

APPENDIX 1

Interview sites

INTERVIEW SITES

SYDNEY	Chipping Norton Kwikasair Depot, Alexandria Comet Depot, Alexandria Lindsay Bros. Depot, Homebush
NEWCASTLE	Munmorah Big T Ampol Munmorah Hexham Shell Dixie Diner Doyalson
MELBOURNE	BP Oasis Truck Stop Truck city Kwikasair Depot Ansett Transport Booths Transport Footscray Kelly's and Young Trucking Co. Footscray Games loading depot, Footscray Boylas loading dock, Footscray BP Service Station, Footscray Sim's St Depot, Footscray
BRISBANE	Shell Service Station Rocklea BP Oasis Truck Stop
ADELAIDE	BP Oasis Truck Stop

TRIPS SAMPLED

TRIP DESTINATION

Count	TRIP DESTINATION											Row Total
	Sydney	Holl., H'castle	Rest of NSW	Helb.	Rest of VIC	Brisbane	Rest of QLD	Adelaide	Rest of SA	Perth	Rest of WA	
START		19	10	25	1	42	8	10		1		124
Sydney												15.1
Holl., H'castle	20	9	4	10	1	7	4	3				50
Rest of NSW	56	8	4	15		8	2	2				95
Helbourne	138	3	7		1	23	5	15		1		193
Rest of VIC	56	4		1		3	2	2			1	69
Brisbane	59	2	3	8	2		2	3				84
Rest of QLD	50	2	11	10	3	6	2	7				91
Adelaide	29	1		11		5						46
Rest of SA	12		1	2								15
Perth	21	1	1	5		4	1	5	1			39
Rest of WA	4					1		2				7
Darwin	1		1			1		1				4
Column Total	446	49	50	87	8	100	26	50	1	2	1	820
	54.4	6.0	6.1	10.6	1.0	12.2	3.2	6.1	.1	.2	.1	100.0

APPENDIX 2

Questionnaire

SURVEY OF TRUCK DRIVERS

September 1990

INTERVIEWER I.D.

INTERVIEW NO.

DATE OF INTERVIEW

LENGTH OF INTERVIEW

BEGAN INTERVIEW

FINISHED INTERVIEW

INTERVIEW LOCATION Sydney.....1 Newcastle.....2 Melbourne.....3
 Brisbane4 Adelaide5

INTERVIEW SITE _____

INTERVIEWER'S COMMENTS:

I.....confirm that this is a true and accurate record of an interview conducted by me.

Signed (interviewer) _____

STRICTLY CONFIDENTIAL

A SURVEY OF TRUCK DRIVERS

Good.....I'm from the survey firm National Survey Research, we are interviewing truck drivers for a survey which is being conducted by Sydney University, about the economic conditions in the trucking industry.

Are you a professional heavy vehicle driver? IF "YES" CONTINUE

Have you already been interviewed for this survey? IF "NO" CONTINUE

Could you spare about 20 minutes to answer some questions for this survey. Truck drivers have born the brunt of a lot of bad press reports lately so we are interested in obtaining the facts from you, and your views as the driver who has to daily deal with the problems on the road. Your answers will be completely confidential, we do not need to ask your name or address or that of any one else you may deal with.

1. Are you an
- | | | |
|----------------------|---|-----------|
| Employee driver..... | 1 | GO TO Q2 |
| Owner driver..... | 2 | GO TO Q1a |

- 1 a. Would you describe yourself as a
READ LIST
- | | | |
|---------------------------------|---|--|
| Fleet owner..... | 1 | |
| Prime (painted) contractor..... | 2 | |
| Independent sub contractor..... | 3 | |
| Independent owner driver..... | 4 | |
| Other (please describe)_____ | | |

2. How many years have you been driving large trucks on a regular basis? _____ years

3. How many kilometres do you estimate you have done in these trucks in the last 12 months? _____ kms

4. What city or town is your base? _____ State _____
 What is the postcode there? _____ Postcode _____

5. In the past month what routes have you travelled and how many one-way trips have you made on those routes?

Sydney to Melbourne	_____	Melbourne to Sydney	_____
Sydney to Adelaide	_____	Adelaide to Sydney	_____
Sydney to Brisbane	_____	Brisbane to Sydney	_____
Sydney to Perth	_____	Perth to Sydney	_____
Sydney to Canberra	_____	Canberra to Sydney	_____
Melbourne to Adelaide	_____	Adelaide to Melbourne	_____
Melbourne to Brisbane	_____	Brisbane to Melbourne	_____
Melbourne to Perth	_____	Perth to Melbourne	_____
Melbourne to Canberra	_____	Canberra to Melbourne	_____
Other routes			

_____	_____
_____	_____
_____	_____

Other routes

6. About how many hours a week do you spend earning a living as a truck driver?
(includes all activities e.g. driving, loading, waiting etc)

Total hours _____ hrs

6a. What percentage of those hours are spent behind the wheel? Driving hours _____ %

7. How many trucks do you or your employer have? _____

8. Do you, as an owner driver, or your employer have a regular contract for
READ LIST

All your loads.....1 GO TO Q9
Some of your loads.....2 GO TO Q9
None of your loads.....3 GO TO Q10
Don't know.....4 GO TO Q22
(e.g. large company driver)

9. If there is a regular contract for all or some loads, are there any provisions in this contract to cover your backloads?

Yes1 GO TO Q9a.

No0 GO TO Q11

No, but I have another contract
for the backload.....2 GO TO Q11

9a. IF YES, please explain what these are

GO TO QUESTION 11

10. If there isn't a regular contract for a load how long does it usually take to line up the next load?

Less than 12 hours1
12 to 24 hours2
25 to 36 hours3
37 to 48 hours4
More than 48 hours5

11. In the last 12 months have you ever knocked back loads?

Yes.....1 GO TO Q12

No.....0 GO TO Q14

12. IF YES, why was that?

CIRCLE ALL THAT APPLY

- You needed more sleep.....1
- You would have exceeded your legal driving time2
- You thought it might be difficult to get a backload
at a reasonable rate.....3
- The load was overweight.....4
- The rate was too low.....5 **GO TO Q13**
- Other (please explain)

IF "The rate was too low" IS NOT MENTIONED, GO TO Q14

13. If "The rate was too low"

Where was that from _____ to _____

What was the rate?

\$ _____ per tonne For how many tonnes? _____

cents _____ per km For how many kms? _____

\$ _____ per load

Other _____

13a. What was the minimum rate you would have accepted?

\$ _____ per tonne For how many tonnes? _____

cents _____ per km For how many kms? _____

\$ _____ per load

Other _____

14. After the freight forwarder is billed, how long do you, as an owner driver, or your employer usually have to wait to get paid for a load?

- Paid on delivery1
- Within 14 days2
- About 30 days3
- About 60 days (2mths)4
- More than 2 months5
- Don't know.....6
- Varies a lot.....7

EMPLOYEE DRIVERS GO TO Q22 (OWNER DRIVERS GO TO Q15)

15. When did you buy your current truck?

IF THE DRIVER OWNS MORE THAN ONE TRUCK, TAKE THE LAST ONE PURCHASED

_____ month _____ year

16. Was it new or second hand when you bought it?

- New.....1
- Second hand2

17. What was the on-road cost of that vehicle?

\$ _____

18. Did you borrow money to buy that truck?

Yes.....1 GO TO Q 19
No.....0 GO TO Q 22

19. How much did you have as a deposit? \$ _____

20. Who did you borrow the money from? Bank1
Finance company2
Family/ friends.....3

21. How long is the loan/s for? Number of years _____

21 a. What repayments are required? \$ _____ per _____

A ONE-WAY TRIP

So that we can understand the conditions under which you have to work, we would like you to tell us about the work routine of a recent **one-way long distance trip**.

A one-way trip is, for example from Sydney to Melbourne.

We would like to know the tasks you had to do before leaving on your trip and those that had to be done when you arrived at your final unloading place. This information is very important because it will highlight the stressful conditions under which truck drivers have to work.

Can we think about the last one-way trip, that you completed. IF YOU NEED A SPECIFIC TRIP FOR YOUR SAMPLE ASK IF THE DRIVER HAS RECENTLY COMPLETED A TRIP FROM _____ TO _____

22. In which suburb or town did the trip start? _____ State _____
(YOU MUST GET THE SUBURB, NOT JUST THE CITY)

23. In which suburb or town did the trip end? _____ State _____
(YOU MUST GET THE SUBURB, NOT JUST THE CITY)

24. What type of truck were you driving on this trip?

READ LIST

Rigid.....1

Articulated.....2

Specialised carrier (please describe) _____

Other (please describe) _____

25. What is the weight of the complete unit when unloaded? _____ kgs OR _____ tonnes

26. How many axles does the complete unit have? _____

27. What year did you, or your employer, buy the chassis/cabin? 19 _____
Don't know1

28. What year was the chassis/cabin first registered? 19 _____
Don't know1

29. In which state is the truck registered?
NSW.....1 WA..... 4
VIC.....2 NT..... 5
SA.....3 Qld..... 6
Federal registration...7

30. Is the truck registered for travel
READ LIST Within the state only1
Between states only2
Both within the state and between states.....3

31. Does this truck have
A speed limiter fitted? Yes1 No0 No, but there are plans to fit one....2
A tachograph fitted? Yes1 No0 No, but there are plans to fit one....2

32. What type of goods were you carrying on this trip?
perishables1
general cargo2
mixed (perishables and other)3
empty, no load4 GO TO Q37

32a. Please describe your cargo (briefly)

33. What was the total weight of cargo? _____ tonnes

34. Was the truck loaded by
READ LIST You on your own.....1
You, but with some help (paid or unpaid).....2
A forklift driver and yourself.....3
Someone that you paid to do it all for you.....4
The freight forwarder or your company.....5

35. How did you get this load?
PROBE My employer organised it..... 1
I put in a bid and competed with other owner-drivers2
I have a fixed contract with a freight forwarder.....3
Picked it up as a one-off with a freight forwarder.....4
I got preferential treatment from a freight forwarder.....5
Other (please explain)

36. What was the rate or fee for the load received by you as an owner driver or your company?

\$ _____ per hour For how many hours? _____
\$ _____ per tonne For how many tonnes? _____
cents _____ per km For how many kms? _____
\$ _____ per load
Don't know []

37. Was this what you would call your forward or your backload?

- Forward load.....1
- Back load.....2
- Don't consider any loads
as forward or backloads3
- Don't know4

38. What type of goods were you carrying on the trip just before the one we are talking about? (REFER TO Q22 & Q23)

- perishables1
- general cargo2
- mixed (perishables and other)3
- empty, no load4

GO TO Q40

38a. Please describe the cargo (briefly)

39. What was the rate for that load?

- \$ _____ per hour For how many hours? _____
- \$ _____ per tonne For how many tonnes? _____
- cents _____ per km For how many kms? _____
- \$ _____ per load
- Don't know []

40. Where was that trip from _____ to _____

41. For the trip from _____ to _____
(REFER BACK TO Q22 & Q23.)

can we think about the 8 hours before you set off on this trip. How much of that time did you spend..... READ LIST.

THE HOURS SHOULD ADD TO 8. PROBE SO THAT THEY ARE ALL ACCOUNTED FOR.

- On the road/travelling to the loading site _____ hrs
- Unloading the previous load _____ hrs
- Loading the truck or waiting while it was loaded _____ hrs
- Sleeping _____ hrs
- Doing repairs or maintenance on the truck _____ hrs
- Carrying out routine checks of the truck _____ hrs
- Doing paperwork _____ mins
- Taking part in some entertainment or leisure activity _____ hrs
- Carrying out personal business (e.g.eating, getting ready) _____ hrs
- Doing nothing, just waiting for a load _____ hrs
- Other _____ hrs

42. How many people were driving on this trip? _____

43. What time did you start the trip? _____ day _____ am/pm

44. Could you tell us about the stops you made on this trip. If you can't remember the exact details, could you please give us estimates.

IT IS IMPORTANT TO GET DETAILS OF EVERY STOP (THERE ARE PAGES FOR EXTRA STOPS AT THE BACK OF THE QUESTIONNAIRE.)

	1st Stop	2nd Stop	3rd Stop	4th Stop
Where did you stop?				
How far did you travel before stopping, or since your last stop?	kms	kms	kms	kms
What time was it when you stopped? (OR time travelled)	am/pm hrs	am/pm hrs	am/pm hrs	am/pm hrs
How long did you stop for?	mins	mins	mins	mins
Why did you stop?				
Eat/tea/coffee	1	1	1	1
Sleep.....	1	1	1	1
Pickup cargo	1	1	1	1
Off load cargo	1	1	1	1
Truck inspection	1	1	1	1
Change driver.....	1	1	1	1
Toilet stop	1	1	1	1
Check tarps/freight	1	1	1	1
Breakdown/flat tyre	1	1	1	1
Fix truck	1	1	1	1
Refuel.....	1	1	1	1
Visit friends/relatives	1	1	1	1
Other				

45. What time did you arrive at your final unloading point? _____ day _____ am/pm

46. On this trip, did you have a scheduled time of arrival at your final (or only) destination set by your company or the freight forwarder?

Yes1 GO TO Q47

No.....0 GO TO Q51

47. IF YES, what was your scheduled time of arrival?

_____ day _____ am/pm

48. How long after the scheduled arrival time would you be considered late?

Up to 1 hour..... 1

1 to 2 hours..... 2

2 to 3 hours..... 3

3 to 4 hours..... 4

Being late is not a problem..... 5

49. Did your employer or the consignor of the goods offer any incentives for keeping to the schedule on this trip, such as a bonus or time off?

Yes1 GO TO Q49a

No.....0 GO TO Q50

49a. IF YES, please give details _____

50. Would your employer or the consignor of the goods penalise you for not keeping to the schedule on this trip, such as a fine?

Yes1 GO TO Q50a

No.....0 GO TO Q51

50a. IF YES, please give details _____

51. Even if your arrival time was not set by your employer or the freight forwarder, was it important on this trip to arrive at your unloading point before a particular time?

Yes.....1 GO TO Q52

No.....0 GO TO Q54

52. IF YES, what time was that?

_____ am/pm

53. Why was that?

I like to be first in the queue to get unloaded1

Need to get in the queue to get another load.....2

I had another load arranged to pick up.....3

Need to beat the traffic4

I was due to take a rest break.....5

Other _____

54. What are the opening hours of the depot or factory where you unloaded all or your last load?
_____ am/pm to _____ am/pm
Don't know 1

55. Was it open when you arrived?
Yes.....1 GO TO Q57
No.....0 GO TO Q56

56. Was it a problem for you that you had to wait around until it was open?
Yes.....1
No.....0

56a. Why is that? _____

57. After the factory or depot was open, were there any delays before you could unload?
Yes.....1 GO TO Q58
No.....0 GO TO Q59

58. IF YES, why was that?
CIRCLE ONE MAIN REASON ONLY

- I was held up in a queue of trucks which arrived before me 1
- The staff at the loading depot/factory were mucking around wasting time..... 2
- Machinery (forklift/crane) was not available for unloading..... 3
- Had to wait for local truck(s) to load/unload 4
- Other, please explain

59. At your final unloading place, how much time did you spend (after it was open)
READ LIST Waiting before the cargo could be unloaded _____ hrs
 Unloading or waiting while the cargo was unloaded _____ hrs
 Doing the paperwork _____ mins

60. Was the truck unloaded by
READ LIST You on your own..... 1
 You, but with some help (paid or unpaid)..... 2
 A forklift driver and yourself 3
 Someone that you paid to do it all for you..... 4
 The freight forwarder or your company..... 5

61. How long after you arrived will it be before you expect to leave (did leave) on your next trip?
Left after hrs
Expect to leave after about hrs
Don't know 1

We would like to get your opinion on some general issues in your industry.

62. Do you think freight companies demand unreasonably tight schedules?

Yes.....1 No0 Sometimes.....2

Comment _____

63. Do you think that if drivers were paid by the hour they would be less inclined to speed?

Yes.....1 No0 Maybe.....2

Comment _____

64. Do you think truck drivers should have to complete a formal driver training course before being allowed to drive heavy vehicles?

Yes.....1 No0 Maybe.....2

Comment _____

65. Do you think it is too easy for owner drivers to get large amounts of finance to buy a truck?

Yes.....1 No0 Don't know.....2

Comment _____

66. A number of reasons are often given for accidents involving heavy vehicles. How important do you think each of these reasons is in contributing to heavy vehicle accidents, in general? Give each reason a number from 1 to 5 where 1 is "not at all important" and 5 is "extremely important".

READ LIST

Not at all Fairly Important Very Extremely
Important Import. Import. Import.

The behaviour of drivers of other heavy vehicles1.....2.....3.....4.....5
The behaviour of drivers of other vehicles (e.g. cars) 1.....2.....3.....4.....5
Fatigue of the driver of the heavy vehicle1.....2.....3.....4.....5
The weather.....1.....2.....3.....4.....5
Night time driving.....1.....2.....3.....4.....5
Speeding by heavy vehicle drivers1.....2.....3.....4.....5
Poor standard of heavy vehicles.....1.....2.....3.....4.....5
Lack of driving skill of the heavy vehicle driver.....1.....2.....3.....4.....5
The use of stimulant drugs by the heavy
vehicle driver1.....2.....3.....4.....5
The condition of the roads1.....2.....3.....4.....5

67. Are there any particular routes where the condition of the road is particularly hazardous?

Highway _____

Between _____ and _____

Highway _____

Between _____ and _____

68. What do you do to maintain your level of concentration while you are driving on long trips?
READ LIST. CIRCLE ALL THAT APPLY

- Listen to music.....1
- Listen to the radio/CB radio.....2
- Talk on the CB radio.....3
- Take "stay awake" pills on every trip.....4
- Take "stay awake" pills sometimes5
- Staying awake/maintaining concentration is not a problem.....6
- Other, please explain

69. What do you think is the most important issue facing your industry?

To finish, can you tell us some details about yourself to help us with the analysis

70. Which age group are you in?
SHOWCARD 1

- 17 to 24 years1
- 25 to 34 years.....2
- 35 to 44 years.....3
- 45 to 54 years.....4
- 55 to 59 years.....5
- over 60 years.....6

71. Interviewer to note sex Male1 Female0

72. If you have children, how many are you supporting financially?

73. Over the last year, how many days work have you lost due to sickness or injury?

74. What was your occupation, if any, before becoming a truck driver?

I have always been a truck driver []

75. Have you undertaken any specialised heavy vehicle driver training course, either independently or provided by your employer?

Yes.....1

No.....0

EMPLOYEE DRIVERS GO TO Q76 (OWNER DRIVERS GO TO Q77)

76. As an employee driver, are you paid

A fixed salary1

A percentage of the trucks earnings.....2

Paid per trip (\$/trip, c/km).....3

Other arrangement, please explain

What percentage is that? _____%

GO TO QUESTION 78

77. As an owner-driver, can you please give us estimates of the following expenses for the financial year 1989-1990

SHOWCARD 2

Fuel	\$ _____
Maintenance costs (exclude fuel)	\$ _____
Repayments on the vehicle	\$ _____
Registration (including 3rd party insurance)	\$ _____
Other vehicle insurance	\$ _____
Personal insurance (superannuation, health)	\$ _____
Tyres & tubes etc.	\$ _____
Food/other personal expenses	\$ _____
Telephone (box/invehicle)	\$ _____
Other (please specify) _____	\$ _____

78. What range did the total income for your household from truck driving fall into for the financial year 1989-1990, after truck and travelling expenses, but before tax. (For owner drivers, income includes wages and profits.)

SHOWCARD 3

Less than \$9,000 per year.....1
\$9,001 - \$15,000 per year2
\$15,001 - \$22,000 per year.....3
\$22,001 - \$32,000 per year.....4
\$32,001 - \$50,000 per year.....5
\$50,001 - \$60,000 per year.....6
\$60,001 - \$75,000 per year.....7
Over \$75,000 per year8

Refused9

79. What range did the income earned by other members of your household, from activities other than truck driving, fall into for the financial year 1989-1990, before tax? (SHOWCARD 3)

- No income.....0
- Less than \$9,000 per year.....1
- \$9,001 - \$15,000 per year.....2
- \$15,001 - \$22,000 per year.....3
- \$22,001 - \$32,000 per year.....4
- \$32,001 - \$50,000 per year.....5
- \$50,001 - \$60,000 per year.....6
- \$60,001 - \$75,000 per year.....7
- Over \$75,000 per year.....8

- Don't know.....9
- Refused.....10
- There are no other people in my household.....11

80. How many fines, in relation to truck driving, have you had in the last 12 months, and what was the total cost of those fines? READ LIST

Overloading	_____	Total cost	\$ _____
For truck defaults	_____	Total cost	\$ _____
For log book	_____	Total cost	\$ _____
For speeding	_____	Total cost	\$ _____

IF ANY SPEEDING FINES GO TO Q81, IF NO SPEEDING FINES GO TO Q83

81. What maximum speed did the police claim that you were travelling at when you were fined each time and what was the legal limit in each case?

Speed at which fined	Legal limit
_____ kph	_____ kph
_____ kph	_____ kph
_____ kph	_____ kph
_____ kph	_____ kph
_____ kph	_____ kph
_____ kph	_____ kph

82. Were you mostly caught by?

- Radar trap.....1
- Marked police car or motorcycle.....2
- Unmarked police vehicle.....3

83. Would you like to make any comments about police surveillance on the road?

84. In the last 2 years have you had any accidents, while driving a heavy vehicle, to which the police were called?

Yes.....1 GO TO Q85
No0 GO TO Q86

85. How many accidents have you had? Number of accidents _____

85a. For your last (or only accident) was there another vehicle involved?

Yes.....1 GO TO Q85b
No0 GO TO Q86

85b. What type of other vehicle was involved? car1
car towing something2
Coach/bus3
Other heavy vehicle.....4
Motorbike5
Other _____

85c. What was the extent of the damage to the other vehicle and its passengers? _____

86. Are there any other comments that you would like to make about your industry or the conditions under which you have to work?

Thank you for your time and help with this survey

EXTRA STOPS FOR QUESTION 44

	5th Stop	6th Stop	7th Stop	8th Stop
Where did you stop?				
How far did you travel before stopping, or since your last stop?	kms	kms	kms	kms
What time was it when you stopped? (OR time travelled)	am/pm hrs	am/pm hrs	am/pm hrs	am/pm hrs
How long did you stop for?	mins	mins	mins	mins
Why did you stop?				
Eat/tea/coffee	1	1	1	1
Sleep.....	1	1	1	1
Pickup cargo	1	1	1	1
Off load cargo	1	1	1	1
Truck inspection	1	1	1	1
Change driver.....	1	1	1	1
Toilet stop	1	1	1	1
Check tarps/freight	1	1	1	1
Breakdown/flat tyre	1	1	1	1
Fix truck	1	1	1	1
Refuel.....	1	1	1	1
Visit friends/relatives	1	1	1	1
Other				

EXTRA STOPS FOR QUESTION 44

	9th Stop	10th Stop	11th Stop	12th Stop
Where did you stop?				
How far did you travel before stopping, or since your last stop?	kms	kms	kms	kms
What time was it when you stopped? (OR time travelled)	am/pm hrs	am/pm hrs	am/pm hrs	am/pm hrs
How long did you stop for?	mins	mins	mins	mins
Why did you stop?				
Eat/tea/coffee	1	1	1	1
Sleep.....	1	1	1	1
Pickup cargo	1	1	1	1
Off load cargo	1	1	1	1
Truck inspection	1	1	1	1
Change driver.....	1	1	1	1
Toilet stop	1	1	1	1
Check tarps/freight	1	1	1	1
Breakdown/flat tyre	1	1	1	1
Fix truck	1	1	1	1
Refuel.....	1	1	1	1
Visit friends/relatives	1	1	1	1
Other				

APPENDIX 3

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Table 1 Type of driver in sample

	%
Small company driver	24.4
Medium company driver	22.9
Large company driver	14.9
Fleet owner	3.4
Prime contractor	3.0
Independent subcontractor	13.9
Independent owner driver	17.4

Table 2 Years of experience driving large trucks

	Owner drivers	Small company	Medium company	Large company	ALL DRIVERS
< 5 years	8.7	11.0	5.9	7.4	8.4
5 - 9 years	17.7	26.5	26.6	18.0	22.0
10 - 14 years	21.4	22.5	20.7	24.6	22.1
15 - 19 years	16.5	17.5	18.1	19.7	17.6
20+ years	35.5	22.5	28.7	30.3	30.0

Table 3 Annual kms by type of driver

	Owner drivers	Small company	Medium company	Large company	ALL DRIVERS
<100,000 kms	7.4	6.5	5.3	10.7	7.2
100- 200,000 kms	44.5	29.0	34.6	45.9	38.7
200- 300,000 kms	38.4	46.0	44.7	37.7	41.6
300,000 + kms	9.7	18.5	15.4	5.7	12.6

Table 4 Age of drivers by type of driver

	Owner drivers	Small company	Medium company	Large company	ALL DRIVERS
17 - 24 years	3.5	8.5	5.9	1.6	5.0
25 - 44 years	70.3	76.0	77.1	82.8	75.1
45 - 54 years	19.0	15.0	14.9	13.9	16.3
55 + years	7.1	0.5	2.1	1.6	3.5

Table 5 Income received from truck driving 1989-90 by type of driver

	Owner drivers	Small company	Medium company	Large company	All Drivers
< \$15,000	35.8	7.0	4.3	0.8	16.4
\$15,000 - \$32,000	25.5	47.5	49.0	18.0	35.1
\$32,000 - \$50,000	20.4	39.0	38.3	66.4	35.8
> \$50,000	18.4	6.5	8.5	14.7	12.7

Table 6 Income received from truck driving 1989-90 by type of owner driver

	Fleet owners	Prime contractors	Independ. sub-contr.	Independ. owners
< \$15,000	28.5	16.0	36.0	40.6
\$15,000 - \$32,000	10.7	24.0	24.5	29.4
\$32,000 - \$50,000	21.4	32.0	23.7	15.4
> \$50,000	39.3	28.0	15.8	14.7

Table 7 Age of truck by type of driver

	Owner drivers	Small company	Medium company	Large company	ALL DRIVERS
< 2 years	18.7	28.5	25.0	32.8	24.6
3 - 6 years	32.3	48.0	54.8	57.4	45.0
7 - 10 years	19.7	12.5	9.6	8.2	13.9
> 10 years	29.4	11.0	10.6	1.6	16.5

Table 8 Hours worked in a week by type of driver

	Owner drivers	Small company	Medium company	Large company	ALL DRIVERS
< 60 hrs	1.3	3.0	3.7	9.8	3.5
60 - 100 hrs	35.8	28.5	31.9	58.2	36.5
100 - 140 hrs	38.4	45.0	43.1	20.5	38.4
> 140 hrs	24.5	23.5	21.3	11.5	21.6

Table 9 Driving hours per week by type of driver

	Owner drivers	Small company	Medium company	Large company	ALL DRIVERS
< 60 hrs	42.6	26.0	34.6	40.2	36.3
60 - 79 hrs	33.5	36.5	35.1	43.4	36.1
80 - 99 hrs	15.5	24.5	22.3	9.8	18.4
> 100 hrs	8.4	13.0	8.0	6.6	9.1

Table 10 Rejection of load by type of driver

	Owner drivers	Small company	Medium company	Large company	ALL DRIVERS
% who rejected due to low rates	46.9	30.6	19.5	5.7	31.1
% who rejected for other reasons	13.9	9.7	9.7	8.5	11.2
Total % who rejected load	60.8	40.3	29.3	14.2	42.3

Table 11 Composition of total costs for owner drivers

Expense	%
Fuel	43
Maintenance	12
Repayments	20
Registration/Insurance	7
Personal insurance	2
Tyres	7
Other	9

Table 12 Method of payment for freight

Method	%
Per load	32.0
\$/tonne	20.6
cents/km	2.3
Don't know rate	43.0
Empty - no load	2.1

Table 13 Distribution of freight rates (cents per km)

Rate	%
< 50 cents/km	4.6
50 < 75 cents/km	12.4
75 < 100 cents/km	20.7
100 < 125 cents/km	22.1
125 < 150 cents/km	21.4
150 < 200 cents/km	12.9
> 200 cents/km	6.0

Table 14 Average trip speed by type of driver

	Owner drivers	Small company	Medium company	Large company	ALL DRIVERS
< 70 kph	15.1	14.5	16.5	18.1	15.8
70 - 80 kph	25.5	24.5	25.0	24.6	25.0
80 - 90 kph	34.8	38.5	35.6	36.1	36.1
90 - 100 kph	20.0	17.5	18.1	16.4	18.4
>100 kph	4.5	5.0	4.8	4.9	4.9

Table 15 Average trip speed by type of owner driver

	Fleet owners	Prime contractors	Independ. sub-contr.	Independ. owners	OWNER DRIVERS
< 70 kph	3.6	20.0	16.7	15.4	15.1
70 - 80 kph	21.4	32.0	17.5	31.5	25.5
80 - 90 kph	46.4	24.0	37.7	32.2	34.8
90 - 100 kph	21.4	20.0	22.8	17.5	20.0
>100 kph	7.1	4.0	5.2	3.5	4.5

Table 16 Relationship between average speed and trip length

	< 70 kph	70 - 80 kph	80 - 90 kph	90 - 100 kph	> 100 kph
Less than 700 km	47.3	27.7	15.5	8.1	1.4
700 - 899 km	8.0	32.5	40.5	17.0	2.0
900 - 999 km	15.1	25.2	36.7	18.7	4.3
1000 - 1499 km	10.0	25.3	41.3	16.7	6.7
1500 - 1999 km	6.4	20.3	38.0	32.9	2.6
2000 km or more	2.3	11.2	48.4	29.2	9.0

Table 17 Relationship between average speed and age of driver

	17-24yrs	25-34yrs	35-44yrs	45-54yrs	55-59yrs	60+yrs
< 70 kph	17.5	13.4	13.9	22.7	30.0	44.4
70 - 80 kph	15.0	26.8	26.2	25.0	15.0	33.3
80 - 90 kph	30.0	33.8	39.0	37.1	45.0	11.1
90 - 100 kph	27.5	20.4	18.3	14.4	5.0	11.1
>100 kph	10.0	5.8	2.8	0.8	5.0	0.0

Table 18 Relationship between average speed and years of driving experience

	< 5 yrs	5 - 9 yrs	10 - 14 yrs	15 - 19 yrs	20+ yrs
< 70 kph	14.7	15.8	12.9	13.6	20.3
70 - 80 kph	23.5	23.7	24.0	32.1	24.5
80 - 90 kph	35.3	32.2	38.5	37.9	36.1
90 - 100 kph	23.5	20.9	19.6	14.3	17.0
>100 kph	3.0	7.3	5.1	2.1	2.1

Table 19 Importance of speeding as a cause of crashes

	Owner drivers	Small company	Medium company	Large company	ALL DRIVERS
Not important	22.3	20.1	19.7	13.9	19.9
Fairly important	24.2	21.6	33.0	37.7	27.6
Important	23.5	30.2	23.4	27.9	25.8
Very important	15.2	17.6	13.3	12.3	14.9
Extremely important	14.8	10.6	10.6	8.2	11.8

Table 20 Speed limiter fitted

	Owner drivers	Small company	Medium company	Large company	ALL DRIVERS
Yes	6.5	10.6	15.1	32.2	13.3
No, but plan to	2.9	2.5	3.8	9.9	4.1

Table 21 Number of speeding fines

	Owner drivers	Small company	Medium company	Large company	ALL DRIVERS
0 fines	54.8	42.0	37.8	36.1	44.8
1 - 3 fines	36.1	37.5	45.2	50.8	40.7
4 - 6 fines	6.1	12.5	13.3	11.5	10.1
7 - 9 fines	1.0	3.0	2.1	0.0	1.6
10 + fines	1.9	5.0	1.6	1.6	2.6

Table 22 Fined speed relative to the legal limit

Degree over speed limit	%
Less than 5%	5.5
5% - 10%	11.1
10% - 15%	24.1
15% - 20%	23.6
20% - 30%	21.6
More than 30%	13.7

Table 23 Percent of drivers with scheduled arrival time

Type of driver	%
Owner drivers	40.3
Small company drivers	34.0
Medium company drivers	35.6
Large company drivers	32.0
ALL DRIVERS	36.5

Table 24 Margin allowed in schedule

	%
Up to 1 hour	47.2
1 to 2 hours	16.1
2 to 3 hours	4.0
3 to 4 hours	7.4
Doesn't matter	25.4

Table 25 Self imposed scheduled time of arrival

Type of driver	%
Owner drivers	59.0
Small company drivers	60.5
Medium company drivers	56.4
Large company drivers	51.6
ALL DRIVERS	57.7

Table 26 Reasons for self imposed time of arrival

	Owner drivers	Small company	Medium company	Large company	ALL DRIVERS
Unload first	26.8	32.2	30.2	31.7	29.6
Next load queue	26.8	38.0	18.9	15.9	26.4
Pick-up next load	18.6	9.9	17.9	14.3	15.6
Beat traffic	13.1	12.4	19.8	20.6	15.4
Due for rest break	12.6	17.4	15.1	11.1	14.2
Depot hours	12.0	12.4	11.3	19.0	12.9

Note: Multiple responses were allowed thus columns do not sum to 100%.

Table 27 Setting of schedules by freight companies

	Owner drivers	Small company	Medium company	Large company	ALL DRIVERS
Yes	43.9	52.5	49.5	34.4	45.9
No	22.3	9.5	11.2	23.0	16.7
Sometimes	33.9	38.0	39.4	42.6	37.4

Table 28 Average trip speed by cargo type

	Perishables	General	Mixed	Dang. goods	No load
< 70 kph	10.6	17.4	14.8	33.4	29.4
70 - 80 kph	28.9	24.4	22.2	33.3	23.6
80 - 90 kph	38.6	36.4	29.6	0	17.6
90 - 100 kph	17.3	18.8	18.5	16.7	23.5
>100 kph	4.6	3.0	14.8	16.7	5.9

Table 29 Importance of selected factors in heavy vehicle crashes (Graphs 29 & 34)

	Fatigue	Use of stimulant drugs by driver
Not important	7.2	49.9
Fairly important	18.6	18.1
Important	30.4	15.1
Very important	20.0	6.3
Extremely important	23.8	10.5

Table 30 Percent of drivers engaged in work related activity prior to departure

	Owner drivers	Small company	Medium company	Large company	ALL DRIVERS
On road	32.9	31.5	35.6	41.0	34.5
Unloading	19.0	23.0	23.9	16.4	20.7
Loading	49.7	43.0	42.0	28.7	43.2
Maintenance	45.2	41.5	48.9	61.5	47.6
Nothing	16.8	8.5	7.4	5.7	11.0

Table 31 Average proportion of 8 hours spent on activities prior to departure

	Owner drivers	Small company	Medium company	Large company	ALL DRIVERS
Work activities	46.5	42.9	38.7	31.4	41.6
Sleep	29.1	28.8	33.1	43.0	31.9
Other activities	24.4	28.6	27.5	25.7	26.3

Note: Columns do not sum to 100% as averages are used.

Table 32 Number of log book fines

	Owner drivers	Small company	Medium company	Large company	ALL DRIVERS
0 fines	58.4	53.5	58.5	68.9	58.8
1-3 fines	35.5	32.0	28.2	25.4	31.5
4-6 fines	4.8	9.5	8.5	4.1	6.7
7+ fines	1.3	5.0	4.8	1.6	3.0

Table 33 Use of stimulant drugs

	Owner drivers	Small company	Medium company	Large company	ALL DRIVERS
Sometimes	30.3	48.5	36.7	37.7	37.3
Always	7.4	11.5	11.7	3.3	8.8

Note: Data for Graph 34 is included in Table 29.

Table 35 Distribution of percent of trip driven at night

% driven 6pm-6am	%
0 % (100% in day)	4.3
1 < 20 % at night	3.6
20 < 40 % at night	12.9
40 < 60 % at night	26.8
60 < 80 % at night	26.7
80 < 100 % at night	15.4
100 % at night	10.2

Table 36 Percent of trip driven at night by type of driver

Type of driver	% 6pm-6am
Owner drivers	57.7
Small company drivers	61.2
Medium company drivers	60.0
Large company drivers	63.2
ALL DRIVERS	59.9

Table 37 Average trip speed by proportion of trip at night

Average trip speed	% 6pm-6am
< 50 kph	51.9
50 < 60 kph	41.8
60 < 70 kph	54.6
70 < 80 kph	61.0
80 < 90 kph	62.1
90 < 100 kph	60.6
100 < 110 kph	68.1
110 < 120 kph	54.0

Table 38 Percent of trip driven at night on selected routes

Trip route	% 6pm-6am
Rest of VIC -> Sydney	75.4
Melbourne -> Sydney	70.4
Rest of NSW -> Sydney	66.1
Melbourne -> Brisbane	50.3
Perth -> Sydney	49.2
Sydney -> Wollongong/Newcastle	44.5
All routes average	59.9

Table 39 Tachograph fitted

	Owner drivers	Small company	Medium company	Large company	ALL DRIVERS
Yes	12.1	15.6	23.5	38.5	19.5
No, but plan to	1.0	0.5	0.5	0.8	0.7

Table 40 Importance of factors in heavy vehicle crashes

Factor	%
Condition of roads	98.3
Behaviour of other drivers	97.4
Fatigue of truck drivers	74.2
Lack of driving skill of truck drivers	73.5
Behaviour of other truck drivers	61.2
Weather	58.5
Poor standard of trucks	54.0
Speeding by truck drivers	52.5
Stimulant use by truck drivers	31.9
Night time driving	21.5

Table 41 Involvement in crashes in last 2 years

Type of driver	%
Owner drivers	17.4
Small company drivers	18.0
Medium company drivers	16.0
Large company drivers	17.2
ALL DRIVERS	17.2

Table 42 Number of crashes (if 1 or more) in last 2 years

	Owner drivers	Small company	Medium company	Large company	ALL DRIVERS
1 accident	72.2	86.1	93.3	90.5	83.0
2 crashes	22.2	11.1	6.7	9.5	14.2
3 crashes	1.9	2.8	0	0	0.7
4 or more	3.8	0	0	0	2.1

Table 43 Drivers should complete formal driver training course

	Owner drivers	Small company	Medium company	Large company	ALL DRIVERS
Yes	83.2	83.0	84.6	79.5	82.9
No	8.4	9.5	12.2	7.4	9.4
Maybe	8.4	7.5	3.2	13.1	7.7

Table 44 Percent of drivers with specialised training

Type of driver	%
Owner drivers	23.5
Small company drivers	25.5
Medium company drivers	29.3
Large company drivers	45.1
ALL DRIVERS	28.5

APPENDIX 4

Frequency tables

TYPE OF TRUCK DRIVER	Count	Percent
Employee driver	510	62.2%
Owner driver	310	37.8%
Total	820	100.0%

TYPE OF OWNER DRIVER	Count	Percent
Fleet owner	28	9.0%
Prime contractor	25	8.1%
Independent sub-contractor	114	36.8%
Independent owner driver	143	46.1%
Total	310	100.0%

TYPE OF DRIVER	Count	Percent
Owner driver	310	37.8%
Small company driver	200	24.4%
Medium company driver	188	22.9%
Large company driver	122	14.9%
Total	820	100.0%

NO. OF YEARS DRIVING LARGE TRUCKS	Count	Percent
< 5 years	69	8.4%
5 - 9 years	180	22.0%
10 - 14 years	181	22.1%
15 - 19 years	144	17.6%
20 and over years	246	30.0%
Total	820	100.0%

KMS TRAVELLED IN LAST 12 MONTHS	Count	Percent
< 100 000 kms	59	7.2%
100 000 < 200 000 kms	317	38.7%
200 000 < 300 000 kms	341	41.6%
300 000 and over kms	103	12.6%
Total	820	100.0%

STATE OF DRIVERS HOME BASE	Count	Percent
New South Wales/ACT	281	34.3%
Victoria	283	34.5%
Queensland	144	17.6%
South Australia	63	7.7%
Western Australia	43	5.2%
Tasmania	1	.1%
Northern Territory	1	.1%
No base	4	.5%
Total	820	100.0%

HOURS PER WEEK EARNING LIVING	Count	Percent
< 60 hours	29	
60 - 79 hours	130	15.9%
80 - 99 hours	169	20.6%
100 - 119 hours	152	18.5%
120 - 139 hours	163	19.9%
140 + hours	177	21.6%
Total	820	100.0%

PERCENT OF WORKING HOURS SPENT DRIVING	Count	Percent
< 50 %	91	11.1%
50 - 59 %	160	19.5%
60 - 69 %	175	21.3%
70 - 79 %	211	25.7%
80 - 89 %	126	15.4%
90 + %	57	7.0%
Total	820	100.0%

HOURS PER WEEK SPENT DRIVING	Count	Percent
< 60 hours	298	36.3%
60 - 79 hours	296	36.1%
80 - 99 hours	151	18.4%
100 - 119 hours	61	7.4%
120 - 139 hours	12	1.5%
140 + hours	2	.2%
Total	820	100.0%

NUMBER OF TRUCKS	Count	Percent
1, 2 trucks	376	45.9%
3 to 5 trucks	122	14.9%
6 to 9 trucks	72	8.8%
10 to 19 trucks	84	10.2%
20 and over trucks	166	20.2%
Total	820	100.0%

REGULAR CONTRACTS FOR LOADS	Count	Percent
All loads	262	32.0%
Some loads	355	43.3%
No loads	178	21.7%
Don't know	25	3.0%
Total	820	100.0%

BACKLOAD PROVISIONS IN REGULAR CONTRACTS	Count	Percent
No	298	48.3%
Yes	266	43.1%
Other contract for backload	53	8.6%
Total	617	100.0%

(Only answered by drivers with all or some regular contracts)

NATURE OF BACKLOAD PROVISIONS	Count	Percent
Informal arrangement	16	6.0%
Contract for all loads	99	37.2%
Loads if available	19	7.1%
Verbal contract	4	1.5%
Offices arrange load	7	2.6%
Independent transport company	3	1.1%
Ring around	4	1.5%
Freight forwarder	1	.4%
Always some load	3	1.1%
Cartage	7	2.6%
50% of loads	9	3.4%
90% of loads	6	2.3%
70% of loads	1	.4%
Sub-contract loads	1	.4%
Priority if load available	2	.8%
Many loads are backloads	1	.4%
Fuel tanker	4	1.5%
Paid by km	38	14.3%
Don't know	14	5.3%
Backload guaranteed	20	7.5%
No comment made	7	2.6%
Total	266	100.0%

(Only answered if contract has backload provisions)

TYPICAL TIME TO LINE UP NEXT LOAD	Count	Percent
Less than 12 hours	76	42.7%
12 to 24 hours	59	33.1%
25 to 36 hours	22	12.4%
37 to 48 hours	12	6.7%
Over 48 hours	9	5.1%
Total	178	100.0%

(Only answered by drivers with no regular loads)

REJECTION OF OFFERED LOAD IN LAST YEAR	Count	Percent
No	459	56.0%
Yes	336	41.0%
Don't know-no knowledge of operations	25	3.0%
Total	820	100.0%

REASONS FOR REJECTING LOAD	Count	Percent
Needed more sleep	8	2.4%
Exceeded legal driving time	9	2.7%
Backload difficult to get	17	5.1%
Overweight load	15	4.5%
Rate too low	247	73.5%
Tight deadline	5	1.5%
Loaded unsafely	8	2.4%
Already had load	19	5.7%
Bad payers	25	7.4%
Uninsured for chemicals	1	.3%
Not full load	1	.3%
Wanted time off	5	1.5%
Wait too long	1	.3%
Another trip	3	.9%
Broken down	2	.6%
Dangerous goods	6	1.8%
Wrong destination	12	3.6%
Wrong registration	1	.3%
Disagreed about load	1	.3%
Load wrong dimensions	8	2.4%
Inconvenient timetable	3	.9%
Too many drops	2	.6%
Illegal load	1	.3%
Total respondents *	336	100.0%

* Multiple responses permitted

USUAL WAITING TIME FOR PAYMENT	Count	Percent
C.O.D.	19	2.3%
Within 14 days	148	18.0%
About 30 days	204	24.9%
About 60 days	109	13.3%
More than 2 months	53	6.5%
Don't know	116	14.1%
Varies a lot	146	17.8%
No knowledge of operations	25	3.0%
Total	820	100.0%

YEAR CURRENT TRUCK WAS PURCHASED	Count	Percent
Pre 1975	2	
1975-79	4	
1980-84	24	
1985	26	
1986	28	
1987	24	
1988	17	18.4%
1989	19	25.5%
1990	56	21.3%
Total	310	100.0%

NEW OR SECOND HAND TRUCK	Count	Percent
New	115	37.1%
Second hand	195	62.9%
Total	310	100.0%

IN-ROAD COST OF THE VEHICLE	Count	Percent
< \$50 000	58	18.7%
\$50 K < \$75 K	51	16.5%
\$75 K < \$100 K	55	17.7%
\$100 K < \$150 K	59	19.0%
\$150 K < \$200 K	56	18.1%
\$200 K +	30	9.7%
Not stated	1	.3%
Total	310	100.0%

MONEY BORROWED FOR TRUCK PURCHASE	Count	Percent
No	25	8.1%
Yes	235	75.8%
Leased	50	16.1%
Total	310	100.0%

SOURCE OF FINANCE FOR TRUCK	Count	Percent
Bank	90	31.6%
Finance company	182	63.9%
Friends/relatives	6	2.1%
Bank & finance company	4	1.4%
Solicitor	1	.4%
Credit Union	1	.4%
Employer	1	.4%
Total	285	100.0%

LENGTH OF LOAN IN YEARS	Count	Percent
1	3	1.1%
2	7	2.5%
3	42	14.7%
4	99	34.7%
5	124	43.5%
6	4	1.4%
7	2	.7%
8	2	.7%
Overdraft/Open	2	.7%
Total	285	100.0%

MONTHLY REPAYMENTS	Count	Percent
< \$1000	28	9.8%
\$1000 - \$1999	77	27.0%
\$2000 - \$2999	84	29.5%
\$3000 - \$3999	57	20.0%
\$4000 +	37	13.0%
No set repayments	2	.7%
Total	285	100.0%

ORIGIN OF DESIGNATED TRIP	Count	Percent
Sydney	124	15.1%
Wollongong, Newcastle	58	7.1%
Rest of New South Wales	95	11.6%
Melbourne	193	23.5%
Rest of Victoria	69	8.4%
Brisbane	79	9.6%
Rest of Queensland	91	11.1%
Adelaide	46	5.6%
Rest of South Australia	15	1.8%
Perth	39	4.8%
Rest of Western Australia	7	.9%
Darwin	4	.5%
Total	820	100.0%

DESTINATION OF DESIGNATED TRIP	Count	Percent
Sydney	446	54.4%
Wollongong, Newcastle	49	6.0%
Rest of New South Wales	50	6.1%
Melbourne	87	10.6%
Rest of Victoria	8	1.0%
Brisbane	100	12.2%
Rest of Queensland	26	3.2%
Adelaide	50	6.1%
Rest of South Australia	1	.1%
Perth	2	.2%
Rest of Western Australia	1	.1%
Total	820	100.0%

ORIGIN -> DESTINATION OF DESIGNATED TRIP	Count	Percent
Melbourne -> Sydney	138	16.8%
Brisbane -> Sydney	59	7.2%
Rest of Victoria -> Sydney	56	6.8%
Rest of NSW -> Sydney	56	6.8%
Rest of Queensland -> Sydney	50	6.1%
Sydney -> Brisbane	42	5.1%
Adelaide -> Sydney	29	3.5%
Sydney -> Melbourne	25	3.0%
Melbourne -> Brisbane	23	2.8%
Other route	342	41.7%
Total	820	100.7%

RUCK DRIVEN ON DESIGNATED TRIP	Count	Percent
Rigid	24	2.9%
Articulated	677	82.6%
Island cab	4	.5%
Road train	13	1.6%
Refrigerated truck	78	9.5%
Wide load	2	.2%
Car/boat trailer	14	1.7%
Petrol tanker	6	.7%
Low loader	2	.2%
Total	820	100.0%

WEIGHT OF COMPLETE UNIT - UNLOADED	Count	Percent
< 10 tonnes	23	2.8%
10 - 14 tonnes	50	6.1%
15 - 19 tonnes	662	80.7%
20 - 24 tonnes	65	7.9%
25 + tonnes	20	2.4%
Total	820	100.0%

NUMBER OF AXLES ON COMPLETE UNIT	Count	Percent
2	15	1.8%
3	9	1.1%
4	38	4.6%
5	30	3.7%
6	709	86.5%
8	5	.6%
9	14	1.7%
Total	820	100.0%

YEAR CHASSIS-CABIN WAS PURCHASED	Count	Percent
pre 1975	2	.2%
1975-79	11	1.3%
1980-84	62	7.6%
1985	59	7.2%
1986	74	9.0%
1987	72	8.8%
1988	143	17.4%
1989	186	22.7%
1990	130	15.9%
Don't know	81	9.9%
Total	820	100.0%

YEAR CHASSIS-CABIN FIRST REGISTERED	Count	Percent
pre 1975	30	3.7%
1975-79	78	9.5%
1980-84	138	16.8%
1985	68	8.3%
1986	76	9.3%
1987	59	7.2%
1988	98	12.0%
1989	126	15.4%
1990	76	9.3%
Don't know	71	8.7%
Total	820	100.0%

STATE OF TRUCK REGISTRATION	Count	Percent
New South Wales	249	30.4%
Victoria	276	33.7%
South Australia	74	9.0%
Western Australia	44	5.4%
Northern Territory	20	2.4%
Queensland	150	18.3%
Federal	7	.9%
Total	820	100.0%

TYPE OF TRAVEL REGISTERED FOR	Count	Percent
Within states	55	6.7%
Between states	388	47.3%
Within & between states	377	46.0%
Total	820	100.0%

SPEED LIMITER FITTED	Count	Percent
No	671	81.8%
Yes	108	13.2%
No, but plan to	33	4.0%
Not stated	8	1.0%
Total	820	100.0%

TACHOGRAPH FITTED	Count	Percent
No	650	79.3%
Yes	159	19.4%
No, but plan to	6	.7%
Not stated	5	.6%
Total	820	100.0%

NATURE OF CARGO ON DESIGNATED TRIP	Count	Percent
Perishables	199	24.3%
General cargo	571	69.6%
Mixed cargo	27	3.3%
Dangerous goods	6	.7%
Empty - no load	17	2.1%
Total	820	100.0%

TYPE OF CARGO CARRIED	Count	Percent
Fruit/Vegetables/Plants	133	16.6%
Chemicals/Fertilisers	23	2.9%
Grain	33	4.1%
Steel/Metal	121	15.1%
Machinery/Parts	54	6.7%
Empty pallets	4	.5%
Timber	47	5.9%
Bricks/Tiles	12	1.5%
Vehicles	31	3.9%
Groceries	56	7.0%
Frozen Food	24	3.0%
Drinks	38	4.7%
Mixed/General	90	11.2%
Concrete	3	.4%
Bottles/Glass	20	2.5%
Bulk food	16	2.0%
Paper/Books	41	5.1%
Wool/Fabrics	28	3.5%
Plastic	17	2.1%
Building Materials	26	3.2%
Express Freight	8	1.0%
Dangerous goods	13	1.6%
Furniture	12	1.5%
Houses/boxes	5	.6%
Paint/turps	1	.1%
Livestock	1	.1%
Electrical goods	1	.1%
Total respondents	803	100.0%

* Multiple responses permitted

TOTAL WEIGHT OF CARGO	Count	Percent
< 10 tonnes	87	10.8%
10 - 14 tonnes	85	10.6%
15 - 19 tonnes	104	13.0%
20 - 24 tonnes	369	46.0%
25 + tonnes	158	19.7%
Total	803	100.0%

METHOD OF TRUCK LOADING	Count	Percent
On own	100	12.5%
With some help	48	6.0%
With forklift driver	401	49.9%
Someone else	8	1.0%
Freight forwarder	246	30.6%
Total	803	100.0%

ETHOD OF OBTAINING LOAD	Count	Percent
Employer	428	53.3%
Bid with owner drivers	14	1.7%
Freight forwarder contract	137	17.1%
Freight forwarder one-off	141	17.6%
Freight forwarder pref	70	8.7%
Sub-contract company	1	.1%
Agent	4	.5%
Contract when owner driver	1	.1%
One-off	7	.9%
Total	803	100.0%

METHOD OF PAYMENT FOR TRIP	Count	Percent
\$/tonne	169	21.0%
cents/km	19	2.4%
Per load	262	32.6%
Don't know	353	44.0%
Total	803	100.0%

ALCULATED TRIP RATE IN CENTS/KM	Count	Percent
< 50 cents/km	21	2.6%
50 < 75 cents/km	56	7.0%
75 < 100 cents/km	94	11.7%
100 < 125 cents/km	98	12.2%
125 < 150 cents/km	97	12.1%
150 < 200 cents/km	57	7.1%
200 + cents/km	27	3.4%
Don't know	353	44.0%
Total	803	100.0%

NATURE OF LOAD - FORWARD, BACKLOAD	Count	Percent
Forward	368	44.9%
Backload	132	16.1%
Don't consider loads as either	318	38.8%
Don't know	2	.2%
Total	820	100.0%

NATURE OF CARGO ON PREVIOUS TRIP	Count	Percent
Perishables	151	18.4%
General cargo	605	73.8%
Mixed cargo	15	1.8%
Dangerous goods	6	.7%
Wide/long load	1	.1%
Empty - no load	42	5.1%
Total	820	100.0%

CARGO CARRIED ON PREVIOUS TRIP	Count	Percent
Fruit/Vegetables/Plants	90	11.6%
Chemicals/Fertilisers	28	3.6%
Grain	19	2.4%
Steel/Metal	134	17.2%
Machinery/Parts	56	7.2%
Empty pallets	6	.8%
Timber	25	3.2%
Bricks/Tiles	27	3.5%
Vehicles	20	2.6%
Groceries	45	5.8%
Frozen Food	27	3.5%
Drinks	38	4.9%
Mixed/General	117	15.0%
Concrete	5	.6%
Bottles/Glass	17	2.2%
Bulk food	10	1.3%
Paper/Books	41	5.3%
Wool/Fabrics	17	2.2%
Plastic	14	1.8%
Building Materials	22	2.8%
Express Freight	22	2.8%
Dangerous goods	10	1.3%
Furniture	11	1.4%
Houses/boxes	6	.8%
Paint/turps	3	.4%
Livestock	1	.1%
Electrical goods	3	.4%
Total respondents	778	100.0%

* Multiple responses permitted

METHOD OF PAYMENT FOR PREVIOUS TRIP	Count	Percent
\$/hour	2	.3%
\$/tonne	157	20.2%
cents/km	16	2.1%
Per load	259	33.2%
Don't know	345	44.3%
Total	779	100.0%

TIME SPENT ON ROAD IN 8 HRS PRE TRIP	Count	Percent
No time	538	65.6%
< 1 hour	84	10.2%
1 < 2 hours	57	
2 < 3 hours	47	
3 < 4 hours	25	
4 < 5 hours	32	3.9%
5 < 6 hours	12	1.5%
6 < 7 hours	13	1.6%
7 - 8 hours	12	1.5%
Total	820	100.0%

TIME SPENT UNLOADING IN 8 HRS PRE TRIP	Count	Percent
No time	650	79.3%
< 1 hour	14	1.7%
1 < 2 hours	59	7.2%
2 < 3 hours	47	5.7%
3 < 4 hours	24	2.9%
4 < 5 hours	18	2.2%
5 < 6 hours	4	.5%
6 < 7 hours	1	.1%
7 - 8 hours	3	.4%
Total	820	100.0%

TIME SPENT LOADING IN 8 HRS PRE TRIP	Count	Percent
No time	466	56.8%
< 1 hour	26	3.2%
1 < 2 hours	87	10.6%
2 < 3 hours	89	10.9%
3 < 4 hours	47	5.7%
4 < 5 hours	43	5.2%
5 < 6 hours	14	1.7%
6 < 7 hours	11	1.3%
7 - 8 hours	37	4.5%
Total	820	100.0%

TIME SPENT SLEEPING IN 8 HRS PRE TRIP	Count	Percent
No time	430	52.4%
< 1 hour	3	.4%
1 < 2 hours	16	2.0%
2 < 3 hours	32	3.9%
3 < 4 hours	30	3.7%
4 < 5 hours	68	8.3%
5 < 6 hours	40	4.9%
6 < 7 hours	67	8.2%
7 - 8 hours	134	16.3%
Total	820	100.0%

MAINTENANCE TIME IN 8 HRS PRE TRIP	Count	Percent
No time	730	89.0%
< 1 hour	10	1.2%
1 < 2 hours	19	2.3%
2 < 3 hours	17	2.1%
3 < 4 hours	9	1.1%
4 < 5 hours	12	1.5%
5 < 6 hours	6	.7%
6 < 7 hours	4	.5%
7 - 8 hours	13	1.6%
Total	820	100.0%

TIME ON ROUTINE CHECKS IN 8 HRS PRE TRIP	Count	Percent
No time	754	92.0%
< 1 hour	27	3.3%
1 < 2 hours	24	2.9%
2 < 3 hours	11	1.3%
3 < 4 hours	1	.1%
5 < 6 hours	3	.4%
Total	820	100.0%

TIME ON PAPERWORK IN 8 HRS PRE TRIP	Count	Percent
No time	777	94.8%
< 1 hour	36	4.4%
1 < 2 hours	4	.5%
2 < 3 hours	1	.1%
3 < 4 hours	2	.2%
Total	820	100.0%

LEISURE TIME IN 8 HRS PRE TRIP	Count	Percent
No time	718	87.6%
< 1 hour	2	.2%
1 < 2 hours	12	1.5%
2 < 3 hours	19	2.3%
3 < 4 hours	10	1.2%
4 < 5 hours	10	1.2%
5 < 6 hours	3	.4%
6 < 7 hours	8	1.0%
7 - 8 hours	38	4.6%
Total	820	100.0%

PERSONAL BUSINESS IN 8 HRS PRE TRIP	Count	Percent
No time	416	50.7%
< 1 hour	46	5.6%
1 < 2 hours	132	16.1%
2 < 3 hours	72	8.8%
3 < 4 hours	24	2.9%
4 < 5 hours	29	3.5%
5 < 6 hours	21	2.6%
6 < 7 hours	11	1.3%
7 - 8 hours	69	8.4%
Total	820	100.0%

TIME DOING NOTHING IN 8 HRS PRE TRIP		Percent
No time		91.1%
< 1 hour		
1 < 2 hours		
2 < 3 hours		
3 < 4 hours	10	1.2%
4 < 5 hours	11	1.3%
5 < 6 hours	3	.4%
6 < 7 hours	3	.4%
7 - 8 hours	14	1.7%
Total	820	100.0%

TIME ON OTHER BUSINESS IN 8 HRS PRE TRIP	Count	Percent
No time	817	99.6%
3 < 4 hours	1	.1%
5 < 6 hours	1	.1%
7 - 8 hours	1	.1%
Total	820	100.0%

NUMBER OF DRIVERS ON THE TRIP	Count	Percent
1	799	97.4%
2	21	2.6%
Total	820	100.0%

DAY OF THE WEEK TRIP BEGAN	Count	Percent
Sunday	111	13.5%
Monday	133	16.2%
Tuesday	134	16.3%
Wednesday	149	18.2%
Thursday	109	13.3%
Friday	95	11.6%
Saturday	89	10.9%
Total	820	100.0%

TIME THE TRIP BEGAN	Count	Percent
< 4 am	37	4.5%
4 am < 8 am	69	8.4%
8 am < Noon	109	13.3%
Noon < 4 pm	184	22.4%
4 pm < 8 pm	240	29.3%
8 pm to Midnight	181	22.1%
Total	820	100.0%

TOTAL NUMBER OF STOPS ON THE TRIP	Count	Percent
No stops on the trip	38	4.6%
1	150	18.3%
2	217	26.5%
3	189	23.0%
4	97	11.8%
5	45	5.5%
6	23	2.8%
7	16	2.0%
8	12	1.5%
9	10	1.2%
10	10	1.2%
11	4	.5%
12	2	.2%
13	3	.4%
14	3	.4%
15	1	.1%
Total	820	100.0%

DAY OF THE WEEK TRIP ENDED	Count	Percent
Sunday	87	10.6%
Monday	154	18.8%
Tuesday	148	18.0%
Wednesday	138	16.8%
Thursday	140	17.1%
Friday	112	13.7%
Saturday	41	5.0%
Total	820	100.0%

TIME THE TRIP ENDED	Count	Percent
< 4 am	152	18.5%
4 am < 8 am	269	32.8%
8 am < Noon	178	21.7%
Noon < 4 pm	79	9.6%
4 pm < 8 pm	54	6.6%
8 pm to Midnight	88	10.7%
Total	820	100.0%

AVERAGE TRIP SPEED	Count	Percent
	17	2.1%
	30	3.7%
	82	10.2%
	205	25.5%
	290	36.0%
	149	18.5%
	24	3.0%
	8	1.0%
Total	805	100.0%

(15 unreliable trips have been excluded)

TRIP LENGTH IN KMS	Count	Percent
	148	18.4%
	200	24.8%
	139	17.3%
	150	18.6%
	79	9.8%
	45	5.6%
	44	5.5%
Total	805	100.0%

(15 unreliable trips have been excluded)

ARRIVAL TIME SCHEDULED BY COMPANY	Count	Percent
No	521	63.5%
Yes	299	36.5%
Total	820	100.0%

SCHEDULED DAY OF ARRIVAL (IF ANY)	Count	Percent
Sunday	19	6.4%
Monday	85	28.4%
Tuesday	51	17.1%
Wednesday	54	18.1%
Thursday	47	15.7%
Friday	34	11.4%
Saturday	9	3.0%
Total	299	100.0%

SCHEDULED TIME OF ARRIVAL (IF ANY)	Count	Percent
< 4 am	21	7.0%
4 am < 8 am	108	36.1%
8 am < Noon	68	22.7%
Noon < 4 pm	69	23.1%
4 pm < 8 pm	4	1.3%
8 pm to Midnight	29	9.7%
Total	299	100.0%

MARGIN ALLOWED IN SCHEDULE (IF ANY)	Count	Percent
Up to 1 hour	141	47.2%
1 to 2 hours	48	16.1%
2 to 3 hours	12	4.0%
3 to 4 hours	22	7.4%
Doesn't matter	76	25.4%
Total	299	100.0%

INCENTIVE OFFERED TO MEET SCHEDULE	Count	Percent
No	291	97.3%
Yes	8	2.7%
Total	299	100.0%

NATURE OF INCENTIVE OFFERED (IF ANY)	Count	Percent
More work	1	12.5%
Good rate	1	12.5%
Truck damage	1	12.5%
Bonus	3	37.5%
Paid time off	1	12.5%
No incentive stated	1	12.5%
Total	8	100.0%

PENALTIES FOR NOT MEETING SCHEDULE	Count	Percent
No	222	74.2%
Yes	77	25.8%
Total	299	100.0%

NATURE OF PENALTIES IMPOSED (IF ANY)	Count	Percent
Dock pay	8	10.4%
\$100 fine	6	7.8%
Out for a week	2	2.6%
Get sack	6	7.8%
\$100 per hour	3	3.9%
Day's work	1	1.3%
Cut rate	8	10.4%
Fined	9	11.7%
Company penalty	3	3.9%
Black mark	2	2.6%
Warning, then sack	4	5.2%
Dock company pay	4	5.2%
Don't know	1	1.3%
Verbal abuse	11	14.3%
\$50 per 12 hours	2	2.6%
\$10-50 per hour	1	1.3%
Wait for load	1	1.3%
Cancel contract	2	2.6%
Dock pay, then sack	1	1.3%
No penalty stated	2	2.6%
Total	77	100.0%

SELF-IMPOSED SCHEDULE	Count	Percent
No	347	42.3%
Yes	473	57.7%
Total	820	100.0%

SELF-IMPOSED ARRIVAL TIME (IF ANY)	Count	Percent
< 4 am	30	6.3%
4 am < 8 am	218	46.1%
8 am < Noon	105	22.2%
Noon < 4 pm	74	15.6%
4 pm < 8 pm	16	3.4%
8 pm to Midnight	30	6.3%
Total	473	100.0%

EASONS FOR SELF-IMPOSED SCHEDULE	Count	Percent
Unloaded first	140	29.6%
Queue for next load	125	26.4%
Pick up load	74	15.6%
Beat traffic	73	15.4%
Due for break	67	14.2%
Time is money	20	4.2%
Depot hours	61	12.9%
Cargo urgent	48	10.1%
Wide load curfew	11	2.3%
Total respondents	473	100.0%

* Multiple responses permitted

OPENING HOUR OF UNLOADING DEPOT	Count	Percent
< 4 am	113	13.8%
4 am < 8 am	481	58.7%
8 am < Noon	109	13.3%
Noon < 4 pm	6	.7%
4 pm < 8 pm	24	2.9%
8 pm to Midnight	30	3.7%
Don't know/NA	57	7.0%
Total	820	100.0%

LOSING HOUR OF UNLOADING DEPOT	Percent	
< 4 am		
4 am < 8 am		
8 am < Noon		
Noon < 4 pm	96	11.7%
4 pm < 8 pm	324	39.5%
8 pm to Midnight	159	19.4%
Don't know/NA	179	21.8%
Total	820	100.0%

DEPOT OPEN AT TIME OF ARRIVAL	Count	Percent
No	278	33.9%
Yes	539	65.7%
Not relevant	3	.4%
Total	820	100.0%

PROBLEM WAITING FOR DEPOT TO OPEN	Count	Percent
No	249	30.4%
Yes	29	3.5%
No problem - depot open	542	66.1%
Total	820	100.0%

NATURE OF PROBLEM	Count	Percent
Slept	148	18.0%
Had a break	33	4.0%
Get ready	6	.7%
Very short wait	2	.2%
Lost a load	6	.7%
Wasted time	9	1.1%
Untarp	8	1.0%
Wait for security	1	.1%
Took place in queue	3	.4%
Had a key	1	.1%
Nowhere to wait	2	.2%
Unloaded before open	4	.5%
No pay for waiting	2	.2%
Worked on truck	1	.1%
Left trailer	1	.1%
Socialised	2	.2%
Heavy traffic	1	.1%
Nowhere to park	1	.1%
Waited full weekend	1	.1%
No comment made	49	6.0%
Depot open - no wait	539	65.7%
Total	820	100.0%

DELAYS BEFORE UNLOADING OCCURRED	Count	Percent
No	546	68.0%
Yes	257	32.0%
Total	803	100.0%

REASON FOR UNLOADING DELAY	Count	Percent
Other trucks	108	13.4%
Staff	51	6.4%
Machinery unavailable	33	4.1%
Local trucks	43	5.4%
Machinery broken down	2	.2%
Goods owner	8	1.0%
Rain	4	.5%
Weigh bridge	5	.6%
Quality check	3	.4%
No delay	546	68.0%
Total	803	100.0%

TIME SPENT WAITING BEFORE UNLOADING	Count	Percent
No time	511	63.6%
< 1 hour	82	10.2%
1 < 2 hours	83	10.3%
2 < 4 hours	84	10.4%
4 < 8 hours	37	4.6%
8 < 24 hours	4	.5%
24 hours +	2	.2%
Total	803	100.0%

TIME SPENT DURING UNLOADING	Count	Percent
No time	55	
< 1 hour	299	37.2%
1 < 2 hours	301	37.4%
2 < 4 hours	125	15.6%
4 < 8 hours	21	
8 < 24 hours	1	
24 hours +	1	.1%
Total	803	100.0%

TIME SPENT ON PAPERWORK	Count	Percent
No time	526	65.5%
< 1 hour	273	34.0%
1 < 2 hours	4	.5%
Total	803	100.0%

METHOD OF UNLOADING	Count	Percent
On own	79	9.8%
With some help	57	7.1%
With forklift driver	417	51.9%
Someone else	7	.9%
Freight forwarder	243	30.3%
Total	803	100.0%

LEFT ON NEXT TRIP AFTER ..	Count	Percent
1 < 2 hours	32	16.6%
2 < 4 hours	47	24.4%
4 < 8 hours	34	17.6%
8 < 24 hours	49	25.4%
24 hours +	27	14.0%
Empty - no load	4	2.1%
Total	193	100.0%

EXPECT TO LEAVE ON NEXT TRIP AFTER ..	Count	Percent
1 < 2 hours	2	.5%
2 < 4 hours	8	1.8%
4 < 8 hours	41	9.3%
8 < 24 hours	179	40.6%
24 hours +	208	47.2%
Empty - no load	3	.7%
Total	441	100.0%

SETTING OF SCHEDULES BY COMPANIES	Count	Percent
No	137	16.7%
Yes	376	45.9%
Sometimes	307	37.4%
Total	820	100.0%

HOURLY RATES WOULD REDUCE SPEEDING	Count	Percent
No	327	39.9%
Yes	382	46.6%
Maybe	111	13.5%
Total	820	100.0%

COMPULSORY DRIVER TRAINING COURSES	Count	Percent
No	77	9.4%
Yes	680	82.9%
Maybe	63	7.7%
Total	820	100.0%

TOO EASY TO GET FINANCE	Count	Percent
No	248	30.2%
Yes	464	56.6%
Don't know	108	13.2%
Total	820	100.0%

PERCEIVED IMPORTANCE OF FACTORS AS CAUSES OF CRASHES
 (1 respondent did not answer any of these)

BEHAVIOUR OF OTHER TRUCK DRIVERS	Count	Percent
Not important	121	14.8%
Fairly important	196	23.9%
Important	183	22.3%
Very important	150	18.3%
Extremely important	169	20.6%
Total	819	100.0%

BEHAVIOUR OF OTHER DRIVERS	Count	Percent
Not important	4	.5%
Fairly important	17	2.1%
Important	62	7.6%
Very important	165	20.1%
Extremely important	571	69.7%
Total	819	100.0%

ATTITUDE OF TRUCK DRIVERS	Count	Percent
Not important	59	7.2%
Fairly important	152	18.6%
Important	249	30.4%
Very important	164	20.0%
Extremely important	195	23.8%
Total	819	100.0%

WEATHER	Count	Percent
Not important	135	16.5%
Fairly important	205	25.0%
Important	221	27.0%
Very important	148	18.1%
Extremely important	110	13.4%
Total	819	100.0%

NIGHT TIME DRIVING	Count	Percent
Not important	505	61.7%
Fairly important	138	16.8%
Important	86	10.5%
Very important	58	7.1%
Extremely important	32	3.9%
Total	819	100.0%

SPEEDING BY TRUCK DRIVERS	Count	Percent
Not important	163	19.9%
Fairly important	226	27.6%
Important	211	25.8%
Very important	122	14.9%
Extremely important	97	11.8%
Total	819	100.0%

POOR STANDARD OF HEAVY VEHICLES	Count	Percent
Not important	228	27.8%
Fairly important	149	18.2%
Important	133	16.2%
Very important	134	16.4%
Extremely important	175	21.4%
Total	819	100.0%

TRUCK DRIVERS' LACK OF DRIVING SKILL	Count	Percent
Not important	84	10.3%
Fairly important	133	16.2%
Important	172	21.0%
Very important	186	22.7%
Extremely important	244	29.8%
Total	819	100.0%

TRUCK DRIVERS' USE OF STIMULANT DRUGS	Count	Percent
Not important	409	49.9%
Fairly important	148	18.1%
Important	124	15.1%
Very important	52	6.3%
Extremely important	86	10.5%
Total	819	100.0%

CONDITION OF THE ROADS	Count	Percent
Not important	9	1.1%
Fairly important	5	.6%
Important	17	2.1%
Very important	38	4.6%
Extremely important	750	91.6%
Total	819	100.0%

ROUTES WITH HAZARDOUS CONDITIONS	Count	Percent
Pacific Highway	358	45.4%
New England Highway	65	8.2%
Mitchell Highway	7	.9%
Newell Highway	244	30.9%
Hume Highway	314	39.8%
Cann Valley Highway	4	.5%
Princes Highway	10	1.3%
Great Western Highway	24	3.0%
Mudgee Road	1	.1%
Midland Highway	1	.1%
Sturt Highway	54	6.8%
Bruce Highway	21	2.7%
Olympic Way Highway	6	.8%
Murray Valley Highway	1	.1%
Mt Lindesay Highway	1	.1%
Western Highway	13	1.6%
Leichhardt Highway	4	.5%
Silver City Highway	2	.3%
Summerland Way	1	.1%
Mid Western Highway	5	.6%
Eyre Highway	11	1.4%
Cunningham Highway	12	1.5%
Bruxner Highway	2	.3%
Calder Highway	1	.1%
Landsborough Highway	2	.3%
Northern Highway	1	.1%
Capricorn Highway	1	.1%
Federal Highway	8	1.0%
Oxley Highway	2	.3%
Barkley Highway	2	.3%
Warrego Highway	2	.3%
Cobb Highway	1	.1%
Ouyen Highway	1	.1%
Gwydir Highway	1	.1%
Monaro Highway	1	.1%
National Route 37	13	1.6%
State Route 78	1	.1%
State Route 81	1	.1%
State Route 82	9	1.1%
State Route 84	2	.3%
State Route 85	1	.1%
State Route 86	2	.3%
Road - no number	3	.4%
NSW-Qld Highways	2	.3%
Combined NSW route	4	.5%
Combined Queensland route	1	.1%
State Route 94	3	.4%
All Queensland roads	3	.4%
All Australian roads	14	1.8%
All NSW roads	48	6.1%
Total respondents	789	100.0%

* Multiple responses permitted: drivers could name 2 routes

METHODS OF MAINTAINING CONCENTRATION	Count	Percent
Listen to music	606	73.9%
Listen to radio, CB	627	76.5%
Talk on CB radio	523	63.8%
Take pills on all trips	72	8.8%
Take pills sometimes	306	37.3%
No problem to maintain concentration	322	39.3%
Mental stimulation	42	5.1%
Take a break	50	6.1%
Smoke, eat, drink	53	6.5%
Total respondents	820	100.0%

* Multiple responses permitted

AGE OF THE DRIVER	Count	Percent
17 to 24 years	41	5.0%
25 to 34 years	318	38.8%
35 to 44 years	298	36.3%
45 to 54 years	134	16.3%
55 to 59 years	20	2.4%
Over 60 years	9	1.1%
Total	820	100.0%

SEX OF THE DRIVER	Count	Percent
Female	5	.6%
Male	815	99.4%
Total	820	100.0%

NO. OF FINANCIALLY DEPENDENT CHILDREN	Count	Percent
No dependent children	330	40.2%
1	133	16.2%
2	195	23.8%
3	104	12.7%
4	41	5.0%
5	12	1.5%
6	2	.2%
7	3	.4%
Total	820	100.0%

SICK DAYS IN LAST 12 MONTHS	Count	Percent
0 days	589	71.8%
1 - 4 days	83	10.1%
5 - 14 days	77	9.4%
15 - 29 days	16	2.0%
30 - 98 days	43	5.2%
> 14 weeks	12	1.5%
Total	820	100.0%

REVIIOUS OCCUPATION	Count	Percent
Always a truck driver	202	24.6%
Managers & administrators	78	9.5%
Professionals	15	1.8%
Para-professionals	20	2.4%
Tradespersons	243	29.6%
Clerks	17	2.1%
Salesp. & personal service workers	13	1.6%
Plant & machine operators, & drivers	83	10.1%
Labourers & related workers	112	13.7%
Armed forces	23	2.8%
Unable to classify	14	1.7%
Total	820	100.0%

UNDERTAKEN SPECIALISED DRIVER TRAINING	Count	Percent
No	586	71.5%
Yes	234	28.5%
Total	820	100.0%

METHOD OF PAYMENT FOR EMPLOYEE DRIVERS	Count	Percent
Fixed salary	76	14.9%
Percent of truck earnings	50	9.8%
Paid per trip	328	64.3%
Salary + extra	48	9.4%
Hourly rate	8	1.6%
Total	510	100.0%

HOUSEHOLD INCOME FROM TRUCK DRIVING	Count	Percent
Don't know	39	4.8%
Under \$9 000	76	9.3%
\$ 9 001 - \$15 000	58	7.1%
\$15 001 - \$22 000	83	10.1%
\$22 001 - \$32 000	205	25.0%
\$32 001 - \$50 000	228	27.8%
\$50 001 - \$60 000	53	6.5%
\$60 001 - \$75 000	18	2.2%
Over \$75 000	33	4.0%
Refused	27	3.3%
Total	820	100.0%

HOUSEHOLD INCOME FROM OTHER ACTIVITIES	Count	Percent
No income	423	51.6%
Under \$9 000	63	7.7%
\$ 9 001 - \$15 000	63	7.7%
\$15 001 - \$22 000	55	6.7%
\$22 001 - \$32 000	33	4.0%
\$32 001 - \$50 000	15	1.8%
\$50 001 - \$60 000	5	.6%
Over \$75 000	1	.1%
Don't know	21	2.6%
Refused	7	.9%
No other people in household	134	16.3%
Total	820	100.0%

OVERLOADING FINES IN LAST 12 MONTHS	Count	Percent
0 fines	518	63.2%
1 - 3 fines	267	32.6%
4 - 6 fines	24	2.9%
7 - 9 fines	8	1.0%
10 + fines	3	.4%
Total	820	100.0%

TOTAL COST OF OVERLOADING FINES	Count	Percent
No fine	518	63.2%
< \$250	28	3.4%
\$250 < \$500	51	6.2%
\$500 < \$1000	45	5.5%
\$1000 +	92	11.2%
Not stated	86	10.5%
Total	820	100.0%

TRUCK FAULT FINES IN LAST 12 MONTHS	Count	Percent
0 fines	734	89.5%
1 - 3 fines	73	8.9%
4 - 6 fines	10	1.2%
10 + fines	2	.2%
Not stated	1	.1%
Total	820	100.0%

TOTAL COST OF TRUCK FAULT FINES	Count	Percent
No fine	734	89.5%
< \$250	59	7.2%
\$250 < \$500	11	1.3%
\$500 < \$1000	6	.7%
\$1000 +	5	.6%
Not stated	5	.6%
Total	820	100.0%

LOG BOOK FINES IN LAST 12 MONTHS	Count	Percent
0 fines	482	58.8%
1 - 3 fines	258	31.5%
4 - 6 fines	55	6.7%
7 - 9 fines	4	.5%
10 + fines		2.3%
Not stated		.2%
Total		100.0%

TOTAL COST OF LOG BOOK FINES	Count	Percent
No fine	482	58.8%
< \$250	171	20.9%
\$250 < \$500	80	9.8%
\$500 < \$1000	43	5.2%
\$1000 +	24	2.9%
Not stated	20	2.4%
Total	820	100.0%

SPEEDING FINES IN LAST 12 MONTHS	Count	Percent
0 fines	367	44.8%
1 - 3 fines	334	40.7%
4 - 6 fines	83	10.1%
7 - 9 fines	13	1.6%
10 + fines	21	2.6%
Not stated	2	.2%
Total	820	100.0%

TOTAL COST OF SPEEDING FINES	Count	Percent
No fine	367	44.8%
< \$250	185	22.6%
\$250 < \$500	100	12.2%
\$500 < \$1000	89	10.9%
\$1000 +	61	7.4%
Not stated	18	2.2%
Total	820	100.0%

OTHER FINES	Count	Percent
Talking on CB	1	4.0%
Through amber light	1	4.0%
Negligent driving	4	16.0%
Parking	4	16.0%
No seatbelt	1	4.0%
Over height/length	8	32.0%
Through red light	2	8.0%
Lacking permit	1	4.0%
Tailgating	2	8.0%
Turning incorrectly	1	4.0%
Total	25	100.0%

NUMBER OF OTHER FINES RECEIVED	Count	Percent
1 - 3 fines	21	84.0%
4 - 6 fines	2	8.0%
7 - 9 fines	1	4.0%
10 + fines	1	4.0%
Total	25	100.0%

TOTAL COST OF OTHER FINES	Count	Percent
< \$250	19	76.0%
\$250 < \$500	2	8.0%
\$500 < \$1000	1	4.0%
\$1000 +	2	8.0%
Not stated	1	4.0%
Total	25	100.0%

METHOD OF DETECTION FOR SPEEDING FINES	Count	Percent
Radar trap	215	47.5%
Marked car	109	24.1%
Unmarked car	126	27.8%
Not stated	3	.7%
Total	453	100.0%

ANY CRASHES IN LAST 2 YEARS	Count	Percent
No	679	82.8%
Yes	141	17.2%
Total	820	100.0%

NO. OF CRASHES IN LAST 2 YEARS	Count	Percent
1	117	83.0%
2	20	14.2%
3	1	.7%
4	2	1.4%
6	1	.7%
Total	141	100.0%

OTHER VEHICLE INVOLVED IN LAST CRASH	Count	Percent
No	38	27.0%
Yes	103	73.0%
Total	141	100.0%

TYPE OF OTHER VEHICLE INVOLVED (IF ANY)	Count	Percent
Car	83	80.6%
Car towing	1	1.0%
Coach/bus	2	1.9%
Other heavy vehicle	9	8.7%
Car+coach+heavy vehicle	2	1.9%
More than one vehicle	1	1.0%
Car + heavy vehicle	2	1.9%
Small truck	2	1.9%
Car + motorbike	1	1.0%
Total	103	100.0%

DAMAGE TO OTHER VEHICLE AND PASSENGERS	Count	Percent
Write off, fatality	14	13.6%
Write off, injuries	12	11.7%
Write off, no injuries	27	26.2%
Minor damage, injuries	1	1.0%
Minor damage, no injuries	46	44.7%
Injuries	1	1.0%
No damage	2	1.9%
Total	103	100.0%