

AGENDA

Forum 8 | Geraldton

WA's Road Transport Industry
Safety Forum



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Date	Monday 16 November, 2015
Venue	Bert Pepperell Training Centre, MBAWA 4 Walton Close Geraldton
Time	Registration from 8.00am Forum Commencement 8.15am sharp <i>*MC will facilitate Q&A time after each presentation</i>

Start	Topic	Presenter
8.00am	Registration, tea and coffee available	
8.15am	Welcome from Transafe WA Chair (10)	Steve Post
8.25am	Mid-west Industry Road Safety Alliance (MWIRSA) Update (15)	Bob Hall, Acting Chair, MWIRSA
8.40am	Heavy Vehicle Enforcement Update (25)	Peter Gerada, District Traffic Coordinator, Mid-West Gascoyne Traffic Office
9.05am	Main Roads Mid-West specific updates (35)	Paul Bond/Paul Starling
9.40am	Drug and alcohol testing for the transport industry (10)	Angela Mosley, Alcolizer
9.50am	Break (10 mins)	
10.00am	Heavy Vehicle Tyre safety (25)	Adam Gosling, TyreSafe Australia Pty Ltd
10.25am	Load restraint for safety and compliance (45)	Mike Robertson, Engistics
11.10am	Break (10 mins)	
11.20am	Safety lessons learned (30)	Kris Clarkson, Clarkson Freightlines
11.50am	Thought provoking options for reducing fatigue's contribution to road crashes (30)	Nick Mabbott, Beyond Midnight
12.20pm	Mental health and safety (30)	Nick Mabbott, Beyond Midnight
12.50pm	Open discussion/questions to presenters (30)	Facilitated by Transafe WA Committee Members. All presenters available
1.20pm	Closing words	Steve Post
1.25pm	Forum close – networking lunch	

2-4pm Complimentary load restraint consultations available with Mike Robertson

Mike Robertson has over 30 years of professional experience with Cardno, BHP Billiton and BlueScope Steel before becoming the founding Managing Director of Engistics. In 2006, Mike was the Australian Steel Industry's "Safety Individual of the Year" for his work in transport safety of steel. Over the last 20 years as an expert in transport safety and load restraint, he has worked in Australia, NZ, UK, Germany, PNG and South East Asia. **Mike will be available for 2-3 hours after the forum to give further guidance on load restraint to those with particular questions.**