

J. D. Parkinson
21/6/11

Government Response

to the

Tabled by Hon. D. Parkinson
21/6/11.

Report

of the

Legislative Council

Select Committee

on

Road Safety

[Signature]
16/6/12

Government response to the Report of the Legislative Council Select Committee Road Safety

General Comments

The Department of Infrastructure, Energy and Resources (DIER) was requested to prepare a whole-of-government response to the recommendations made in both the Interim and Final Reports. In preparing this response DIER has consulted with other relevant Agencies before finalising a recommended position.

Background

The Legislative Council Select Committee on Road Safety was formally established on 26 August 2008, to inquire and report upon the issue of road safety, namely:

- (1) The main causes and effects of road traffic crashes and off road motor cycle crashes in Tasmania;
- (2) The short and long term care of crash casualties and the adequacy of the current data collection;
- (3) The adequacy and effectiveness of current road safety measures in Tasmania;
- (4) Road safety measures, adopted, proposed or recommended interstate and in some overseas countries which have relevance to circumstances in Tasmania;
- (5) The methods and means whereby road traffic crashes in Tasmania may be reduced;
- (6) Appropriate measures to control the use of motorcycles off road for the purpose of reducing casualties; and

(7) any matters incidental thereto.

In December 2009, the Select Committee inquiry into road safety commended its views and six recommendations in an Interim Report to all parties for their consideration and adoption as policy prior to the 2010 State Election.

The Legislative Council Select Committee on Road Safety released its Final Report on 13 October 2010. The report contains 52 recommendations for improving road safety in Tasmania, focusing on the following areas:

- Road Safety Strategy and Governance;
- Statistics and Data Collection;
- Novice Driver Training, Education and Licensing;
- Alcohol and Drugs;
- Speed;
- Mobile Phones;
- Occupational Road Safety;
- Heavy Vehicles;
- Traffic Law Enforcement;
- Vehicle Safety;
- Mandatory Use of Headlights;
- Roads;
- Cyclists;
- Casualty Recovery and Rehabilitation;
- Off-Road Motorcycles; and
- Pedestrians.

Government Responses to the Legislative Council Select Committee on Road Safety's Final and Interim Reports

Recommendation	Agency(s)	Recommended Tasmanian Government Position	Action
Road Safety Strategy and Governance			
1. The MAIB be encouraged to continue their funding for road safety initiatives.	MAIB* DIER DPEM	Government supports the continuation of funding by the Motor Accident Insurance Board (MAIB).	A review is to be conducted at the beginning of Year 3 of the current funding arrangement, to evaluate the program effectiveness so that funding beyond the three year period (2009-2011) may be considered.
2. On the cessation of the Road Safety Levy in 2012, the State Government make available at least an equivalent amount (indexed) as raised through all traffic management penalties including SCINs for road safety.	DIER* TREASURY	The Government will consider the extension of the Road Safety Levy prior to its expiry in December 2012.	Review the continuation of the Road Safety Levy.
Statistics and Data Collection			
3. A national uniform standard of collecting serious injury data be developed and that the Minister for Infrastructure raise this issue at the Australian Transport Council.	DIER* POLICE	The Government is aware that this issue is being considered as part of the new National Road Safety Strategy and will await the findings of this process.	Review the findings of the National Road Safety Strategy.
4. Tasmania Police adopt a policy to ensure that all serious car crashes are attended, assessed and investigated by qualified accident investigators.	POLICE*	The Government have been advised that the current policy is appropriate.	No action required
5. Adequate resources be made available for accident investigation to ensure sufficient qualified investigators are available to implement this policy.	POLICE*	The Government has been advised that there are adequate resources available for accident investigation and that there are sufficient qualified personnel.	Tasmania Police will continue to ensure that they have sufficient appropriately trained investigators to perform this important function, as well as ensuring a succession plan for future appointments to this area.
6. A road trauma registry be developed for Tasmania.	HEALTH* DIER	That the Government will further investigate the benefits and costs of implementing such a system.	The additional benefits of a registry, above data already available, should be considered against the cost of establishing and maintaining it through comprehensive cost analysis.
7. Driver education and road safety strategies focus particularly on inexperience, inattention, alcohol and excessive speed.	DIER*	The Government is committed to a targeted and evidence based approach to road safety that will address the State's high risk crash problems and have the greatest impact on reducing the number of serious injuries and deaths on our roads.	No action required
8. There be an approved compulsory driver education course for novice drivers in Tasmania prior to obtaining a LI licence.	DIER* EDUCATION	The Government continues to support promotion of Road Safety Education Courses developed and approved by the Tasmanian Qualifications Authority (TQA) that are now available for offer to all year 10 students in all Tasmanian secondary schools. There are no plans at this stage to introduce a compulsory driver education course for novice drivers.	Continue to monitor national and international research on driver education.
9. Incentives be provided to holders of PI licences who undertake additional driver education courses. Such incentives should not include altering the zero BAC restriction.	DIER*	The Government does not support the early removal of provisional licence restrictions for participants in driver education courses.	No action required
10. The Minister for Infrastructure, through the Australian Transport Council, take steps to achieve national uniformity in relation to novice driver licensing restrictions and regulations.	DIER*	The Government notes that this issue is being considered as part of the National Road Safety Strategy and will consider any recommendations that this process makes.	Monitor outcomes of National Road Safety Strategy and consider any recommendations relating to a model novice licensing system.
11. The speed restriction for LI, L2 and PI drivers in Tasmania be raised to 90km/h, as a first step towards national uniformity.	DIER*	The Government does not support the raising of the speed restriction for LI, L2 and PI drivers.	No action required
12. There be an evidence-based review of the number of logbook hours learner drivers be required to complete.	DIER*	The Government is awaiting recommendations from the Road Safety Advisory Council (RSAC) on initiatives for inclusion in the Tasmanian Road Safety Strategy's Second Action Plan. A review of learner logbook hours is an initiative being considered by RSAC.	Consider RSAC recommendations.

13. Legislation and regulations be formulated to empower the courts, in appropriate cases, to require the installation of alcohol interlock devices in the vehicles of repeat drink-driving offenders.	DIER*	The Government made a commitment at the last election to introduce an alcohol interlock program in Tasmania. This program is currently being developed.	The alcohol interlock program is being developed in consideration of the legislative framework and regulations for recidivist drink drivers.
14. The number of random drug tests be increased.	POLICE*	The Government agrees that the number of random drug tests should be increased.	Tasmania Police to increase the number of random oral fluid tests.
15. Third and subsequent repeat drink-driving offenders be required to undergo mandatory treatment for their alcohol abuse.	HEALTH* POLICE DIER	The Government provide in principle support of the recommendation. However, further consideration needs to be given to the development of such a program.	That the Department of Justice, the Department of Infrastructure, Energy and Resources, the Department of Health and Human Services and the Department of Police and Emergency Management agree to discussions to explore opportunities to improve the intersection between Police, Health, the justice system and driver licensing to improve road safety in Tasmania.
16. The age at which novice drivers be permitted to drive with a BAC above zero be raised.	DIER*	Government is aware that this issue is being considered by the Road Safety Advisory Council (RSAC) as part of the development of the Tasmanian Road Safety Strategy's Second Action Plan.	Await recommendations from RSAC
17. The 0.05 BAC restriction for unrestricted drivers remain unchanged.	DIER*	Government is aware that this issue is being considered by the Road Safety Advisory Council (RSAC) as part of the development of the Tasmanian Road Safety Strategy's Second Action Plan.	Await recommendations from RSAC
18. All Tasmanian highways that are not divided, dual carriageway, with runoff road protection and, where necessary, central barriers should have a maximum speed limit of 100km/h, unless independent expert advice from a body such as the ARRB Group or MUARC determines that a speed limit of 110km/h is appropriate.	DIER*	Road safety audits are being considered by the Road Safety Advisory Council (RSAC) as a possible initiative for inclusion in the Tasmanian Road Safety Strategy's Second Action Plan. The Government will await recommendations from the RSAC on this issue.	Await recommendations from RSAC
19. The State Government and DIER review the maximum speed limit for heavy vehicles using major Tasmanian highways.	DIER*	The Government supports a review of the maximum speed limit for heavy vehicles, in consultation with the Heavy Truck Safety Advisory Council (HeTSAC), as part of future safer travel speed initiatives under the Tasmanian Road Safety Strategy.	DIER to consider as part of the development of further safer travel speed initiatives.
20. There be a penalty imposed on contractors or other persons who are responsible for failing to comply with regulations and other requirements, and who fail to remove speed limit signs at the conclusion of roadworks.	DIER	The Government understands that the Department of Infrastructure, Energy and Resources (DIER) is investigating ways to ensure that contractors comply with requirements to remove speed limit on the completion of road works.	DIER to further investigate ways to address this issue.
21. Variable speed limit signage be used more extensively.	DIER*	The Government is aware that the Road Safety Advisory Council (RSAC) is considering the extended use of variable speed limit signs as part of its review of initiatives for inclusion in the Tasmanian Road Safety Strategy's Second Action Plan. The Government will await recommendations from the RSAC on this issue.	Await recommendations from RSAC
22. Due to the dangers of using mobile phones whilst driving, new provisions in the Road Rules and the associated penalties be regularly reinforced through public awareness campaigns.	DIER*	The Government is committed to ensuring people are made aware of the risk of using a mobile phone while driving and will support the promotion of this issue through community education programs.	Consider this issue as part of the development of future education campaigns.
23. Additional research be undertaken to ascertain the extent of driving impairment caused by mobile phone use, the use of other similar devices in vehicles (such as MP3 players) and whether hands-free usage is necessarily safe.	DIER*	Government is aware that this issue is being considered by the Road Safety Advisory Council (RSAC) as part of the development of the Tasmanian Road Safety Strategy's Second Action Plan.	Await recommendations from RSAC
24. A workplace safety management plan must include provisions relating to motor vehicle travel where employees are required to drive a vehicle in the course of their duties.	JUSTICE* DIER	The Government supports this recommendation.	Further investigation required into how this would operate.
25. Fatigue management policies be implemented by employers of employees who are required to drive light vehicles in the course of their duties in a manner similar to the law relating to heavy vehicles.	JUSTICE* DIER	The Government supports this recommendation.	Further investigation required into how this would operate.
26. The ARRB Group be engaged to investigate all truck rollover crashes where the cause is not clearly established and the State Government take appropriate action to address issues arising from such assessments.	DIER*	The Government acknowledges there are too many preventable heavy vehicle rollover crashes and has been working closely with the Heavy Truck Safety Advisory Council (HeTSAC) to develop	No action required.

		strategies and actions to reduce rollover crashes. Excessive speed for the conditions is the primary cause of truck rollover crashes and the Government and HeTSAC believe that the current focus on the roll out of rollover prevention awareness training developed by VicRoads to heavy vehicle drivers will be more effective in reducing rollover crashes.	
17. The State Government move towards requiring heavy vehicles to be fitted with underrun protection.	DIER*	The Government is aware that recent changes to the Australian Design Rules (ADR) require front underrun protection devices to be mandatory on all new motor heavy goods vehicles over 12 tonnes GVM. The Government is aware that it is not practical to mandate that all existing heavy goods vehicles over 12 tonnes GVM retroactively install front underrun protection devices in all existing heavy vehicles is not supported.	No action required.
28. Heavy vehicle rigid licensing arrangements include instruction and advice relating to heavy vehicle safety and stability when a licence is issued and also when a licence is renewed.	DIER*	The Government is aware national heavy vehicle driver competency based licensing testing and trainer qualifications have been approved as part of the heavy vehicle reform agenda being pursued by COAG. Rollover stability will be part of the proposed assessment tool. The Government believes it is not practical to provide stability training as part of the licence renewal process and would be reluctant to mandate such a requirement outside of the national heavy vehicle licensing approach.	No action required.
29. The substance of the recommendations in the Auditor-General's Special Report no. 85 on speed detection devices be implemented.	POLICE*	The Government has supported the implementation of the recommendations included in the Auditor-General's Special Report No.85 on speed detection devices.	Tasmania Police will continue to monitor camera deployment to ensure that it meets with the Guidelines and Auditor General's recommendations.
30. Penalties imposed for driving whilst disqualified should be such as to provide a greater deterrent and reflect the seriousness of the offence.	DIER* POLICE	Government is aware that this issue is being considered by the Road Safety Advisory Council (RSAC) as part of the development of the Tasmanian Road Safety Strategy's Second Action Plan.	Await recommendations from RSAC.
31. There be an ongoing commitment to provide additional resources to Tasmania Police to ensure there is an even greater increase in the visible presence of police on Tasmanian roads.	POLICE*	The Government is committed to ensuring that there is a highly visible police presence on Tasmanian Roads to improve road safety and increase traffic flow compliance.	Ongoing work by Tasmania Police
32. The State Government develop policies designed to reduce the average age of the vehicle fleet on Tasmanian roads to ensure a greater proportion of vehicles have modern safety features.	DIER*	The Government is committed to improving the overall safety of vehicles in Tasmania and is awaiting recommendations from the Road Safety Advisory Council (RSAC) on means of doing this.	Await recommendations from RSAC
33. All vehicles be required to undergo a roadworthiness inspection at 10 years from the date of production, again at 15 years, and annually thereafter.	DIER*	The Government does not believe that there are sufficient benefits to warrant the introduction of mandatory roadworthiness inspections.	No action required
34. There be a public education and awareness campaign focussing upon tyre defects and tyre pressures.	DIER*	The Government does not support this recommendation as there is no evidence to show that tyre defects are a major cause of crashes in Tasmania.	No action required
35. The use of headlights in foggy and other hazardous weather conditions be enforced in accordance with the terms of the Road Rules and that this be promoted through a public education program.	DIER* POLICE	The Government supports the enforcement of the Road Rules and promotion of rules which are known to be significant problems.	Consider as part of the development of future education campaigns.
36. The use of headlights during the daytime in fair weather be encouraged but remain voluntary.	DIER*	The Government supports initiatives to encourage the use of headlights during the daytime as research shows that their use can reduce crash risk.	Consider as part of the development of future education campaigns.

37. The Midland Highway be progressively upgraded to a four-lane divided carriageway along its entire length.	DIER*	The Government is committed to the improvement of the Midland Highway in a sensible, rational manner based on evidence and facts and supports the approach as reflected in the Midland Highway Partnership Agreement.	Ongoing work as part of the Midland Highway Partnership Agreement.
38. The State Government develop a rolling ten-year strategy to facilitate the recommended upgrade of the Midland Highway.	DIER*	The Government is aware that as part of the Midland Highway Partnership Agreement a number of priority projects have been identified.	Ongoing work as part of the Midland Highway Partnership Agreement.
39. Upgrades, repairs and maintenance undertaken on Tasmanian roads should be evaluated prior to commencement to ensure contemporary treatments and infrastructure is applied.	DIER*	The Government is supportive of this position and acknowledges that this is already part of the planning process.	No action required
40. Government support be provided for research into the most appropriate types of avoidance barriers.	DIER*	The Government continues to provide support in this area through its involvement in national processes, such as Austroads.	Continue support of national research through Austroads.
41. Public awareness campaigns be implemented to better inform all road users of specific issues related to cyclists.	DIER*	The Government is supportive of campaigns to increase awareness of cycling safety.	Consider as part of the development of future education campaigns.
42. Education and training programs for cyclists be developed and implemented at primary school level and for all cyclists using the road network.	DIER* EDUCATION	The Government will consider the cost and effectiveness of such programs.	Further research need to be undertaken to ascertain the effectiveness of cycling education programs.
43. Planning for cycleways be considered in road design, upgrading and maintenance.	DIER*	The Government notes that the provision of cycleways is considered as part of the planning and design phases of road projects.	No action required
44. Approved first aid courses be offered to all applicants for a driver's licence of any class in Tasmania, with a financial incentive provided to those who complete such a course.	DIER*	The Government believes that further work needs to be undertaken to gain a better understanding of the impacts such a scheme would have.	Further scoping work would need to be undertaken to quantify the costs and benefits of introducing the recommendation.
45. Carriage of a secured fire extinguisher in all vehicles be encouraged.	DIER* TAS FIRE SERVICE	The Government supports this recommendation. However, it is noted that this is not a high priority area in Tasmania and resources are used on education campaigns focused on high risk crash problems.	Consider as part of the development of future education campaigns.
46. Wherever practicable, ambulance service personnel photograph crash scenes to assist other emergency medicine practitioners in the identification of injuries that may not be otherwise apparent.	HEALTH*	The Government supports the investigation of introducing the recommendation by Ambulance Tasmania.	Ambulance Tasmania intend to subsume the recommendation as part of the In Vehicle Information System (IVIS) project.
47. Adequate resources and services be made available to treat the psychological and emotional consequences of road crashes.	HEALTH*	The Government supports the treatment of psychological and emotional consequences of road crashes.	Ensuring current mental health services are sufficient to provide support for serious psychological and emotional issues arising from a road crash.
48. Licensing regulations for off-road motorcycle use on public land be introduced along similar lines to those applicable to recreational boating in Tasmania.	DIER*	The Government does not support the introduction of licensing for off-road motorcycles on public land along similar lines to recreational boat licensing.	No action required
The State Government request COAG to take such action as may be necessary to regulate the importation into Australia of motorcycles primarily intended for off-road use by ensuring that they comply with minimum acceptable design and safety standards.	DIER* DPAC	The Government believes that further work needs to be undertaken to gain a better understanding of the impacts such a scheme would have, and if the introduction of minimum design and safety standards would be feasible.	Further investigation of how such a scheme would operate and whether it would be feasible.
50. There be a public education campaign to inform riders of the proper and safe usage of off-road motorcycles.	DIER*	The Government supports education around the proper and safe usage of off-road motorcycles.	Consider as part of the development of future education campaigns.
51. There be ongoing development of vehicle design to reduce pedestrian serious casualties.	DIER*	Government believes that this an issue that needs to be considered at a Commonwealth level, and will continue to monitor initiatives such as ANCAP and the 'Stars on Cars' program.	Continued support of Australasian New Car Assessment Program (ANCAP) and national initiatives such as the 'Star's on Cars' program.
52. There be a public awareness campaign to raise awareness of pedestrian safety issues and to encourage pedestrians to wear highly visible clothing.	DIER*	The Government supports the promotion of pedestrian safety and notes that education campaigns are currently being developed on this issue.	Continue to develop education campaigns on this issue.

Interim Report Recommendations			
1. The State Government seek independent advice from either the Australian Road Research Board (ARRB) Group, the Monash University Accident Research Centre (MUARC), or both organisations, to determine what the maximum speed limit should be on the whole, or any sections of, the national highway network in Tasmania.	DIER*	See recommendation 18	See recommendation 18
2. Existing penalties for repeat drink-driving offenders be substantially increased.	POLICE* DIER	The introduction of the Tasmanian Alcohol Interlock Program will assist to deter and manage repeat drink-driving offenders.	See recommendation 13
3. For the purposes of detecting drink-driving offences police place more emphasis on targeting individuals known to be likely offenders and those near locations or public events where alcohol is likely to be consumed.	POLICE*	The Government notes that Tasmania Police are already undertaking initiatives to address this recommendation.	Continued work of Tasmania Police
4. Additional funding and resources be made available to Tasmania Police to ensure there is an increased visible presence of police on Tasmanian roads.	POLICE*	See recommendation 31	See recommendation 31
5. Road safety and driver awareness be included in the curriculum in all Tasmanian schools beginning at the primary school level.	DIER* EDUCATION	The Government continues to support promotion of Road Safety Education Courses developed and approved by the Tasmanian Qualifications Authority (TQA) that are now available for offer to all Year 10 students in all Tasmanian secondary schools.	No action required
6. All learner drivers be required to participate in a regulated driver education and training course, either through the education system or an approved education and training provider.	DIER*	See recommendation 8	See recommendation 8