story: <https://www.facebook.com/9NewsCentralWest/videos/862666417654849/>.

Following are some photos of the event.



Image 5: photo of Deputy Prime Minister Michael McCormack MP during his speech at the launch



Image 6: photo of Parkes Shire Council Mayor Ken Keith OAM, Deputy Prime Minister Michael McCormack MP, Forbes Shire Council Mayor Phyllis Miller OAM, Lachlan Shire Council Mayor John Medcalf OAM and the Councils' Road Safety and Injury Prevention Officer Melanie Sutor at the launch



Image 7: photo of Deputy Prime Minister Michael McCormack MP presenting a certificate of appreciation to Kathy Hyde from Western Freight Management at the launch



Image 8: photo of Deputy Prime Minister Michael McCormack MP presenting a certificate of appreciation to Anthony McIntyre at the launch



Image 9: photo of the Councils' Road Safety and Injury Prevention Officer Melanie Suitor, Patricia Murphy-Wilson from Transport for NSW, Sergeant Martin Ling from NSW Police, Catriona McAuliffe from NSW Farmers and Deputy Prime Minister Michael McCormack MP at the launch

○ **Online pre and post awareness quiz**

An online pre and post awareness quiz was held to measure baseline load restraint knowledge at the beginning of the project and whether there had been any shifts in awareness at the end of the project. The quiz contained seven questions (all multiple choice) that asked where to get load restraint information, who was responsible for load restraint and possible penalties. There were also case study questions about each target commodity. The quiz was built in *MS Forms* and provided participants with immediate feedback about whether their answer was correct or incorrect and why. As an incentive for people to participate \$500 worth of load restraint equipment was offered as prizes for both quizzes.

The quizzes were promoted via promotional flyers at 35 local rural supply stores and agricultural machinery retailers, local media (newspaper and radio) and social media (Councils', NSW Farmers, NHVR and NSW Traffic and Highway Patrol Facebook pages).

Both quizzes were open for at least three weeks. The pre quiz ran from 29 April to 19 May 2021. The post quiz ran from 7 June to 5 July 2021.

The pre quiz had 452 entries and the post quiz had 363 entries - the results are outlined later in this report.

An online random name generator wheel was used to select the winners;

- Pre quiz: Donald Wood, a truck driver from Narromine
- Post quiz: Warren Plummer, a retail manager from Forbes

**TEST YOUR KNOWLEDGE OF
LOAD RESTRAINT FOR A CHANCE TO WIN
\$500 WORTH OF NEW LOAD RESTRAINT
GEAR**

TAKE THE LOAD RESTRAINT QUICK QUIZ NOW!

**DO YOU TRANSPORT HAY BALES,
MACHINERY OR GENERAL FREIGHT?**

ENTRIES CLOSE ON WEDNESDAY 19 MAY 2021



**SCAN HERE TO
TAKE THE QUIZ**



**AN INITIATIVE OF PARKES, FORBES AND LACHLAN SHIRE COUNCILS' ROAD SAFETY
PROGRAM, WITH THE SUPPORT OF NSW POLICE, NSW FARMERS AND TRANSPORT FOR NSW.**

**FUNDED THROUGH THE NATIONAL HEAVY VEHICLE REGULATOR'S 2020 HEAVY VEHICLE
SAFETY INITIATIVE, SUPPORTED BY THE FEDERAL GOVERNMENT.**

Image 10: the online pre quiz promotional flyer

THANKS TO EVERYONE WHO TOOK PART IN THE PRE QUIZ DURING APRIL AND MAY 2021. THIS POST QUIZ WILL MEASURE CHANGES IN LOAD RESTRAINT AWARENESS.

TAKE THE LOAD RESTRAINT POST CAMPAIGN QUIZ NOW!

ENTRIES CLOSE ON MONDAY 5 JULY 2021

**YOU COULD WIN \$500 WORTH OF
LOAD RESTRAINT EQUIPMENT**



**SCAN HERE TO
TAKE THE QUIZ**



AN INITIATIVE OF PARKES, FORBES AND LACHLAN SHIRE COUNCILS' ROAD SAFETY PROGRAM, WITH THE SUPPORT OF NSW POLICE, NSW FARMERS AND TRANSPORT FOR NSW.

FUNDED BY THE NATIONAL HEAVY VEHICLE REGULATOR'S HEAVY VEHICLE SAFETY INITIATIVE, SUPPORTED BY THE FEDERAL GOVERNMENT.

Image 11: the online post quiz promotional flyer

○ How to videos

How to videos for each target commodity were developed. These covered basic tips to ensure load restraint was done correctly and safely. The videos all pointed to the *Load Restraint Guide 2018* for more information.

A subject matter expert, Engistics (load restraint and logistics engineers), was engaged to review the storyboards and provide advice on legal and technical issues. The storyboards are included in the appendices.

The videos starred local talent and were in easy to understand English (not weighed down with jargon). Western Freight Management in Parkes were the talent for the general freight video. Anthony McIntyre, a mixed farmer from Bogan Gate, was the talent for the hay bales and machinery videos. Geagle Productions, a Sydney based video production company, were selected to be the videographers.

A Transport for NSW Heavy Vehicle Inspector attended the filming days to ensure accuracy of visuals - that correct load restraint equipment and technique were used and that all dimensions and signage meet legal requirements. Engistics and Transport for NSW both reviewed the first cuts of the videos to ensure legal, technical and safety requirements were correct before they were submitted to NHVR for approval.

The videos were uploaded to Parkes Shire Council's *YouTube* channel and to date have received over 1,000 views. They were also promoted via social media (Councils', NSW Farmers and NHVR Facebook pages).

Below are the links to the videos;

- Machinery: <https://www.youtube.com/watch?v=7SQudIA3x0k&t=6s>
- Hay bales: https://www.youtube.com/watch?v=FFChF_cfkXo
- General freight: <https://youtu.be/LiaCyL0XA2M>

The videos were played during the Load Restraint Village Tour sessions.

Business card sized cards containing QR codes that opened the videos from their *YouTube* page were included in the load restraint packs.



Image 12: business card sized cards containing the QR codes for the how to videos

Following are some photos taken during filming.



Image 13: photo of filming the general freight video at Western Freight Management



Image 14: photo of filming the general freight video at Western Freight Management



Image 15: photo of filming the general freight video at Western Freight Management



Image 16: photo of filming the hay bales video at Bogan Gate



Image 17: photo of filming the hay bales video at Bogan Gate



Image 18: photo of filming the machinery video at Bogan Gate



Image 19: photo of filming the machinery video at Bogan Gate

○ **Fact sheets**

Fact sheets that dovetailed the how to videos were developed for each target commodity. The A5 sized fact sheets contained common sense tips to ensure load restraint was done right and safely, like;

- checking your restraint equipment is in good working order
- evenly distributing the weight when loading
- checking the lashings during the trip and
- having a plan in case the load does shift.

All of the fact sheets contained a QR code that linked to the electronic version of the *Load Restraint Guide 2018*.

The hay bales fact sheet also contained a QR code the linked to the *National Class 3 Drought Assistance Exemption Notice 2018 (No. 1)*, that allows for larger dimensions for operators carrying hay bales for drought relief.

The fact sheets were included in the load restraint packs.



TIPS TO SAFELY RESTRAIN GENERAL FREIGHT TO YOUR VEHICLE

AN INITIATIVE OF



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TIPS TO SAFELY RESTRAIN GENERAL FREIGHT TO YOUR VEHICLE

- Before you use it, check that your restraint equipment is in good working order – not worn, cracked, torn or frayed. If it is damaged - don't use it, discard it and replace it.
- Check your straps and chains are suitable to restrain the load being carried.
- Rated side curtains have been tested and certified to meet a certain level of load restraint for sideways forces. Load restraint curtains cannot be used alone. A compliant restraint system also requires methods for forward and rearward restraint, and additional sideways restraint may also be needed.
- The load can be restrained with tie down lashings, blocking and/or containing methods.
- Use 50mm webbing straps to tie down palletised gear and anything that chains would cut through.
- Use chains for heavier cargo.
- When loading, you need to evenly distribute the weight and be aware of friction levels between the load and the vehicle. Also consider other load characteristics such as dimension, centre of gravity, crushable/fragile loads, wheels, packaging or unitisation and any other important or unique features.
- During the trip, the lashings can become loose and the load can shift. Regularly check that the lashings are tight, the load has not moved and is not causing the curtain to bulge.
- Be aware of diminishing load. Have a system in place to ensure that items don't move as you progressively deliver.

For more information refer to the Load Restraint Guide: ntc.gov.au/codes-and-guidelines/load-restraint-guide



DO IT RIGHT AND DO IT SAFELY

Image 20: general freight fact sheet



TIPS TO SAFELY RESTRAIN HAY BALES TO YOUR VEHICLE

ADMINISTRATIVE OF



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TIPS TO SAFELY RESTRAIN HAY BALES TO YOUR VEHICLE

- Before you use it, check that your restraint equipment is in good working order - not worn, frayed or torn. If it is damaged - don't use it, discard it and replace it.
- Check your straps and use appropriate load restraint methods to suit.
- Ensure your load meets the general dimension requirements (maximum 4.3m height and 2.5m width). There are some Exemption Notices that allow for larger height and width - see below for link.
- When loading, you need to evenly distribute the weight.
- Hay bales can settle and straps can dig in. Check the tension regularly.
- During the trip, keep an eye on the bales to ensure they aren't leaning. Movement in any direction can cause serious issues on the road.
- Whether you see anything in your mirrors or not, each time you stop physically check that the straps are still tight and the bales haven't moved.
- Ensure ratchets are fastened on the left-hand side of the truck so when you check your restraints you are away from passing traffic.
- Have a plan, cause if the load shifts, you'll need to correct it before you can move on.

Load Restraint Guide



Exemption Notices



For more information refer to the Load Restraint Guide:
 • ntc.gov.au/codes-and-guidelines/load-restraint-guide
 • www.nhvr.gov.au/road-access/access-management/drought-heavy-vehicle-access

DO IT RIGHT AND DO IT SAFELY

Image 21: hay bales fact sheet



TIPS TO SAFELY RESTRAIN MACHINERY TO YOUR VEHICLE

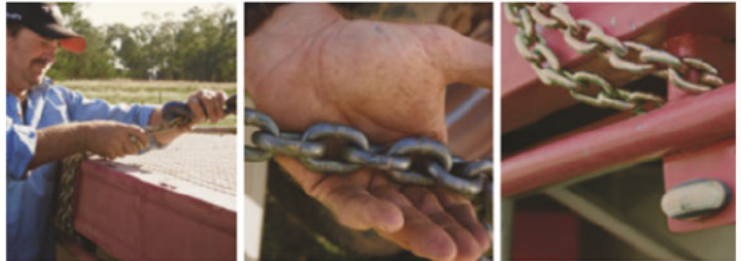
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TIPS TO SAFELY RESTRAIN MACHINERY TO YOUR VEHICLE

- Before you use it, check that your restraint equipment is in good working order - not worn or cracked. If it is damaged - don't use it, discard it and replace it.
- Use 8, 10 or 13mm transport chains depending on the size of the equipment being moved. Refer to the Load Restraint Guide to determine the appropriate chain.
- When loading, you need to evenly distribute the weight.
- Make sure you have enough anchor points for the chains.
- During the trip, the chains may loosen allowing your load to shift. Make sure you regularly check your restraints.
- Have a plan, cause if the load shifts, you'll need to correct it before you can move on.

For more information refer to the Load Restraint Guide:
ntc.gov.au/codes-and-guidelines/load-restraint-guide




DO IT RIGHT AND DO IT SAFELY

Image 22: machinery fact sheet


○ Case studies

NSW Police and Transport for NSW Heavy Vehicle Inspectors assisted with the development of local case studies for each target commodity. The pictures and write up about each case were turned into pull up blinds and A5 sized fact sheets. The pull up blinds were displayed and discussed during the Load Restraint Village Tour sessions and the fact sheets were included in the load restraint packs.


Safely restraining HAY CASE STUDIES



This image shows a load of square hay bales stacked four high which has been inadequately restrained. The rear restraint has compressed one side of the bottom two bales of hay. This has caused the load of hay to be on a lean and tip to one side, making the vehicle over-width and at risk of losing the load. The top two bales have no restraint stopping the bales from moving rearwards.




This image shows a poorly loaded and restrained load of hay. The rear stack of hay bales is hanging over the end of the trailer by 30cm, which is an over-dimension offence, which resulted in a court appearance. There is also no restraint stopping rearwards movement of the hay bales, which is an additional offence.




This image shows round hay bales being transported. While there are restraints on the bales, there is no form of restraint stopping the rearward movement of the rear top bale. Additionally, the load is over-width.

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Image 23: case studies fact sheet (side one)

Safely restraining MACHINERY CASE STUDY



This image shows a truck which has rolled over with an excavator still securely restrained to the trailer. A well restrained load will remain on or in a trailer in the event of a crash like the one depicted.

Safely restraining GENERAL FREIGHT CASE STUDIES



This image shows a webbing strap that has sheared during transport. The item that this strap was holding weighed 3 tonne. While the load was restrained, there was nothing stopping the strap from rubbing on the item during transport, which caused the strap to shear and the load to become inadequately restrained within the trailer. The driver of this vehicle did not conduct regular checks of the restraints during the trip, only becoming aware of the sheared restraint when NSW Police stopped the vehicle and inspected the load.



This image shows a poorly restrained load in the back of a rigid pantech truck. Even though there are gates inside the truck, none of the items had been restrained to stop movement in any direction. While this is an offence, it is also means that these items could be damaged by bumping into each other during transport. If the load shifted backwards with enough force, the rear doors could be forced open causing the items to fall from the vehicle, which is also an offence.



The first image shows a load of timber that was inadequately restrained. While chains were used, as seen in the second image, they slipped through a hook, causing the timber to hang precariously over the edge of the trailer. This restraint issue caused the closure of a major road. The transport company had to hire an organisation to attend the location and safely remove and reload the load of timber. The driver was fined \$3,000 at court.

DO IT RIGHT AND DO IT SAFELY

Image 24: case studies fact sheet (side two)

○ Social media

Social media was used to promote the online pre and post awareness quizzes, the how to videos and the Load Restraint Village Tour sessions. The Facebook pages used included; Parkes Shire Council, Forbes Shire Council, Lachlan Shire Council, NSW Police Traffic and Highway Patrol, NSW Farmers and NSW Rural Fire Service Mid Lachlan Valley Team. Boosted posts to users in the Parkes, Forbes and Lachlan Shire Council areas were used by Parkes Shire Council and NSW Farmers. All of the Load Restraint Village Tour Sessions were created as Facebook events, which were co-hosted by the above-mentioned pages.

NHVR also posted about the project and some of the strategies on their Facebook page.

The results show;

- NSW Traffic and Highway Patrol - 247,485 people reached and 543 link clicks
- NSW Farmers - 44,233 people reached and 4,027 engagements
- Parkes Shire Council - 19,588 people reached and 1,023 engagements
- NSW Rural Fire Service Mid Lachlan Valley Team - 434 people reached and 20 engagements
- In total 311,740 people were reached through social media posts and there were 5,070 engagements, which is an engagement rate of 61%



Image 25: the most popular post about the project on Parkes Shire Council's Facebook page

○ **Load Restraint Village Tour**

The centerpiece of the project was the Load Restraint Village Tour collaboration and community engagement.

Over three weeks the Team (Project Manager, NSW Police, NSW Farmers and Transport for NSW) along with project partners, visited 12 villages across the Parkes, Forbes and Lachlan Shire Council areas to run practical load restraint information sessions that covered load restraint fundamentals, legal requirements, penalties, case studies and tips for getting load restraint right. There were trailer displays, pull up blinds, a damaged load restraint equipment display board, load restraint packs and free BBQs.

There were two display trailers, one with lucerne hay bales and one with a ride-on mower, to show load restraint principles/techniques for these commodities in a smaller version than a heavy vehicle. The hay was purchased and the mower was borrowed from Forbes Shire Council. Parkes and Forbes Shire Councils loaned the Team the trailers to use for the tour. At the end of the tour, the lucerne hay was donated to Parkes High School's ag plot for their poddy lambs. The value of the hay was around \$400. Parkes High School are great road safety supporters - they host the Councils' annual mock car crash demonstration for 500 Year 10 students from across the region at their school.

The sessions started with introductions and then the how to videos were played. NSW Police spoke about load restraint fundamentals (*Load Restraint Guide 2018*, legislation, tips, penalties and the case studies) and answered questions. This was followed by presentations from the project partners.

Safework NSW spoke about their 'focus on freight' initiative and some of the rebates on offer to small businesses and farmers. These sessions were approved encounters with SafeWork NSW and as such all participants were eligible to access the Smallbiz Safety Rebate which gives businesses \$500 to spend on safety equipment. The point was made that if your load restraint equipment was damaged like what was on the display board, throw it away and use your rebate to purchase new gear. SafeWork NSW reported that most attendees signed up for the rebate and many have used the funding to update their load restraint equipment.

NSW Health's Rural Mental Health Adversity Program gave attendees tips on how to look after themselves and their mates, which was well received.

A Transport for NSW Heavy Vehicle Inspector attended most of the sessions. He networked with attendees at the end of the sessions and provided answers to their questions (not always about load restraint).

Everyone that attended received a load restraint pack containing a *Load Restraint Guide 2018*, the commodity fact sheets, case study fact sheet, business card sized card with QR code links to the how to videos and other useful information from the project partners.

Transport for NSW donated a lucky door prize, an Engel Thermo15, which was very popular (everyone entered). The winner was Rachel Harding from Tullamore who attended the session at Tottenham.

The tour was promoted via local radio and newspaper advertising, social media (Councils', NSW Farmers and NSW Police Traffic and Highway Patrol Facebook

pages) and promotional flyers at 35 local rural supply stores and agricultural machinery retailers.

Following is the radio script, which was voiced by NSW Police and the Project Manager;

Talent	Line
Martin	Hi I'm Sergeant Martin Ling from Parkes Highway Patrol
Mel	And I'm Mel Sutor, the Road Safety Officer for Parkes, Forbes and Lachlan Shire Councils
Martin	Do you transport hay bales, machinery or general freight? Then come along to our free practical load restraint information sessions to ensure you are doing it right and doing it safely
Mel	We'll be visiting 12 villages across the three Shires from 20th May to the 3rd June Check out Parkes, Forbes or Lachlan Council's website for the full tour schedule and to register online
Martin	Learn about load restraint fundamentals and your legal requirements Plus see damaged restraints and case studies
Mel	There'll be free BBQs, a lucky door prize, rebates on offer and much more For more information call me on 6861 2364 Hope to see you there!
Voice over	This is an initiative of Parkes, Forbes and Lachlan Shire Councils, with support from NSW Police, NSW Farmers, NSW RFS and Transport for NSW. The project is funded by the Australian Government's Heavy Vehicle Safety Initiative, which is administered by the National Heavy Vehicle Regulator.

The order of the tour was very deliberate. The villages were paired up so they were about an hour's drive away from each other, but also so that if someone missed the first session close to them the tour would be back near them again in coming weeks. This strategy worked, as attendee numbers grew as the tour progressed. Note that the first week of the tour occurred during sowing season, which could have impacted attendance numbers.

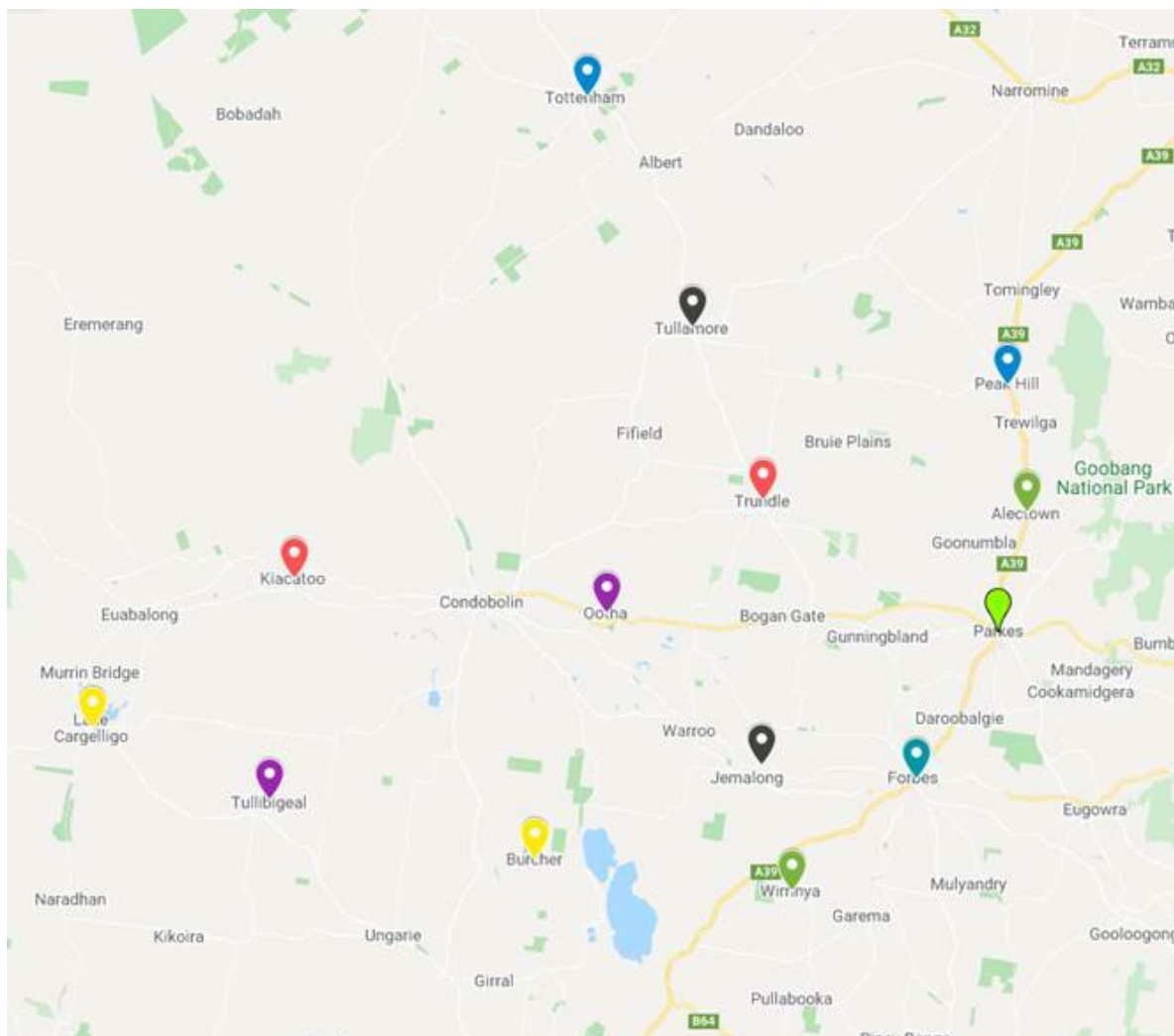


Image 26: map of the Load Restraint Village Tour locations. Note the matching coloured pins which show the pairing of the locations for each day of the tour

The tour schedule was as follows;

Thursday 20 May 2021

- Trundle RFS Station - 8am
- Kiacatoo Community Hall - 12pm

Friday 21 May 2021

- Alectown RFS Station - 8am
- Wirinya Community Hall - 12pm

Tuesday 25 May 2021

- Derriwong RFS Station - 8am
- Tullibigeal RFS Station - 12pm

Wednesday 26 May 2021

- Bedgerebong Showground - 8am
- Tullamore RFS Station - 12pm

Wednesday 2 June 2021

- Peak Hill Golf Club - 8am
- Tottenham RFS Station - 12pm

Thursday 3 June 2021

- Lake Cargelligo RFS Station - 8am
- Burcher RFS Station - 12pm

More than 100 local farmers attended the sessions and anecdotal feedback was very positive. Attendance numbers are as follows;

- Trundle - 6
- Kiacatoo - 8
- Alectown - 3
- Wirrinya - 3
- Derriwong - 12
- Tullibigeal - 0
- Bedgerebong - 10
- Tullamore - 1
- Peak Hill - 13
- Tottenham - 13
- Lake Cargelligo - 19
- Burcher - 7

It can be difficult to engage with the farming community and working collaboratively with all of the organisations that were involved definitely helped to encourage high attendance numbers, make the sessions valuable and provide a wide-range of information to participants. So much so, that a number of the villages have invited the Team to return and run similar events about other 'hot topic' issues in the future.

Following are some photos from the events.

LOAD RESTRAINT EDUCATION PROJECT



COME ALONG TO A FREE PRACTICAL LOAD RESTRAINT INFORMATION SESSION

- Learn about the fundamentals of load restraint and your legal requirements
- Get tips on how to safely restrain hay bales, machinery and general freight
- See damaged restraints and case studies
- Hear from NSW Police and Transport for NSW Heavy Vehicle Inspectors.

**YOU COULD WIN AN
ENGEL THERMO15
WORTH \$190.00**

**BY ATTENDING YOU MAY BE
ELIGIBLE FOR A SAFEWORX \$500
SMALL BIZ SAFETY REBATE ***

BBQ BREAKFAST AND BBQ LUNCH ARE PROVIDED



Registration is required for catering and COVID requirements, register via QR code.

For further information contact Parkes, Forbes and Lachlan Shire Councils' Road Safety Officer Melanie Suitor on (02) 6861 2364.

AN INITIATIVE OF



Funded by the Australian Government's Heavy Vehicle Safety Initiative administered by the National Heavy Vehicle Regulator.
*Attendance at the Safework NSW presentation within this event is required to qualify for the rebate.

SESSIONS

THURSDAY 20 MAY

Trundle RFS Station: 8am

Kiacatoo Community Hall: 12pm

FRIDAY 21 MAY

Allectown RFS Station: 8am

Wirrinya Community Hall: 12pm

TUESDAY 25 MAY

Derriwong RFS Station: 8am

Tullibigeal RFS Station: 12pm

WEDNESDAY 26 MAY

Bedgerabong Showground: 8am

Tullamore RFS Station: 12pm

WEDNESDAY 2 JUNE

Peak Hill Golf Club: 8am

Tottenham RFS Station: 12pm

THURSDAY 3 JUNE

Lake Cargelligo RFS Station: 8am

Burcher RFS Station: 12pm

Image 27: Load Restraint Village Tour promotional flyer



Image 28: photo of the Kiacatoo Load Restraint Village Tour session



Image 29: photo of the Kiacatoo Load Restraint Village Tour session



Image 30: photo of the Alectown Load Restraint Village Tour session



Image 31: photo of the Derriwong Load Restraint Village Tour session



Image 32: photo of the Derriwong Load Restraint Village Tour session



Image 33: photo of the Wirrinya Load Restraint Village Tour session



Image 34: photo of the Bedgerebong Load Restraint Village Tour session



Image 35: photo of the Burcher Load Restraint Village Tour session



Image 36: photo of the Lake Cargelligo Load Restraint Village Tour session



Image 37: photo of the Peak Hill Load Restraint Village Tour session



Image 38: photo of Tottenham Load Restraint Village tour session



Image 39: photo of the Tottenham Load Restraint Village tour session



Image 40: photo of the Tottenham Load Restraint Village tour session

○ **Distribution of load restraint packs**

Over 150 load restraint packs were given to attendees of the Load Restraint Village Tour. Many farmers asked if they could take additional packs to give to their neighbours who were unable to attend. These packs contained a *Load Restraint Guide 2018*, the commodity fact sheets, case study fact sheet, business card sized card with QR code links to the how to videos and other useful information from the project partners.

An additional 1,100 load restraint packs were packed in June 2021 and distributed when COVID-19 lockdowns in regional NSW were eased in October 2021. There were 700 packs that were distributed amongst the 35 local rural supply stores and agricultural machinery retailers, 200 for local NSW Farmers members and 200 for local NSW Rural Fire Service Brigades. These additional packs contained a *Load Restraint Guide 2018*, the commodity fact sheets, case study fact sheet and business card sized card with QR code links to the how to videos. These additional packs ensured that load restraint knowledge was distributed to even more local farmers, than were reached through the Load Restraint Village Tour sessions. A media release promoted the distribution of the packs to the 35 local rural supply stores and agricultural machinery retailers.

○ **Media coverage**

The following media releases were issued by the Project Steering Committee;

- Project ensures safe loads on regional roads (29 April 2021) - issued by NHVR
- Load restraint knowledge in the spotlight (4 May 2021)
- Free practical load restraint information sessions (10 May 2021)
- Load restraint quiz winner announced (7 June 2021)
- Load restraint village tour a success (23 June 2021)
- 700 Free load restraint packs available (12 October 2021)
- Load restraint project a success (7 December 2021)
- Load restraint project wins Excellence in Road Safety Award (17 March 2022)

to the following local media outlets;

- Parkes Champion Post
- Parkes Phoenix
- Peak Hill District Times
- Forbes Advocate
- Forbes Phoenix
- Condobolin Argus
- Lake News
- 2PK/ROK-FM

The Hon. Michael McCormack MP also issued a media release announcing the successful grant application on 5 August 2020.

Copies of the media releases are included in the appendices.

11. INNOVATION

Collaboration and grass roots community engagement were the keys to success for this project. The Project Steering Committee was comprised of representatives from the key local stakeholders (the Councils, NSW Police, NSW Farmers and Transport for NSW) to inform and oversee the project's development, implementation and evaluation. The Load Restraint Village Tour saw a number of organisations working together to deliver relevant information directly to the target group (local farmers). This approach was much more effective than each organisation working alone in its silo. The involvement of all the project partners added value to the information sessions. The farming community can be difficult to engage with. The Load Restraint Village Tour saw over 100 farmers come off their property. They were impressed with the range of organisations that attended, they stayed after the sessions to ask questions and are keen to see more similar events held in their villages in the future.

12. FOCUS ON FARMERS

The initial plan was for this project to be targeted at local transport companies and farmers, hence the inclusion of general freight as a target commodity. However, following the results of the online pre awareness quiz and from liaising with local transport companies it became apparent that the freight industry already had a high understanding of load restraint fundamentals. They knew about and had copies of the *Load Restraint Guide 2018* and all had internal training and policies/procedures in relation to load restraint. The talent for the general freight video, Western Freight Management, had developed their own load restraint checklist which the loader and driver complete before the truck leaves the depot. Thus, the Project Steering Committee made the decision to focus the project's education and engagement activities primarily on the local farming community, who anecdotally have knowledge gaps in relation to load restraint (you don't know what you don't know) and can be difficult to engage with. It was hoped that this approach would provide better 'bang for our bucks'. The information and tips about general freight load restraint was applicable and useful for farmers, such as thinking about friction between the load and the truck deck, as they transport a variety of commodities.

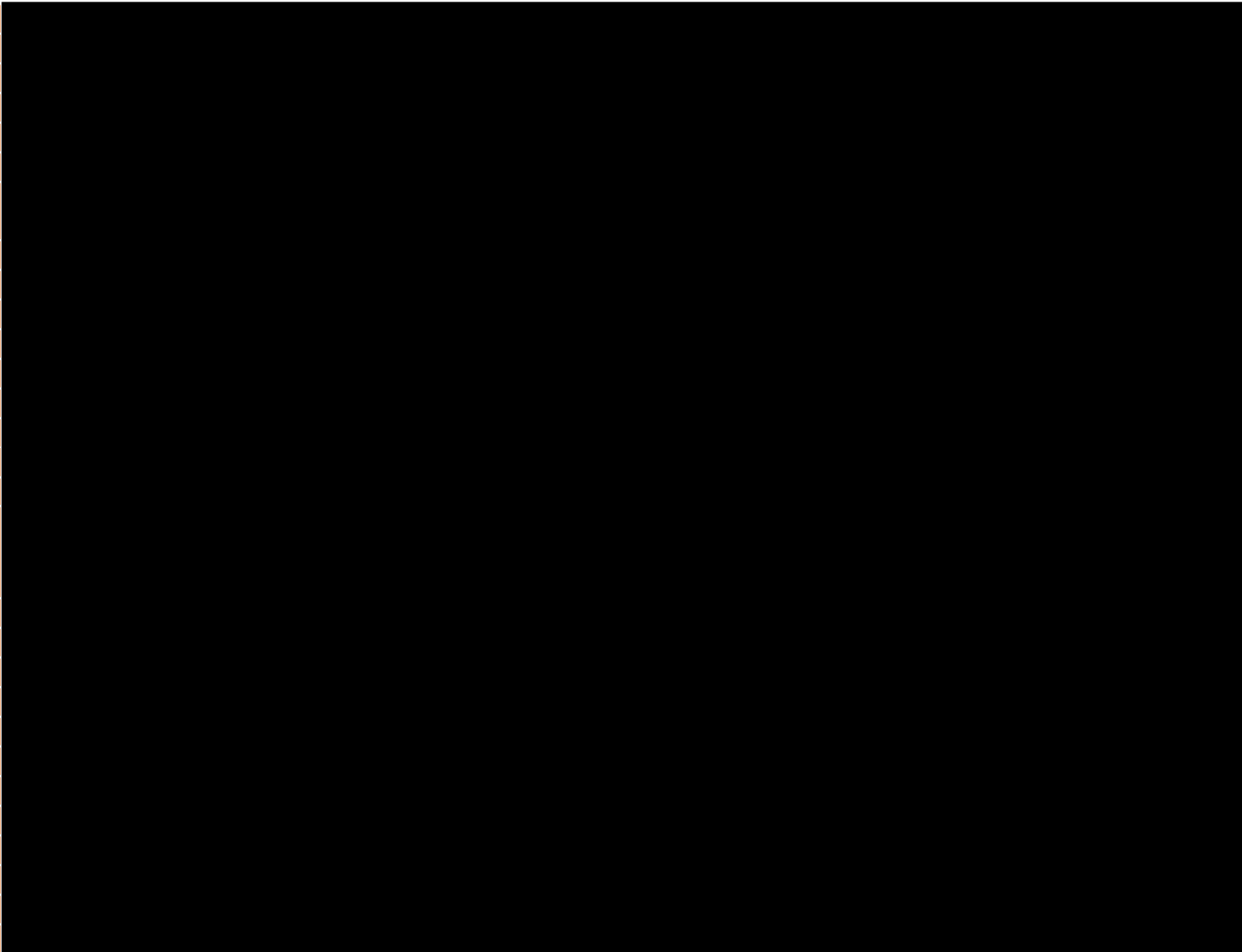
13. PROJECT BUDGET

This project was funded through the NHVR's Heavy Vehicle Safety Initiative - Round 5 (2020/2021). There was also funding contributions from the Councils' Local Government Road Safety Program (Transport for NSW grant funding), as well as actual and in-kind expenses from each of the project partners.

Following is the budget break-down.

Activity	HVSI Funding	Local Government Road Safety Program Funding	Parkes, Forbes and Lachlan Shire Councils' actual/in-kind costs	Transport for NSW actual/in-kind costs	NSW Police actual/in-kind costs	NSW Farmers actual/in-kind costs	TOTAL
Pre Quiz							
Prize							
Promotion							
Resources							
Postage/printing							
SUBTOTAL							
Launch							
Catering							
Coffee							
Manpower							
Resources							
Thank-you							
SUBTOTAL							

Social media
NSW Farmers
Councils' boosted posts
SUBTOTAL
Load Restraint Village Tour
Promotion
Catering
Resources
Venue hire
Lucky door prize
Thank-you
Accommodation/meals
Postage
Mileage
Staff time* (in-kind support from partner agencies to attend the Load Restraint Village Tour sessions)
SUBTOTAL
How to videos
Videographer
Catering
Resources
Thank-you
Subject matter expert
Mileage
SUBTOTAL



Graphic Design/printing

Post quiz

Prize

Postage/printing

SUBTOTAL

Load Restraint Packs

Resources

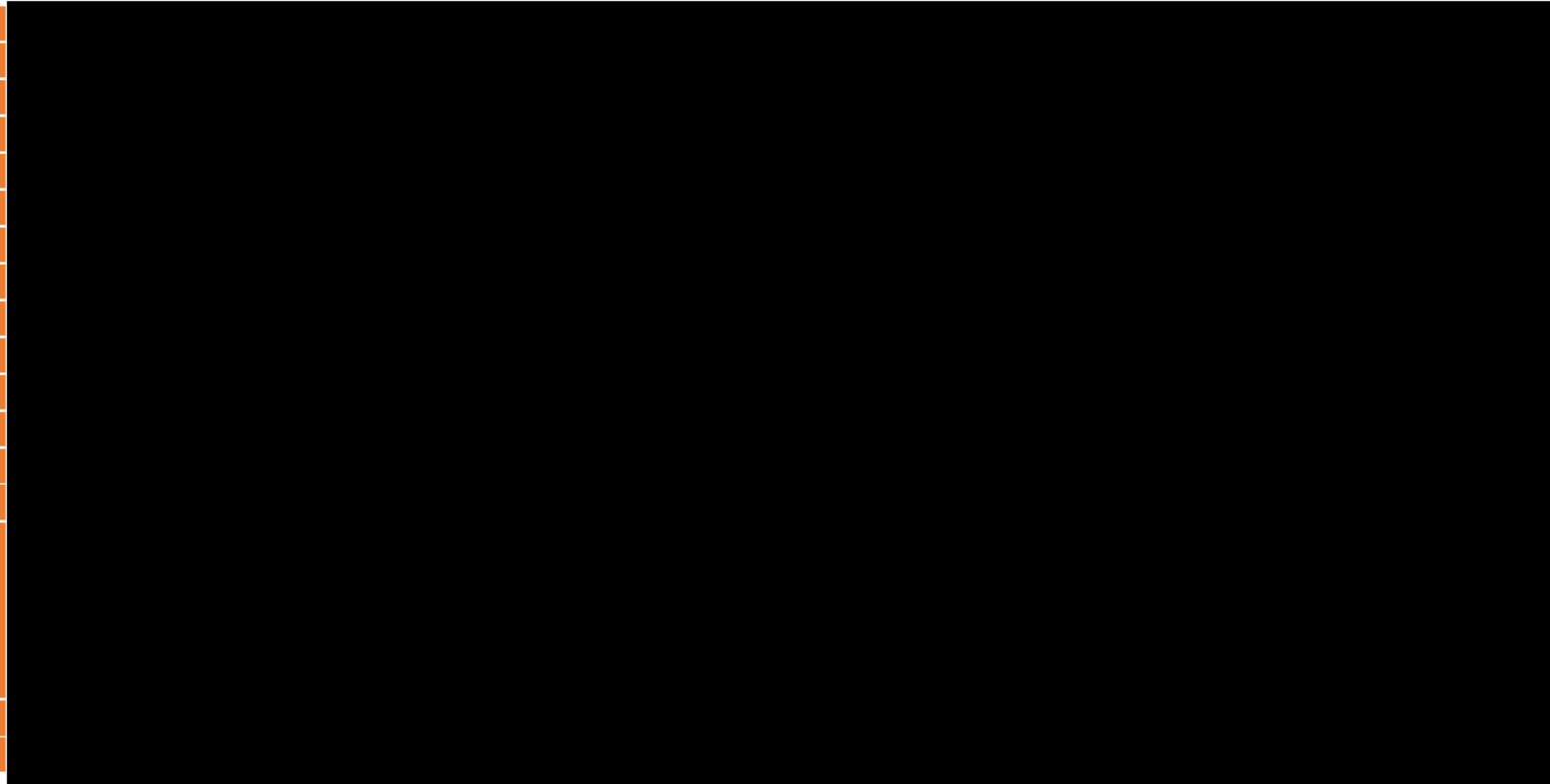
Manpower

SUBTOTAL

Miscellaneous expenses

(certificate paper, frames, trophies, thank-you)

TOTAL



14. PROJECT RESULTS

Objective 1: Assist farmers in gaining a better understanding of the fundamentals of load restraint

The online pre and post awareness quizzes were the official measure of whether there had been shifts in load restraint knowledge as a result of the project and its various strategies.

The pre quiz had 452 entries and the post quiz had 363 entries.

Almost 60% of respondents to the pre quiz were from the Central West of NSW. That fell to 25% for the post quiz. Many locals reported that they didn't complete the post quiz as they got 100% when they did the pre quiz.

Almost 40% of respondents to the pre quiz were farmers, while 47% worked in the transport sector. For the post quiz, 18% were farmers and 63% worked in the transport sector.

The quiz results show that small increases in load restraint knowledge were recorded for two of the seven questions. Note, that load restraint knowledge was quite high, with most questions recording over 95% correct answers.

Following are the results.

Question	Pre Quiz	Post Quiz	Change
Who is responsible for load restraint?	96% correct	96% correct	No change
Where could you find information about the basic principles for load restraint and the loading performance standards?	100% correct	100% correct	No change
Of the four images below, which is the most suitable method for restraining a tractor?	99% correct	100% correct	Increase of 1%
If I am found to be in breach of load restraint laws, what penalty could I face?	98% correct	98% correct	No change
Can I rely solely on load restraint certified side curtains as a form of load restraint?	99% correct	99% correct	No change

I am moving grain or other loose primary produce from a property just outside of town to a local silo. Do I need to cover the top of the truck's trailer to contain the load and stop it from coming out?	100% correct	100% correct	No change
I am carrying haybales and during the trip notice that some of the bales are leaning to one side, having shifted during the drive. What should I do?	98% correct	99% correct	Increase of 1%

Following anecdotal feedback from the Load Restraint Village Tour sessions, a question was added to the post quiz that asked 'Where can you get a copy of the *Load Restraint Guide 2018*?' The answer option was free text. Almost 40% of respondents mentioned the National Transport Commission (which is correct), 27% said NHVR (which is also correct, but you can't purchase hardcopies from NHVR) while 20% said from Services NSW. It must be noted here, that the majority of respondents that reported Services NSW, were farmers. During the Load Restraint Village Tour most attendees didn't know about the *Load Restraint Guide 2018* or where to get a copy from, this was supported by the quiz results.

There are some limitations to the quiz results;

- The sample groups and sizes was not the same for both quizzes, which could be skewing the data;
 - Many locals reported that they didn't do the post quiz if they got 100% on the pre quiz. There was a big difference in the geographical spread of respondents between the quizzes, with a much lower proportion of locals completing the post quiz. This raises a question about whether the respondents were exposed to the project collateral - were the increases in awareness a result of the project and its strategies?
 - The industry involvement was different for both quizzes. More farmers completed the pre quiz than the post quiz and more transport operators completed the post quiz than the pre quiz. As mentioned earlier in this report, the transport industry seem to have a much better understanding of load restraint fundamentals than the farming community, which could explain the increases in awareness.
 - It is difficult to determine if any of the participants took part in both quizzes - are the results of the pre and post quizzes really comparable?

- Multiple choice options give participants a chance to get the question correct more than a free text option.

The following results show how load restraint awareness increased after the implementation of the project strategies;

- more than 100 farmers attended the Load Restraint Village Tour and all provided positive feedback about the project
- the how to videos have had more than 1,000 views
- over 1,000 load restraint packs have been distributed to local farmers and
- 311,740 people were reached through social media posts and there were 5,070 engagements, which is an engagement rate of 61%

Objective 2: Reduce the number of load restraint breaches and incidents on local roads

There was a 69% reduction recorded in load restraint breaches issued in the local area by NSW Police in 2021 based on 2020 figures and 54% reduction based on 2019 figures. There were no load restraint incidents recorded on local roads during 2021.

Conclusion

The results outlined above, clearly show that both project objectives were achieved. There was a recorded increase in load restraint knowledge and load restraint breaches and incidents on local roads did decrease.

15. LESSONS LEARNT

Following are the lessons learnt by the Project Steering Committee during the planning, delivery and evaluation phases;

- Allow more lead time for NHVR to review collateral for approval.
- Review the timing of face-to-face events with farmers as the first week of the Load Restraint Village Tour was at the end of sowing, so numbers were lower than the following weeks.
- Develop and employ a different strategy for recruiting participants for the online quizzes, so that the sample group are the same and the results are more comparable. The sample group needs to be exposed to the project collateral and educational strategies.
- Develop a more detailed social media plan for the Councils' Communications Officers and project partners.
- Involve Transport for NSW's campaign's team earlier in the process to ensure approval is obtained to use (include) their logo on the collateral.
- Meet the talent for the how to videos prior to filming.
- Missed promotional opportunities in the villages include the local school newsletters along with groups such as CWA (Country Women's Association) and Progress Associations.

16. WHERE TO FROM HERE ...

- Many of the communities that were visited during the Load Restraint Village Tour have extended invitations to the Project Steering Committee to return and run similar information sessions on other 'hot topics'. In August 2022, the Team will return to Lake Cargelligo, Wurrinya and Peak Hill to run satellite sessions of the Be Road Ready for Harvest Field Day which will be held on 11 August 2022 at the Central West Livestock Exchange in Forbes.
- Parkes Shire Council are planning to implement a load restraint education program for their staff, focusing on the most common heavy vehicle loads, during 2023.
- Transport for NSW (West Region) will be developing, implementing and evaluating a light vehicle load restraint program, focusing on tradespeople, trailers and firewood. It's anticipated that the project will be implemented during the 2022/2023 financial year.
- In August 2021, the Project Steering Committee were approached by Transport for NSW to participate in a webinar with their new staff (community and safety/communications) and TAFE NSW's School of Transport and Logistics teaching staff about the project. There were 20 participants, lots of interest in the collateral and feedback was very positive. Transport for NSW believe it's very likely that the how to videos and accompanying fact sheets will be used by TAFE teachers in the future when they are delivering the load restraint module.
- In December 2021, the Project Steering Committee released the project results media release which was picked up by *Big Rigs* magazine, who conducted an interview with the Project Manager and posted the how to videos on their Facebook page and website. The results story had 331 views, the machinery video 226 views, the hay bales video 207 views and the general freight video had 261 views. This is great national coverage for the project.
- In December 2021, Parkes and Lachlan Shire Councils held information sessions for their operational staff (similar to the sessions outlined earlier in this report). NSW Police spoke to staff about why load restraint is important, legislation, the *Load Restraint Guide 2018*, penalties, case studies and tips, which was followed by vehicle inspections. There were similarities with the types of load restraint issues observed at both Councils - unsecured tools, star pickets, eskies and damaged signs, along with some damaged load restraint equipment. The signs truck, water truck and sewer trucks all had similar load restraint issues. The Project Manager has suggested a cross Council meeting to discuss these common issues and possible consistent solutions. Following are some photos from the events.

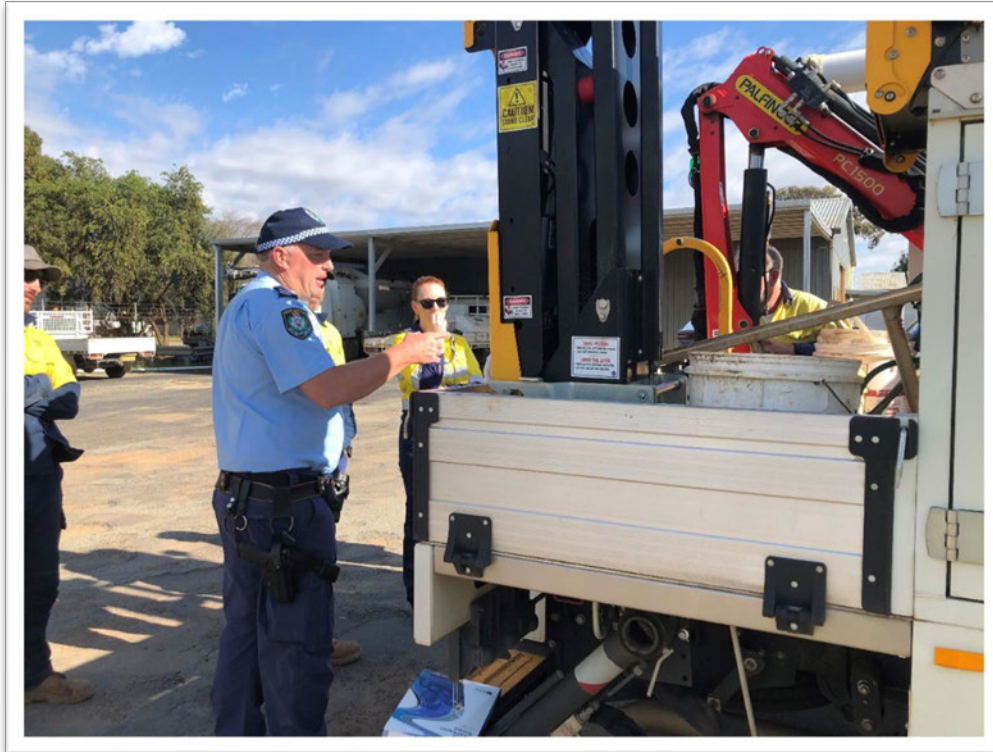


Image 41: photo of the Parkes Shire Council load restraint information session held in December 2021



Image 42: photo of the Lachlan Shire Council load restraint information session held in December 2021

- In March 2022, the project was named as the winner of the Local Government Excellence in Road Safety Award by IPWEA (NSW & ACT) at an awards dinner at Parliament House in Canberra. Following are some photos from the event. The project will now progress to the IPWEA National Awards which are presented in 2023.



Image 43: photo of Francine Binns (IPWEA NSW & ACT Chief Executive Officer), Ben Howard (Parkes Shire Council's Director Operations), Melanie Suitor (the Councils' Road Safety and Injury Prevention Officer) and Grant Baker (IPWEA NSW & ACT President) at the IPWEA (NSW & ACT) Excellence Awards at Parliament House in Canberra



Image 44: photo of (back row) Peter Caprioli (NHVR's Executive Director Freight and Supply Chain Productivity), Tim Hansen (NHVR's Stakeholder Relations Specialist), Ben Howard (Parkes Shire Councils' Director Operations) and Todd Wellard (NHVR's Acting Program Director Productivity Enhancements), along with (front row) Melanie Suitor (the Councils' Road Safety and Injury Prevention Officer) at the IPWEA (NSW & ACT) Excellence Awards at Parliament House in Canberra

- The project has been nominated in the Local Government category of the National Road Safety Awards which are administered by the Australian Road Safety Foundation. The awards will be announced at a luncheon at Parliament House in Canberra on 29 June 2022.
- The project has been submitted as a case study for the Australasian Road Safety Conference which is being held in New Zealand and virtually (as a hybrid event) from 28 - 30 September 2022. The announcement of the conference program will be made in July 2022.

17. CONCLUSION

The safe and efficient movement of road freight is vital for all road users. Loose or incorrectly restrained loads are an of concern. Within the Parkes, Forbes and Lachlan Shire Council areas there were 72 load restraint breaches issued by NSW Police in 2019 and 115 breaches in 2020. In early 2020 there were three serious heavy vehicle load restraint incidents, one of which resulted in a fatality, the other two were near misses.

The *Load Restraint Education Project* was developed to increase load restraint awareness and reduce the number of load restraint breaches and incidents on local roads. It focused on three target commodities (hay bales, machinery and general freight) which cover the majority of load types in the region.

The project involved online awareness quizzes, how to videos, fact sheets, case studies, a Load Restraint Village Tour, the distribution of load restraint packs and media coverage (social and traditional).

Small increases in awareness were recorded for two of the online quiz questions (most appropriate lashing to use to tie down a tractor and what to do if you notice your load of hay has shifted during the trip). Note, that load restraint knowledge was quite high, with most questions recording over 95% correct answers.

More than 100 farmers attended the Load Restraint Village Tour sessions and the how to videos have had over 1,000 views. More than 300,000, people were reached through social media posts with over 5,000 engagements across five Facebook pages - which is an engagement rate of 61%. More than 1,000 load restraint packs were distributed to local farmers.

Thus, it can safely be said that local load restraint knowledge has improved as a result of the project.

Police enforcement figures for 2021, show that local load restraint breaches decreased 69% on the 2020 figures and 54% based on the 2019 figures. There were no heavy vehicle load restraint incidents on local roads during 2021.

These results show that both project objectives were achieved.

The project addressed a local issue of concern, developed high quality collateral and saw grass roots community engagement.

That said, one of the findings of the project is that knowledge about the *Load Restraint Guide 2018* amongst the farming community is low and hard copies of the guide need to be more accessible.

Also, changes should be made to the methodology of recruiting the online quiz participants if this activity is repeated, to ensure that results are comparable.

18. REFERENCES

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