



**ROAD SAFETY INFORMATION SHEET**



Information Sheet 5

**LOSS OF CONTROL**

2012



## Loss of Control Accidents

The National Road Safety Council (NRSC) has prepared this Road Safety Information Sheet with respect to loss of control type accidents. It is based on the most recently available accident data contained in its MAAP Accident Database (2006 and 2007), along with scientific fact and research from overseas that is applicable to PNG. The intent of the report is to highlight the key road safety issues related to drivers losing control of their vehicle, and to identify possible ways to reduce the number of such accidents in PNG.

Between 2006 and 2007, drivers losing control of their vehicle, along with travelling too fast for the conditions, was identified by the Police as one of the main contributing factors with respect to driver error. Indeed, excessive speeding and loss of control are two contributing factors that can typically be considered to go

hand-in-hand.

Drivers losing control of their vehicle typically has the result that the vehicle overturning and/or runs off the road. Accidents involving vehicles running off the road as a result of the driver losing control of the vehicle can hit roadside objects, such as a tree or power pole. Hitting such objects frequently causes more serious injuries to the occupants of vehicles that have come off the road.

Bends on rural roads - where vehicle speeds are higher - cause particular problems for many drivers, especially in wet weather. In such locations and conditions, motorists should take particular care and drive to the conditions, reducing their speed as appropriate to better ensure a safe journey.

### 2006 and 2007 Loss of Control Accident Data at a Glance

- Road accidents involving drivers losing control of their vehicle resulted in 64 deaths, 428 serious injuries and 232 minor injuries during 2006 and 2007.
- 63% of fatal and casualty accidents involving a driver losing control of their vehicle occurred in rural areas.
- 54% of loss of control type fatal and casualty accidents occurred on a curve and/or on an incline.
- 59% of fatal and casualty crashes involving loss of control result in vehicles overturning or running off the road and hitting a roadside object.
- 21% of all fatal and casualty loss of control type accidents occurred on a wet road—compared to 14% of all fatal and casualty accidents.
- 23% of drivers involved in fatal and injury loss of control type accidents were suspected of driving whilst under the influence of alcohol.



# Loss of Control Accident Locations in PNG

2006 and 2007 accident data indicate the following roads as those with the most loss of control type of accidents:

- Okuk Highway, WHP
- Okuk Highway, Morobe
- Okuk Highway, EHP
- Okuk Highway, Enga
- Hubert Murray Highway, NCD
- Wards Road, NCD



## Recommendations and Safety Tips

Drivers losing control of their vehicle along with excessive or inappropriate speed are major factors in accidents. Road users, transport agencies and transport companies can assist in reducing such accident types by:

- Drivers travelling at an appropriate speed for the surrounding conditions. Drivers travelling at high speed, particularly around a curve, can easily lose control of their vehicle. Slow down!
- Drivers making sure that they are fully refreshed, and not tired whilst driving. Falling asleep at the wheel, even for a few seconds, can have fatal consequences. Make sure that you've had a good night's sleep before making any long journeys
- Drinking alcohol before or during a trip can lead to a lapse of concentration and mis-judgements such as

speed. Don't drink and drive.

- Ensuring road rehabilitation projects that encourage higher vehicle speeds take road geometry into account and include associated safety measures such as curve delineation through signs and markings as well as clear roadside areas, drainage.
- Road designers and engineers working with the NRSC to identify known blackspots and then installing cheap, cost effective treatments.
- Police undertaking strategic enforcement campaigns targeting speed and alcohol, particularly on the main roads.
- Keep the edge of the road free of hazards. Where these can't be removed, install crash barriers to reduce injury severity.

- Drivers need to understand and obey traffic signs that can help reduce the potential for loss of control accidents:

Slippery road surface, for instance due to rain. Drivers should slow down.



Advance warning of an approaching curve, with the arrow showing the curve direction.



Chevron Alignment Marker around curves. Chevron points in direction of curve



Advance curve warning for truck drivers, with an advisory speed limit to prevent trucks from over-turning.



**Our vision:**  
To make PNG roads the safest in the Western Pacific

Be our partner ...

The NRSC is a statutory authority set up by the NRSC Act 1997 to coordinate, promote and report on road safety. This Information Sheet forms part of a series of background road safety documents aimed at improving road user awareness in PNG.

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