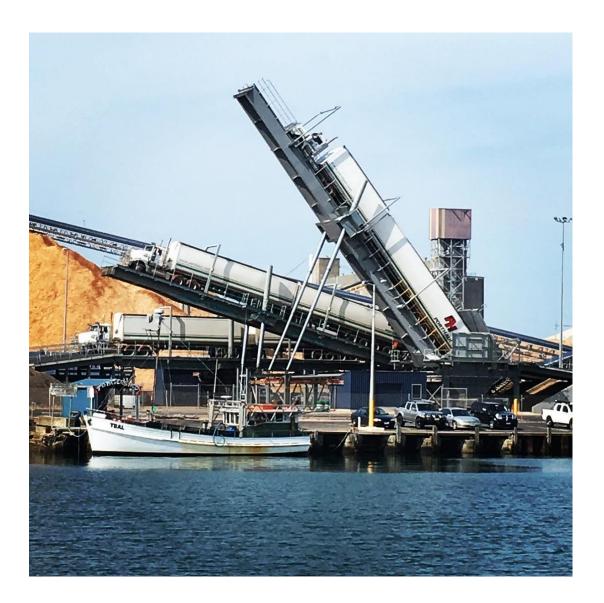


TRUCK SPOT



GREEN TRIANGLE.

Report on outcomes of Truck Drivers having direct input into Safer Roads.

By John Ernst December 2021

Funded through the National Heavy Vehicle Safety Initiative

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EXECUTIVE SUMMARY:

Truck Spot represents a model by which the observations of truck drivers with regard to road infrastructure safety concerns can easily be captured. This is seen as an important and proactive mechanism to reduce the likelihood of serious injury or deaths from road crashes which may be caused by deficiencies in road design or conditions.

The project grew out of an ongoing frustration by truck drivers in the regions of Gippsland and the Green Triangle (that are part of local Safe Freight Networks) to be able to be proactive in the identification of safety issues on the roads they drive daily. Up until then it had been complaints driven processes that had seen road safety improvements, or the road owners would apply "upgrades" which often didn't allow for the needs of truck drivers resulting, in some cases, of new crashes occurring. This was particularly the case where new roundabouts were installed with inappropriate cambers resulting in some rollovers occurring.

TruckSpot was developed as a pilot project to allow drivers and operators to use a GIS mapping exercise to create hotspots where they saw problems with the road infrastructure. They were invited to provide their opinions, and this allowed for a clearer picture of the situation. The intention would be to use these maps as a baseline and repeat the exercise at regular intervals to establish if improvements are occurring.

Local champions were engaged in both regions to engage with the local drivers and operators. These people worked with the drivers and operators to further refine how TruckSpot would look and also to engage them in the process of using TruckSpot as it went live.

The program was designed to run for a specified period in order to provide a snapshot of what the issues were during a particular timeframe as well as provide a baseline against which future consultations could occur during similar periods in the future.

The outcomes of the consultations were recorded by CrowdSpot and developed into a data report which consisted of both Heat Maps and Comments Report, this data then needed to be translated into a project report.

The heat mapping identified many intersections on high-speed highways, they identified sight lines and road surfaces and locations for future truck rest areas. The report then looked at each of these spots and made a desktop assessment as to whether further investigation is required such as immediate action required. Initial heat map data was sent immediately to road owners and resulted in several improvements being made. Each spot was then identified to see if any rectification work required significant investment or redesign. This assessment then resulted in one of four recommendations being made this being:

1) Immediate action recommended.

- 2) Further consultation required with users.
- 3) Desktop Safe System Assessment.
- 4) Major Safe System Assessment (including site visit).

The other major part of this assessment has been to identify the top 5 spots in each Region.

Major finding from the project was that despite a pandemic gripping all sectors of industry that transport drivers still valued the opportunity to be consulted on their road infrastructure safety concerns.

AT A GLANCE

The following priorities were identified by drivers during TruckSpot:

Green Triangle:

- 1) Princes Highway, Victoria Poor Surface
- 2) Glenelg Highway & Portland-Casterton Road Over-hanging trees
- 3) Border Road, Victoria Poor surface, too narrow, Overhanging trees
- 4) Casterton/Penola Road Poor surface
- 5) Western Highway Horsham to Bordertown General upgrade required

BACKGROUND:

During 2019 the Truck Safety Networks in both Gippsland and the Green Triangle had been identifying road infrastructure that they felt was contributing to an unsafe working environment for their drivers. They wanted to develop a mechanism to allow their drivers to identify areas of the road network that caused these concerns – conversely the networks were also aware of roads they felt contributed to road safety. These roads have features, the drivers felt, that may be useful examples that could be applied in other areas.

Road owners were also keen to hear from local drivers and to better understand their priorities, it was preferable that a broad cross-section of the drivers could be consulted and that this may result in a priority listing.

During this period, the Project Manager of Safe Freight Networks Australia had been working with a local Government in in Gippsland to identify similar issues with road infrastructure as it related to the safety of cyclists. This project used and organisation called CrowdSpot which provided GIS data sets to develop heatmaps after a suitable period of community engagement and consultation. This service was seen as the most useful and applicable to the issues being identified by the truck networks as it ticked all the boxes with regard to being able to be portable and scalable.

The other area of concern over the past decade was the practice of funding road improvements based on a "blackspot" funding model, which required a road death (preferably several) prior to accessing funding for a solution. The drivers felt that many of these areas where road deaths occurred were known to them and had they had a mechanism to identify these areas sooner that rectification works may have prevented deaths from occurring.

An application was made to the NHVR under the HVSI program to work with these networks to develop this pilot project as well as support local champions to engage with the regions to identify the road safety

concerns. CrowdSpot was identified as the project partner in this project and was engaged when funding was secured.

The data that we have in relation to the correlation between casualty crashes and road infrastructure is mixed, however we were aware that better road infrastructure and road furniture appears to reduce casualty crashes. Certainly, by applying safe system principles to known crash sites we can immediately recognise that road infrastructure can provide the protection required to save a life or reduce the chances of serious injury. Both Gippsland and the Green Triangle follow the national trend which sees the majority of casualty crashes involving a single vehicle or if there are other vehicles these crashes occur as result of head on crashes or where two high speed roads intersect. Another area of concern was the identification of rest stops for fatigue management with one major transport route identified as having no formal rest areas for any drivers, including light vehicle drivers. When this issue was identified the report reflected with a recommendation for further consultation. This is because it is known that stakeholder engagement early in any planning process ensures a better outcome when capital works is required.



PROJECT DEVELOPMENT:

As we are well aware, COVID 19 struck and from the 19^{th of} March 2020 restrictions began to be implemented. This started with restricting the way freight and people moved around Australia. We know that this led to a dynamic situation which was punctuated by a combination of lockdowns and travel restrictions. For the Heavy Freight Industry, it was especially difficult as they were suddenly faced with a range of additional restrictions and regulations which varied from state to state. Against this background it now became impossible to meet face to face as had been scheduled – fortunately, for key decisions about the project, we were able to hold several face-to-face meetings locally. Our two local champions ensured that local companies views were represented.

The project was developed in conjunction with the company CrowdSpot and the truck networks. Local facilitation occurred after several local road safety champions were identified and engaged in support of the project (Gibson's Ag Spread in Gippsland & Port Haul in the Green Triangle). Other major support came from the Victorian Livestock Transport Association and Australian Trucking Safety Services and Solutions.

The project was developed by taking the CrowdSpot process and redesigning it so that it was suitable to be used by truck drivers which on the road. This meant it needed to have a portable application developed for use on smart devices such as mobile phones. CrowdSpot assisted us with this process and the end result was a program that was easily useable by drivers and operators.

Whilst COVID meant any thoughts of a gathering of drivers was difficult peak associations and the NHVR through their news bulletins provided many opportunities to enable the links and access to the Truck Spotting project for drivers. Local media through Regional Newspaper also discussed the Truck Spot opportunities as did the National Road Transport magazine "Big Rigs". Across Victoria ABC Drive Victoria also discussed Truck Spot on the afternoon show.

The website went live during early January 2021 and remained live till after Easter. While the mapping process was designed to highlight the regions of Gippsland and the Green Triangle it was possible to "spot" areas outside these boundaries and this information was also made available to relevant people.

Consultation with stakeholders occurred right through the website design processes and saw several versions of the website go through Alpha testing during November and December 2020. This was to ensure that driver's feedback was incorporated as well as to test the website on smaller handheld devices such as mobile phones on various platforms including Apple, Windows and Android platforms.

In order to maximise the use of the available funds and to keep costs down it was decided to have a live website instead of an App which could be downloaded. This was agreed on provided the website could be easily accessed. For this purpose, a QR code link was also included in any advertising material that went out.

HOW DATA WAS COLLECTED:

The data was collated by CrowdSpot on behalf of Safe Freight Networks Australia. The data came in whenever a person opened the specially designed website and created a "spot". This allowed participants to create a visual representation on a map of where they felt the issue was as well as space to discuss the issue and any solutions. There was also an opportunity to answer some basic questions about themselves and the safety of the vehicle they drive (though this part was optional). All responders could remain anonymous if they wished and most chose this option.

The majority of responders appeared to be from individual drivers though a few corporate operators took the opportunity to collate some of their existing driver reports and place the road issues on Truck Spot based on this internal information. There was no way to distinguish the participants from each other and this may need to be discussed should a future project use this process, if it was felt to be important.

CrowdSpot provided heat maps as well as comments in the form of simple data maps. This data was then collected by Safe Freight Networks Australia and spots matched against Google Maps where these were available. The total package of data was then used to develop this report.

HOW THE DATA IS USED IN THIS REPORT:

Data collected provides both a visual and descriptive representation of a snapshot taken during the period from January 2021 till April 2021. The information will inform recommendations for further actions after identifications of the places occurs. A *spot* will be identified with its location identified on Google Maps

(reference point provided). Each location will be subject to a quick desktop assessment before they are subjected to one of four possible recommendations these being:

- 1) Immediate action recommended.
- 2) Further consultation required with users.
- 3) Desktop Safe System Assessment.
- 4) Major Safe System Assessment (including site visit).

Each of the Regions have their own reporting section included with a summary of recommendations included at the end of their reports. A collation of these is found in the final appendix. The project has therefore identified the top 5 priority areas in each of the Regions.

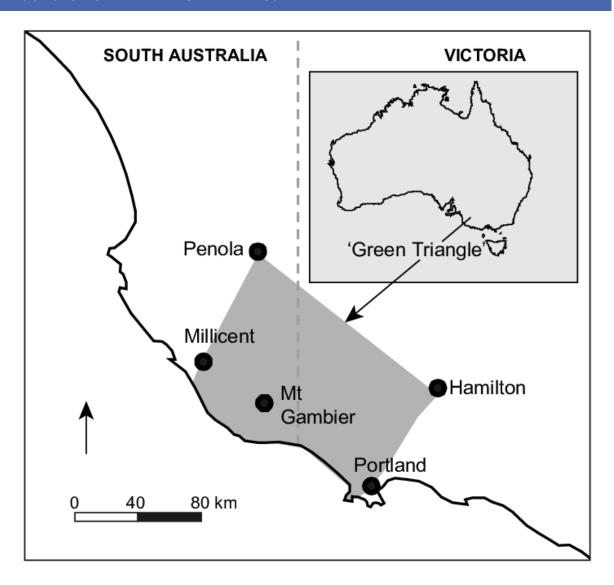
THE PEOPLE AND ORGANISATIONS INVOLVED:

The project was run in both the Gippsland Region as well as the Green Triangle Region. It was facilitated by Safe Freight Networks Australia in partnership with drivers and companies from these areas. The steering group for the project was made up of members from both area's safe freight networks as well as some State based peak bodies and State Government departments representatives.



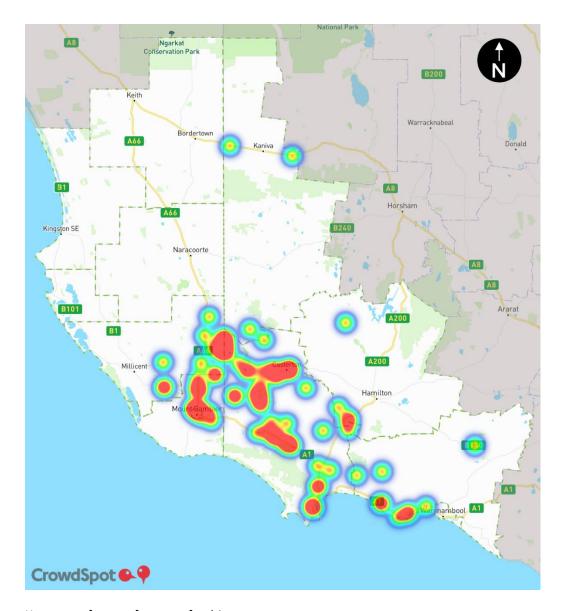
FUTURE OPPORTUNITES

The project provides opportunities for further investigation and improvements. The first being that it can act as an audit tool to seek regular user input into the road network by a significant stakeholder group and the second is that it can provide a model for consultation in other parts of the country to identify similar priorities.



This area is dominated by the timber industry and the movement of forests products covers all aspects of forestry. From planting to harvesting, processing to distribution forestry is dependent on the Heavy Transport industry to move machinery, logs and processes timber as well as chips. Several major freight corridors are used to move product to the port at Portland in Victoria. Processing occurs at Mount Gambier where timber is either chipped or processed for other uses. Other major industries in the region are agriculture and all the associated transport requirement – equipment, livestock and grain – are all moved using heavy vehicles.

During this consultation, the industry identified their key areas of concern using TruckSpot. The process didn't distinguish between the transport types or the product they may have moved, it simply provided an opportunity for all drivers to have their say. The road network is also shared by all industries.



Heat map of areas of concern for drivers

What the heat map tells us:

The Clear indication is that major transport corridors between Mount Gambier and Portland and through to Warrnambool present the major concerns. From this we have been able to use the data to drill down to specific sites and this are listed at priorities for this area. In addition to these sites there is a lot of additional sites that have been identified in the appendix and should be noted as priorities as some of the notes provided with the comments warn of significant safety concerns for those roads.



Priority 1

Princes Highway between Mount Gambier and Portland with poor road surface identified. The comments associated with this spot included – potholes, subsidence resulting in water channelling, broken edges, surface delamination.



Channelling & Delamination

Recommendation: Immediate action recommended & Further consultation required with users.

Priority 2

Glenelg Highway & Portland-Casterton Road with Over-hanging tress as a major concern. Drivers have reported moving across the centre line of the road in order to avoid trailer and truck damage at number sites.

Some very effective clearing work was completed during 2019 and 2020 however drivers remain concerned that damage caused to vehicles as well as the requirement to move across the road is resulting in many nearmiss situations.

Recommendation: Immediate action recommended & Major Safe System Assessment (including site visit).

Priority 3

Border Road Victoria – Poor surface, too narrow, Overhanging Trees. This road is used by members of the Victorian Livestock Transport Association members and many other farm serving vehicles. Reports of animal welfare concerns, vehicle damage and several major injury crashes have already occurred on this road section. Vehicle damage is caused by both the rough surface as well as vehicle strikes with both overhanging vegetation and growing in from the side.



Recommendation: Funding is sought for a Safe System Assessment to recommend priority treatments for this road. It is anticipated any permanent fix will require several million dollars of road works as such a SSA is recommended prior to any work happening.

Recommendation: Major Safe System Assessment (including site visit).

Priority 4

Casterton – Penola Road – Poor Surface. This road is used extensively by a range of vehicle types and is one of the feeder roads for timber and agriculture. There is a desire to move to high productivity vehicles which will



reduce road damage however it is a chicken and egg scenario as the road surface needs to improve so that vehicle damage is reduced. Fleet managers have been able to quantify the damage caused by the road surfaces based on maintenance issues that arise from specific routes. This data is kept by the larger fleet companies and provides an accurate assessment on how poor road

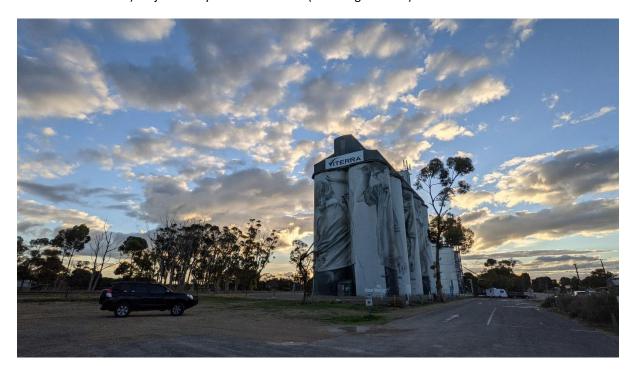
surfaces contribute to additional vehicle maintenance. Consideration also needs to be given to drivers as we are aware that increases in Noise Vibration and Harshness contribute significantly to driver fatigue.

Recommendation: Immediate action recommended & Further consultation required with users.

Priority 5

Western Highway – General Upgrade Required. The section identified in this survey is that section which sits in the northern section of the Green Triangle and forms part of the main freight corridor between Melbourne and Adelaide. Identification of specific issues have been detailed in the comments about the highway. It is a well known and used section of road that has long ago seen its capacity exceeded by the volume of freight moved along it comments include surface (which varies over the length) lack of passing and rest areas. Patchwork repairs and little evidence of making it a National Priority.

Recommendation: 4) Major Safe System Assessment (including site visit).



ADDITIONAL ROADS IDENTIFIED IN THE GREEN TRIANGLE.

Location	Desc iption
Western Highway, Victoria	users
	Cars, buses and confused tourists stop on the highway waiting to turn into Tower Hill reserve. When traveling east to west there is poor visibility that vehicles are stopped on the highway during congested tourist travel times. With a truck there is
Entrance Road, Koroit Victoria	bare
Western Highway, Victoria	road needs ripping up and starting again, excessive hollows and dips
Princes Highway, Port Fairy Victoria	Road has poor surface there are no overtaking lanes or turning lanes
	This road is a well used road that is only one lane and has many potholes that cause major damage. This is a critical road
Woolsthorpe - Heywood Road, Victoria	that is used by many and I have witnessed lot of near misses from cars loosing control on this road
Princes Highway, Victoria	Road has very bad series of bumps , nearly shakes steering wheel out of your hand if caught unaware.
Nelson - Winnap Road, Victoria	Road has very bad series of bumps , nearly shakes steering wheel out of your hand if caught unaware.
	The Woolsthorpe/Heywood Road is a designated B Double truck route yet the road between the Warmambool/Hamilton Road and the Port Fairy/Hamilton Road - 50km - is predominately single lane with potholed and damaged surface, severe
Woolsthorpe-Heywood Road, Victoria	drop off to the road sho
Coleraine - Balmoral Road, Victoria	This is a narrow, windy road with limited visibility and soft edges that we drive A-double road trains on.
Coleranic Bannoral Hoday Frecond	Poor surface all the way from portland to Geelong. Not good enough! Some sections are really rough. Whats being done?
Princes Highway, Port Fairy Victoria	Not enough!
Wilsons Road, Portland Victoria	road narrow over grown trees drive ways over grown
Henty Highway, Portland Victoria	rough pot holes truck and cars swerving to miss them
Princes Highway, Victoria	rough road uneven surface
Princes Highway, Victoria	road has sunk
	the dips in the road and airbag suspensions get out of sync and the truck and trailer going down meets the hump coming u
Doughboy Road, Victoria	and everything jumps up in the air
	This section of the Woolsthorpe-Heywood Road is single lane. The road is so damaged, in parts it is barely wide enough for
	a vehicle and the roadsides are riddles with potholes and huge drop offs, it s very dangerous when meeting oncoming
Woolsthorpe-Heywood Road, Victoria	vehicles.
	Section of Henty / Princes A1 highway from Meaghers Rd to Flowers road is of a very sub standard surface suffering from
Drivers Highway Heathers on Misteria	lack of drainage an soaking water the road surface suffers dramatically and has broken up to the extent that you need to
Princes Highway, Heathmere Victoria	straddle the
Dartmoor - Hamilton Road, Victoria	The road is very rough with large amounts of subsiding patches on both sides from the Mackenzie creek road intersection west to the top of the hill
Portland - Nelson Road, Portland Victoria	Bdouble trucks entering and exiting c3 timber facility. 80km stretch of road near corner, hazard for general traffic.
Princes Highway, Lyons Victoria	Very rough surface
Princes Highway, Winnap Victoria	Uneven road. Makes truck do a mexican wave up and down
Dartmoor - Casterton Road, Victoria	Was recently repaired but is no better than it was
Border Road, Victoria	Very rough pot holed section. Has had many holes fixed here. Bashes truck around a lot.
	Limestone goat track. Needs to be bitumen, at least single lane with limestone shoulders. Trees need cutting back all along
Border Road, Victoria	this road from southern end to northern
Princes Highway, Lyons Victoria	Lots of potholes between egg farm and pine factory
	Eastbound lane 2 severe potholes one in right of lane and then another on left of this lane in apex of eastbound lane specially in a car and wet surface can cause loss of control in the unaware drivers they arent large holes however severe
Princes Highway, Victoria	and sharp even
	When travelling east bound and turning onto Portland-Casterton Rd from Glenelg Hwy there is overgrown vegetation on the
Portland - Casterton Road, Casterton Victoria	corner, making it difficult to see oncoming vehicles and give way.
Princes Highway, Victoria	Has a drop off on the left hand side when east bound. From the new bitumen onto the old.
Princes Highway, Lyons Victoria Princes Highway, Mount Gambier South Australia	Build up on left fog line throws vehicle into right lane. Potholes
Finices Highway, Mount Gambler South Australia	Very dangerous when turning left out of Pine hall av onto the Riddoch highway.
Danala Dand Maunt Cambias South Australia	Needs a left turning , merging lane.
Penola Road, Mount Gambier South Australia	Many years overdue.
Mile Hill Road, South Australia	Have to be on the top 10 worse roads in SA. From Glencoe west rd to the Overland track.
Wille Hill Road, South Australia	Both lanes have very rough wheel tracks
Riddoch Highway, South Australia	From Pinehall av to Worralong rd.
madem night ay, seath nashana	Urgently needs a left turn lain from Fairbanks rd.
	Have numerous vehicles over take up and over the hill.
Princes Highway, South Australia	Will only be time before a serious headon colision occurs.
- ·	Poor surface, very rough and bounces the truck around. Worst section is between the border and Tower Road, but is poor th
Casterton - Penola Road, South Australia	majority of the way into Penola.
	Rough section of Casterton-Penola Rd, especially on these 2 corners. Hazardous when passing another heavy vehicle, the
Casterton - Penola Road, Victoria	road is narrow with no shoulders.
Myaring - Pieracle Road, Victoria	Hard to see oncoming traffic when continuing right onto Grubbed Road, also hazardous when exiting onto Myaring-Pieracle
	Crossing Glenelg Hwy from Chaffeys Lane onto Casterton-Dartmoor Rd - issues with sapling trees getting bigger when
	looking to the east for oncoming traffic coming from Casterton. Not the best crossing as it is on a corner, the saplings are
Dartmoor - Casterton Road, Victoria	now making it
McEnrop Boad Couth Australia	Overhanging limbs along this stretch on McEnroe. Over the years limbs have come down often enough. Worse in winter
McEnroe Road, South Australia	when trees are wet and can hit top of cab Overgrown and overhanging vegetation between Doughboy Pd and Casterton Benola Pd. Narrow road. Makes oncoming
	Overgrown and overhanging vegetation between Doughboy Rd and Casterton-Penola Rd. Narrow road. Makes oncoming traffic hard to see. Has been better maintained in recent years with more room on side of the road to pull off if needed
Heathfield Lindsay Road, Victoria	traffic nard to see. Has been better maintained in recent years with more room on side of the road to pull off if needed however better signage
neddineid Emusay Road, Victoria	Very poor section of road stretching from when bitumen ends to Old Comaum Rd. Parts of road wash away badly during
Tricia Reschke Road, Coonawarra South Australia	winter. Multiple spots have had patch ups done to a poor standard. Needs a lot of work.
	when turning right from worrolong rd (heavy vehicle bypass) onto riddoch hwy, vision of vehicles coming from mt gambier is
	hard to see because of dip in road. Due to extended time to move through the intersection vehicles are on top of you before
	you kno

PULL LUC L COLLAND	
Riddoch Highway, South Australia	north bound road in overtaking lane is completely worn out and uneven hole surface
Riddoch Highway, Tarpeena South Australia	uneven surface and very rough
Riddoch Highway, South Australia	very uneven on corner and big bumps in road were they joined the new bypass price to old bit of road
O'Leary Road, Mount Gambier South Australia	Road sunken and really rouph
Princes Highway, Winnap Victoria	The road surface of this area is wavy, throws the truck around.
O'Leary Road, Mount Gambier South Australia	rutting and rough surface
Princes Highway, Lyons Victoria	Road surface is too smooth, water sheets when it rains causing lack of traction
Casterton - Penola Road, Victoria	surface too smooth and lack of traction when wet. Sap from trees over road maybe an issue also?
Casterton - Penola Road, South Australia	Rough as hell
Casterton - Penola Road, Victoria	Rough surface, can shake steering wheel out of hand
Casterton - Penola Road, South Australia	Very uneven surface, wobbles truck
Portland - Casterton Road, Casterton Victoria	Cannot see traffic coming.
Kaladbro Road, Victoria	Blind turn around the Kerr Swamp area. Narrow road with a blind corner in both directions. History of near misses.
Wilkin - Strathdownie Road, Victoria	Blind turns due to overgrown vegetation throughout
Princes Highway, Heathmere Victoria	Bloody rough on gear
Riddoch Highway, South Australia	Hanging limbs hitting the top of bolsters.
Heathfield Lindsay Road, Victoria	Hanging limbs make it difficult to see oncoming traffic turning onto Casterton Rd from Heathfield-Lindsay.
Glenelg Highway, Casterton Victoria	Overgrown vegetation making it difficult to see oncoming traffic.
Border Road, Victoria	Low hanging limbs making it difficult to see oncoming traffic.
Wilkin - Strathdownie Road, Victoria	Overgrown vegetation and low hanging limbs providing visual obstructions.
Shanks Road, Victoria	Ruts on road that can throw truck around.
Dartmoor - Casterton Road, Victoria	Overgrown trees making it difficult to see oncoming traffic when crossing highway.
	When exiting Worrolong Rd onto Glenelg Highway, hard to see oncoming traffic in either direction due to crests in road. An
Worrolong Road, South Australia	extended 80kmph zone and more signage either side of Worrolong Rd would improve safety.
Mount Mcintyre Road, South Australia	Narrow road, poor surface / rough
Mile Hill Road, South Australia	Very rough road, bounces truck around
	Low patch in middle of road (near centre line), changes camber of road to opposite of what it should be. It can throw truck
Casterton - Apsley Road, Roseneath Victoria	around.
Portland - Casterton Road, Victoria	LH fog lines drops away reversing camber when you dont want it to
	this corner is uneven and rough and extremely dangerous corner as you hit double lane heading to tarpeena and same road
Riddoch Highway, South Australia	overtaking left lane stuffed
Crawford bridge, Victoria	Single lane bridge. Foggy mornings are a real issue.
Glenelg Highway, Casterton Victoria	Blind exit coming out of Riordan fuel depot
Grubbed Road, Victoria	Overhanging branches when turning onto grubbed rd from wilkin-strathdownie rd. Hard to see oncoming vehicles.
Myaring - Pieracle Road, Victoria	Hard to see oncoming traffic coming across the bridge when turning onto Grubbed Rd
Riddoch Highway, Nangwarry South Australia	Riddoch highway souhern end nagawarry rough patches on north bound lane, repaired road surfaces
Tower Road, South Australia	Tower road half way along, road surfaces are hard turning into potholes
Border Road, Victoria	Poor surface all along border road, trees obstructing vision on both sides
Casterton - Penola Road, Victoria	Poor road surface which causes the truck to nearly go airborne!
Shepherds Lane, South Australia	Poor road surface, the gravel gets boggy as soon as there is any wet weather and creates massive pot holes.
Dorodong Road, Victoria	Overgrown vegetation and low hanging trees which cause poor visibility.
Princes Highway, Lyons Victoria	Rough between Dartmoor and Heywood, especially around Greenwald / Lyons
	Blind corner, vision obstructed by trees, rough / uneven section on northbound left edge of road. have to take wide incase of
Kaladbro Road, Victoria	incoming traffic, have to hit rough section.
Paltridge Road, South Australia	Trees on right hand side blocking vision when turning onto McEnroe Rd from Paltridge Rd.
Wallacedale - Hamilton Road, Branxholme Victoria	Overhanging trees not enough room for two vehicles to meet
Wallacedale - Hamilton Road, Branxholme Victoria	Trees to close to road
North Wallacedale Road, Victoria	Trees to low can, Äôt go under without hitting top of truck informed the shire and the only action I get is a phone call
·	Pavement to narrow no shoulder trees hanging over road not physically wide enough for two trucks to meet I have reported
Dartmoor - Hamilton Road, Victoria	this to vicroads on several occasions over the past 3 years and nothing has been done
	east bound just out of hexham opposite the cementary is a pothole that will soon get someone admitted to the cementry if
Hamilton Highway, Hexham Victoria	its not fixed

CONCLUSSION

The Green Triangle has many important freight corridors, the outcomes of these surveys indicate a variety of issues and challenges that drivers have to face on a daily basis. Applying a safe systems approach to tackling these challenges must include serious consideration to making roads safer. Unfortunately the default position recently has been to lower speeds — while speed is a contributing factor in casualty crashes there also needs to be incorporation of safety by design, that is that consideration needs to be given to using Safe Systems principles in the design and build of roads and roadside furniture (such as barriers) so as to ensure that safety is improved without sacrificing productivity (which is often directly related to the ability to move freight in a timely manner).

ACKNOWLEDGEMENTS

This project was about giving those living and working on the road a voice – it provided a opportunity for their story about what they see through their windscreen everyday to be told. Special mention needs to be made of the key players that made this possible.

Organisations include all those that are part of the Green Triangle Safe Freight Group:

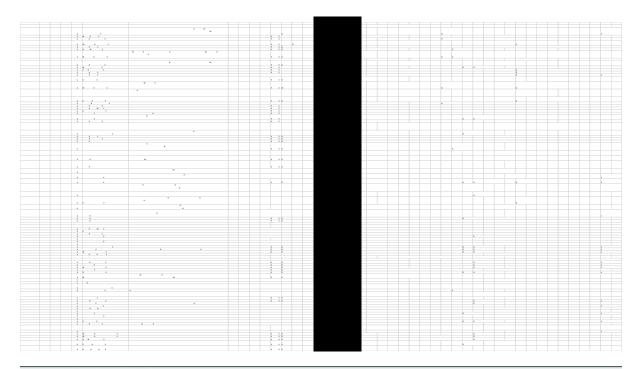
With special mention to the following organisations:

NHVR - National Heavy Vehicle Safety Initiative Hancock Victorian Plantations (Mount Gambier Office) **Porthaul** Fennell Forestry Rural Roads Victoria Department of Transport (Barwon South West) Vic Pol (Highway Patrol Portland & Warrnambool) OneFortyOne (Mount Gambier Office) Austgum Kalari (Mount Gambier) LV Dohnt & Co McColl's Livestock & Rural Transporters Association of Victoria **Trucking Support Agency** Big Rigs Cummins Green Triangle Forest Industries Hub Volvo Australia **TPPL** Saputo CrowdSpotIndividuals for special mention for doing some great local work in getting drivers involved:

Jodi Fry, John Garrihy, Simone Reinertsen and our mutual good friend Alan (Pinny) Pincott.

APPENDIX

Da	4	xcoo d	ycoo d	/is ble	ora ion	Description	equency	Brushness	to Demog	D vine Ev	Tv e Cherk	Tv e Che 1	Calmine 4	lene .
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18 01 2021 9 59	407757	147 16819	-37 935542	TRUE	P inces Highway Mun o V cto ia T a algon C eek Road T a a gon	son ise and sunset the election of he balles can bind drive's Majorlog truck tho ough a erhat is very narrow Pushbike ide's insist on	Weeky		6	Mo e than 10	Visual	Weeky	no_have_no	15 59
27 01 2021 20 36	407764	146 54654	-38 281937	TRUE	Victo a	ding along he e Se ous acc dent wait ng to happen Tu ning ght into Bou ke at the st eet signs in the cent e block the view o	Daily		6	Mo e than 10	Hit ing & V s	Daily	es have	10 44
31 01 2021 10 16	407777	145 93206	-38 169076	TRUE	Howitt St eet Wa agul Victo a	Tu ming ght into Bou ke st the steet signs in the cent e block the view on the bound tial ic unless you out you bumpe out into tial ic.	Weeky		5	Mo e than 10	Hit ing & V s	Da ly		10 44
02 02 2021 0 02			-37 707978	TRUF	G eat Alpine Road B uthen V cto is	no th bound t a ic unless you put you bumpe out into t a c the main oud in b when has become ve y busy with our stwith cas parked	Daly				Hit ing & V s			10.64
02 02 20210 02	407780	147 83014	-37 707978	TRUE	G eat Alpine Road is ussen victo i	oad s is dual lane geting n and out o the call tuck is wely dange ous these	Dary		3	MO e than 10	nit ing a v s	Dia ny	NOT SU 0	30 D4
02 02 2021 0 12			-37 836558	TRUE	Main St eet Bai midale Vic o ia	no bike lane and not enough from to open the doo to the web cle when t a c	Daly				Hit ing & V s		Not su e	10 64
02 02 20210 12	407781	147 60097	-37 836008	INUE	Main St eet dat ricolle Vic o la	s going past Ve y di icult o heavy vehic es to exit Radovick St eet om he e due it be ng	Dary		2	MO e than 10	nit ing a v s	Dia ny	NOT SU 0	N 64
					Radovick St eet. Ko umbu a	uphill and di icult to see t a ic in ei he di ect on yet it has been posted as a								
02 02 2021 3 13	407782	145 82334	-38 432084	TRUE	Victo a Wa agul - Ko umbu a Road Victo a	heavy veh cle oute?	Weeky		5	Mo e than 10	yea s		es have	15 49
02 02 2021 3 14	407783	145 89846	-38 34754	TRUE	Victo a	This coine is very nar own or North bound trucks	Weeky		5	Mo e than 10	yea s		es_have 4	15 49
						this intersection is extremely dilicult in loaded heavy vehicles in exit when turning leit and mole solight into Roughead Street due in the incline and								
						numbe o veh c es using Roughead St. O ten heavy vehicle d ive s have no								
02 02 2021 3 19	407784	145 94839	-38 476465	TRUE	ong St eet eongatha V cto ia ish C eek - Wa atah Road	option but to just ind a Dip p o to shiny su lace on bitumen causes t acion loss and momentaly loss	Weeky		5	Mo e than 10	yeas		es_have 4	15 49
02 02 2021 5 55	407785	146 07039	-38 795735	TRUE	Wa atah Bay Victo a	o cont ol	Daily		0	Mo e than 10	Hit ing & V s	Daily	no_have_no d	10 64
					Unde oad cu ve t has d opped									
08 02 2021 7 37	407799	148 34976	-37 764201	TRUE	nea the old O bost extension t ac	k The bump c eates issues in the Vech cle	Weeky		9	15 yeas	Visual	Da ly	no have no :	5 59
					P inces Highway oppos to the									
08 02 2021 7 42	407800	146 98745	-38 106467	TRUE	Ibayet are Unde oad culve t	Nes v din in the load	Wheek v			15 yeas	Missal	Dale	so_have_no :	15.50
08 02 2021 7 45	407801	149 26437	-37 56744		Manado Highway V cto ia	Dodging pot ho es and loose su aces New del n ation and s ling on oad s going to c eate mo e issues o all oad	Weeky		10		Visual	Daily	no have no	15 59
						New del n ation and s ling on oad s going to c eate mo e issues o all oad								
					ang ang-Poowong Road	useds. Needs est ctions a all heavy and ove sized vehicles cambu o oad is o and bend too light at Pooworg end. Constantly has high speed vehicles and								
17 02 2021 2 56	407817	145 71480	-38 334523	TRUE	Poowong Vic o ia	rise sired true	Daily		0	Mo e than 10	Visual	Daily	no have no	15 49
						Cambe o oud s excessive o west bound t a ic Tail vehic es have been known o h t oud s de in ast uc u e when pa ked Cambe t ansi ions om								
						nothing at mou h o Hood St eet in e section to excessive between								
03 03 2021 23 43	407839	146 78416	-38 151111	TRUE	at obe St eet Rosedale Vic o ia	n e sec ions This is a B Double oute but vi tual v no a t cu a ed heavy vehic es can make	Da ly		5	Mo e than 10	Hit ing & V s	Da ly	res_have :	10 54
						the unwithout damaging the guald all on inside o coine ousing all o the								
					Koo Wee Rup - ongwa y Road	the $$ un $$ w thout damag ng the gua $$ d $$ ail on inside $$ o $$ co $$ ne $$ o $$ us ng all $$ o the avai $$ ab $$ e paved $$ a ea $$ Ve $$ y ha $$ d $$ when $$ o he $$ weh cles want to use their $$ side $$ o	L.							
03 03 2021 23 51	407841	145 70973	-38 187576	TRUE	Ca ani Victo a	the cad as well. The e is no let bun are o t a ic common out o econo ha to tun onto Boars.	Daly		5	Mo e than 10	Hit ing & V s	Daily	yes_have :	10 54
					South G pps and Highway Simons	Rd When t a lic is uning let vehicles that ove alse use he light tuin lanes. The alea is also 100 kmh which I think is to ast								
04 03 2021 0 06	407842	145 9518	-38 496652	TRUE	ane eongatha Victo a	The area is also 100 kmh which I think is to ast	Daily		1	Mo e than 10	yea s		res_have 4	15 49
						Ve yitight in semis and B doubles to unlight (eas bound) at this cundabout Usua ly moves almost outhing he oad side in astructure on no the noute								
04 03 2021 0 37			-38 136462	TRUE	Weste noo t Road D ou n V cto is	edge o oundabout as well as diagging tialle lacious paved su lace on inside	L.				Hit ing & V s		on have	10 54
04 03 2021 0 37	407840	140 80/4/	-38 130402	TRUE	Wester npo t Hoad I/ ou n v cto ia	o cunductout T ucks a e o ten stuck he e o long pe lods o ime wat ng to head east o Bass H ghway McCa t n St eet onto St zelecki H ghway Roughead St eet	Dary		3	MO e than 10	niting a v s	Dia ny	res_nave :	JU 54
						Bass H ghway McCa t n St eet onto St zelecki H ghway Roughead St eet								
04 03 2021 20 06	407860	145 94671	-38 475992	TRUE	McCa tin St eet eorga ha V cto i	Wai ing o 10 minutes to get a la ge enough gap to sa e y ente he a n e sec ion is not uncommon esulti	Date		4	Mn e than 10	Hit ing & V s	Sever all Irrae	on have on a	10 44
04 03 2021 20 00	407.000	140 54073	-38 47 3992	INUL	mica in a rec. edga na v co i	The god between ish C eek and Yanakie is e ible This god s used by many	Da 19		,		ming a v s	200 01 1100	D THE ID	
						heavy veh cles se v c ng the a ms a ound he Yanakie a ea it s also used by								
04 03 2021 21 15	407861	146 12075	-38 724599	TRUE	Meen yan - P omonto y Road sh C eek V cto ia	tou sts to access W Ison's Picmonto y The load is loon a low with lucks often diopping of the	Dalv		5	Mo e than 10	Hit ing & V s	Seve al ime	no have no -	10.44
						St e ch o oad about 2 Kim Ads lone has not been dupl ca ed like the lest o	20.7							
04 03 2021 21 48	407864	146 63040	-38 183699	TRUE	P inces Highway T a a gon V cto i	a that section. All leady cost save all lives. When waiting to exit och-Poowong Rd you can not see any tial ic to the light.	Weeky		5	Mo e than 10	Hit ing & V s	Daily	no_have_no	15 59
						due to tiers blocking you ivision. This issue has been in sedible ore with both								
						VicRoads and South Gippsland shi e and they did p une he t ees once								
05 03 2021 22 11 05 03 2021 22 29		145 71043	-38 3687 -38 311044	TRUE	och Poowong Road och V cto ia Timms Road Victo a	howeve hey giew back soon Giest to see this bildee widened	Week y Week y		5	Mo e than 10 Mo e than 10			es have	15 49 15 49
						A T intersection on a busy load with pool visibility on the soulhein's delo								
						Haze wood Road Needs lashing I gh s to p ovide eary wan ng to side oad that tar c s								
					Jee alang No th Road Haze wood	app oach rg ets o coll sions in this a ea								
06 03 2021 5 57	407873	146 48880	-38 259766	TRUE	Road Hazelwood No th Vic o is	ots o coll sions in this alea. Vehicles or en all to stop hele with a number or serious clashes occuring	Weeky		5	Mo e than 10	Hit ing & V s	Daily	yes_have :	15 59
						or unline a great particle by The sight Lines in in a sign particle the								
11 03 2021 2 25			-38 271337	TRUE	Chu ch II - T a a gon Road T a algon Victo a	n e sec ion makes it di icult to see othe vehic es speed is a so high and as the nte section s be w	Da ly			Mo e than 10		Da lv	on have	15 59
				TRUE	i a aigon victo a	Pop visibility oit ucks tu nine leht on oiP inces Highway om Indenow-	Dary		3	MO e than 10	IPWS	Did Fy	yes nave :	15 59
11 03 2021 2 39	407895	147 42210	-37 881868	TRUE	indenow-Mee I eu Road V cto ia	Mee I eu Road due to cent e ba le la bocking sight lines to he East Setting sun over oad e ecisio ba le sicausing se ve leye st ain and poo	Weeky		5	Mo e than 10	yea s	Daily	es_have :	15 59
11 03 2021 2 41		147 54500	-37 852963	TRUE	Pinces Highway Victo a		Weeky		5	Mo e than 10	Tues s	Da ly	on have	is 59
						B dge has been unde speed est ctions o seve al years and has a very poo	Trees,				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			
	407896					su ace Catch at sino longe comply and bildge needs to be leplaced and								
11 01				TR:	Do so Bood Vot	are each and then to an arrange and are				Maria Commission		no to	and have	T 10
11 03 2021 2 42	407897		-37 734859		Da go Road V cto ia	app oach and depa tu es cu wes st a gh ened	Weeky		5	Mo e than 10		Daily	es_have :	15 59
11 03 2021 2 42 11 03 2021 2 44	407897		-37 734859 -37 836555	TRUE	Da go Road V cto ia Main St eet Bal midale Vic o ia	app oach and depa tu es cu ves st a gh ened Du ing a b eakdown not enough oom to open doo s o wo k on changing a y e on the oadside	Week y		5	Mo e than 10				15 59 15 59
	407897					app each and depa to es co ves stia ghiened. Duting a bleakdown not enough domit open dools of work on changing all yield on the caddled in			5					
11 03 2021 2 44	407897 407898	147 60098	3 -37 836555	TRUE	Main St eet Bai midale Vic o ia Hen y itt edyke Rese ve Poowong	app each and departure accurrent as a ghe med. During a breakdown not enough own to open door or work on changing a ye on the cashide. UDGRANDS on this load have entired eat icled tracks to use the load. The load is too nation own on one is or a regular truck and white est to a eight pass one is sery as a result of the load. The load is too nation on the load is too nations of the load in the load is too nations of the load in the load is too nations of the load in the load in the load in the load is the load in th	Weeky		5	Mo e than 10	yeas	Da ly	es_have :	15 59
	407897 407898	147 60098		TRUE	Main Steet Bai radale Vic o ia	app each and dape to es cu was stage ented. During a backdown not enough own to open doo so wo k on changing a ye on the coadulos. UNCRADES on this coad have entired est ic edit ucks to use he coad the coad stoon and wo not one sio a ego a tuck and webtice stoss elypass one is seen on the coad the coad to coad stoon and wo not one sio a ego a tuck and webtice stoss elypass one is seep he side to the coad the coad to coad stoon and wo not one sio a ego a tuck and webtice stoos elypass one is experient.			5		yeas	Da ly		15 59
11 03 2021 2 44 11 03 2021 3 36	407897 407898 407902	147 60098	3 -37 836555 3 -38 33329	TRUE	Main St eet Bai midale Vic o ia Hen y itt edyke Rese ve Poowong Victo a St e ecki Highway Mi boo No h	ispo each and depa to us to vers it a gh emed. Duting a be existent on descept from the open door to work on changing a ye on the conducte. UNIFARCES on on this coal howevert ceel est it est truck to use her coal. The coal's too more own core not a or a egos all truck and white est to use her coal. The coal's too more own core not a or a egos all truck and white est to the why pass cere of the coal's too more own core to a segon all truck and white est to the why pass cere of the coal's to the coal'	Week y		5	Mo e than 10	yea s Visual	Da ly	yes_have :	15 59 10 54
11 03 2021 2 44	407897 407898 407902	147 60098	3 -37 836555	TRUE	Main St eet Bai midale Vic o ia Hen y litt edyke Rese ve Poowong Victo a St. e.ecki Highway Mi boo No h Victo a	is go each and dispet to an icu we sat a sigh med. Our leg à besideme messengé come to goupe dos to seo la condunging a y el combre cadade out the cadade o	Weeky		5 5 5	Mo e than 10	yea s Visual	Da ly	yes_have :	15 59
11 03 2021 2 44 11 03 2021 3 36 11 03 2021 8 29	407897 407898 407902 407912	145 71077	37 836555 38 33329 38 402347	TRUE	Main St eet Bai modale Vic o ia Hen y lit edyle Rese ve Poowong Victo a St e ecki Highway Mi boo No h Victo a South Gips and Highway	ingo each med diges to se ca we sat a gift med. Our gal a seldere messenge came to gove doos to se la on changing a y a USSENDECTS on this call have ented est it and tacks to see la ced. He OUTSENDECTS on this call have ented est it and tacks to see la med. He out to me on one or a a a regar and envielved in to as an injust one sar yits a six a million like viel bin mushe at tags. The cades is the cades are in one to both six on the la given enter ced prior to y it. Cead is any universen. South are refered to extra the call of the call of the cades is Book have destructed to the call of the	Week y Daily Week y		5 5 5 7	Mo e than 10 Mo e than 10 Mo e than 10	Visual Visual	Da ly Week y	pes_have :	15 59 10 54 15 49
11 03 2021 2 44 11 03 2021 3 36 11 03 2021 8 29 11 03 2021 22 27	407897 407898 407902 407912 407919	147 60098 1 145 71077 1 146 0712 1 146 43106	3 -37 836355 -38 33329 -38 402347 -38 665414	TRUE TRUE TRUE	Main St eet Bai nodele Vic o is Hen y itt edyke Rese ve Poowong Victo a 2: e ecki Highway Mi boo No in Victo a 3: booth G pps and Highway Welshpool Victo a Seeth C ms and Highway	ingo each mid departs on a civ was a la phi medi. Distripe à braideann monespie mon topo pin do so we la on changing a y per traite. Distribution de la commandation de la commandatio	Week y		5 5 5 7	Mo e than 20 Mo e than 20 Mo e than 20 Mo e than 20	Visual Visual Visual Hit ing & V s	Daly Weeky Seve al ime	res_have :	15 59 10 54 15 49
11 03 2021 2 44 11 03 2021 3 36 11 03 2021 8 29 11 03 2022 22 27 11 03 2021 22 41	407897 407898 407902 407912 407919	147 60098 1 145 71077 1 146 0712 1 146 43106 1 145 81743	37 836555 38 33329 38 402347 38 665414	TRUE	Main St eet Bai nodele Vic o is Hen y itt edyke Rese ve Poowong Victo a 2: e ecki Highway Mi boo No in Victo a 3: booth G pps and Highway Welshpool Victo a Seeth C ms and Highway	ingo each mid departs on a civ was a la phi medi. Distripe à braideann monespie mon topo pin do so we la on changing a y per traite. Distribution de la commandation de la commandatio	Week y Daily Week y Daily		5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Mo e than 20 Mo e than 20 Mo e than 20 Mo e than 20	Visual Visual Visual Hit ing & V s	Daly Weeky Seve al ime	res_have :	15 59 10 54 15 49
11 03 2021 2 44 11 03 2021 3 36 11 03 2021 8 29 11 03 2021 22 27	407897 407898 407902 407912 407919	147 60098 1 145 71077 1 146 0712 1 146 43106	38 402347 38 402347 38 402347 38 405414	TRUE TRUE TRUE	Main St eet Bai modele Vic o is Hen y itt edyke Rese ve Poowong Victo a St e ecki Highway Mi boo No in Victo a South G pas and Highway Welshpool Victo a South G pas and Highway Routha a Wick a Mona o Highway V cto is	ing much and digits for a rise as it applies and the ground product of the ground produc	Week y Daily Week y		5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Mo e than 20 Mo e than 20 Mo e than 20 Mo e than 20	Visual Visual Visual Hit ing & V s	Da ly Week y	res_have :	15 59 10 54 15 49
11 03 2021 2 44 11 03 2021 3 36 11 03 2021 8 29 11 03 2021 8 29 11 03 2021 22 27 11 03 2021 22 41 15 03 2021 22 45	407898 407898 407902 407912 407919 407928	147 60098 146 71077 146 0712 146 43106 146 131743 149 17785	37 836355 -38 33329 -38 402347 -38 605414 -38 42532 -37 485484	TRUE TRUE TRUE TRUE TRUE	Main 32 eet Bai modale Vic o is Hen yi tit edyler Rose ver Poowong Victo a 32: e ecki trighwary Mil boo No h Victo a 32: e ecki trighwary Mil boo No h Victo a 32: booth G pps and trighwary Washingtool Victo a South G pps and trighwary Ko urabo a Victo a Million and trighwary Victo is Ander son 32 eet exengrisha	ingreated and deptor to rise and a phone of a seek for changing a year for the place a destination of the place and a seek for changing a year (USDACCE to this case forwards) and it is all such to the first and the contraction of the contraction of the seek to a place a seek or the seek place and used to those owner contract as a seek to the place to a place a seek or provided below that the place and the seek to a place and the seek place and used below that the contraction of the seek place and place and a seek or the seek place and the seek place and a seek place and the seek place and the seek place and the seek place and the seek place the seek p	Week y Daily Week y Daily Daily Week y		5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Mo e than 10 Mo e than 10 Mo e than 10 Mo e than 10 Mo e than 10 6 10 yea s	Visual Visual Visual Visual Visual	Daily Weekly Seve al ime Seve al ime Daily	yes have to have no a	15 59 10 54 15 49 10 44
11 03 2021 2 44 11 03 2021 3 36 11 03 2021 8 29 11 03 2021 22 27 11 03 2021 22 41	407898 407898 407902 407912 407919 407928	147 60098 146 71077 146 0712 146 43106 146 131743 149 17785	37 836555 38 33329 38 402347 38 665414	TRUE TRUE TRUE TRUE TRUE	Main St eet Bai modele Vic o is Hen y itt edyke Rese ve Poowong Victo a St e ecki Highway Mi boo No in Victo a South G pas and Highway Welshpool Victo a South G pas and Highway Routha a Wick a Mona o Highway V cto is	Age and had digits for the real triple and an interest to the second of	Week y Daily Week y Daily	3	5 5 5 7 7 5 8	Mo e than 10 Mo e than 10 Mo e than 10 Mo e than 10 Mo e than 10 6 10 yea s	Visual Visual Visual Visual Visual	Daly Weeky Seve al ime	yes have to have no a	15 59 10 54 15 49 10 44
11 03 2021 2 44 11 03 2021 3 36 11 03 2021 8 29 11 03 2021 22 27 11 03 2021 22 41 15 03 2021 22 45	407898 407898 407902 407912 407919 407928	147 60098 146 71077 146 0712 146 43106 146 131743 149 17785	37 836355 -38 33329 -38 402347 -38 605414 -38 42532 -37 485484	TRUE TRUE TRUE TRUE TRUE	Main 32 eet Bai modale Vic o is Hen yi tit edyler Rose ver Poowong Victo a 32: e ecki trighwary Mil boo No h Victo a 32: e ecki trighwary Mil boo No h Victo a 32: booth G pps and trighwary Washingtool Victo a South G pps and trighwary Ko urabo a Victo a Million and trighwary Victo is Ander son 32 eet exengrisha	Age and had digits for the real triple and an interest to the second of	Week y Daily Week y Daily Daily Week y	3	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Mo e than 10 Mo e than 10 Mo e than 10 Mo e than 10 Mo e than 10 6 10 yea s	Visual Visual Visual Visual Visual	Daily Weekly Seve al ime Seve al ime Daily	yes have to have no a	15 59 10 54 15 49 10 44
11 03 2021 2 44 11 03 2021 3 36 11 03 2021 8 29 11 03 2021 2 2 27 11 03 2021 22 41 15 03 2021 22 45 16 03 2021 0 47	407902 407902 407902 407912 407919 407919 407905 407905	147 60098 145 71077 146 0712 146 43106 146 31743 149 17785	5 -37 836555 5 -38 402347 5 -38 602347 5 -38 655424 5 -37 455894 5 -38 475679	TRUE TRUE TRUE TRUE TRUE TRUE	Main St eet Bai medele Vic o is Hen ry Itt edyler Brise ver Poowong Victo a S. eckit Highway Mi boo No In Victo a South G pap and Highway Walsh pool Victo a South G pap and Highway Kaller Pappa and Highway Kaller Day South G pap and Highway Kaller Day And South St eet expenses Moras of It ghrasy V cto is André son St eet exongaths Victo a	ing much and digits have time as it all privated. The right and distinct and an individual in the second of the s	Week y Da ly Week y Da ly Week y Da ly Week y Da ly Da ly		5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Mo e than 10 S 10 years Mo e than 10	Visual Visual Visual Visual Visual Visual Hit ing & V s Visual Hit ing & V s	Daily Weeky Seve al ime Seve al ime Daily Seve al ime	yes have 10 have no 10 have no 4	5 59 5 59 5 49 5 49 5 44
11 03 2021 2 44 11 03 2021 3 36 11 03 2021 8 29 11 03 2021 2 2 27 11 03 2021 22 41 15 03 2021 20 47 16 03 2021 6 36	407898 407902 407912 407919 407919 407903 407903	147 60098 145 71077 146 0712 146 0712 146 1106 145 11743 149 17785 145 94669	3 -37 836555 3 -38 33329 5 -38 402347 5 -38 4055424 5 -38 475679 5 -38 475679 5 -37 564174	TRUE TRUE TRUE TRUE TRUE TRUE TRUE	Main St eet Bal medale Vic o Is Hen ry Itt edykle Rene we Pooscore Victo a Se ecks Highwey Mil Boo No In Victo a South G pps and Highway Workhopol Victo a South G pps and Highway Workhopol Victo a Anders on St eet enongetha Victo a Mana of It shaper come has Mana of Mana of Man	Age and hand delights to see to see it a gift mode in a man but an illumping a year for administration of the second section of the second section of the second section of the second section of the sec	Week y Da ly Week y Da ly Week y Da ly Da ly Da ly		5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Mo e than 10 5 10 years Mo e than 10	Visual Visual Visual Hitting & V s Visual Hitting & V s Visual	Daily Weeky Seve al ime Daily Seve al ime Daily	yes have 10 how no have no 4 how no 4 how no 4	15 59 16 54 15 49 16 44 16 44
11 03 2021 2 44 11 03 2021 3 36 11 03 2021 8 29 11 03 2021 2 2 27 11 03 2021 22 41 15 03 2021 22 45 16 03 2021 0 47	407898 407902 407912 407919 407919 407903 407903	147 60098 145 71077 146 0712 146 0712 146 1106 145 11743 149 17785 145 94669	5 -37 836555 5 -38 402347 5 -38 602347 5 -38 655424 5 -37 455894 5 -38 475679	TRUE TRUE TRUE TRUE TRUE TRUE TRUE	Main St eet Bai medele Vic o is Hen ry Itt edyler Brise ver Poowong Victo a S. eckit Highway Mi boo No In Victo a South G pap and Highway Walsh pool Victo a South G pap and Highway Kaller Pappa and Highway Kaller Day South G pap and Highway Kaller Day And South St eet expenses Moras of It ghrasy V cto is André son St eet exongaths Victo a	ing much and depth text is sent at git where it is being in a selection of the property of the	Week y Da ly Week y Da ly Week y Da ly Week y Da ly Da ly		5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Mo e than 10 5 10 years Mo e than 10	Visual Visual Visual Visual Visual Visual Hit ing & V s Visual Hit ing & V s	Daily Weeky Seve al ime Daily Seve al ime Daily	yes have 10 how no have no 4 how no 4 how no 4	5 59 5 59 5 49 5 49 5 44
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TruckSpot Green Triangle & Gippsland

Welcome

FAQs

Q Type address and press enter...



Welcome!

What the driving issues and challenges the road network presents you with throughout the Green Triangle and Gippsland?

Your experience matters and what you see on the roads is valuable. When we join your experience with that of other drivers and operators it becomes a valuable chunk of data that will be part of the most accurate and up to date knowledge about your roads available.

This project is supported by the Commonwealth Government's Heavy Vehicle Safety Initiative (HVSI), administered by the NHVR, and developed in partnership with Safe Freight Networks Australia and CrowdSpot.

Using this map you can identify:

- 'Issue Spots' where you think there is a problem
- 'Like Spots' where you think things are working well
- 'Idea Spots' where you have ideas to improve driving experiences

To add a spot to the map, follow these steps:

- 1. Click the big Add a Spot button.
- 2. Drag the map to position the marker at your location.