



Australian Government

Department of Infrastructure, Transport,
Regional Development and Communications

Office of Road Safety: Update Twelve – August 2020

National Road Safety Strategy 2021-2030 - Update on Consultation

The new National Road Safety Strategy 2021-2030, (the Strategy) will set the direction of our road safety focus for the next decade with vision zero as a long-term objective. It will be strategic in its outlook, addressing critical priorities underpinned by safe systems.

The Transport and Infrastructure Council (TIC) asked the Office of Road Safety (the Office) to work closely with states, territories, local government, Austroads and other TIC bodies to develop detailed policy priorities, milestones and targets for the new Strategy.

The Office extends its thanks to all who were engaged in our targeted consultations and meetings with the Cross-jurisdictional Working Group, testing key priorities for the Strategy. Around 50 national stakeholders across road safety, freight and logistics, research institutions, Indigenous representative groups, health and education organisations have participated in the process. This has strongly supported the approach we are taking to reach well outside of traditional government road agencies to progress road safety outcomes. At the core of our road safety social model is outreach beyond the transport sector, beyond government and beyond the road safety community to build wider acceptance of road safety solutions to prevent road trauma.

Consistent feedback was received on the set of 11 priorities as the key focus areas for the Strategy. Key emerging themes included:

- Combining the enforcement and high risk behaviour into a single priority on compliance and risk discounting;
- Elevating workplace related road trauma and a need to account for exponential growth in vulnerable road users associated with micro mobility – e.g. food delivery riders;
- Post-crash care was viewed as a lower priority, with stakeholders noting the current response system works relatively well in Australia; and
- The prevalence of data collection and speed management themes throughout all conversations as key considerations.

Infrastructure and Transport Ministers intend to consider the final draft of the Strategy, draft safety performance indicators and targets in November. We anticipate Ministers will then release the Strategy for final comment before considering endorsement in early 2021.

For more information on the NRSS, please visit: www.roadsafety.gov.au/.

Road Safety Data

The Bureau of Infrastructure, Transport and Regional Economics has released its [July 2020 Fatality Figures](#). There were 95 road deaths during the month of July 2020. The current figure is 5.4 per cent lower than the average for July over the previous five years.

The Bureau has also released its [Fatal Heavy Vehicle Crashes Quarterly Bulletin](#). During the 12 months to the end of June 2020, 157 people died in crashes involving heavy trucks. These included 95 deaths in crashes involving articulated trucks and 64 deaths in crashes involving heavy rigid trucks.

Rural Road Safety Month

During August, the Australian Road Safety Foundation (ARSF) has been running its national campaign for [Rural Road Safety Month](#).

Rural road crashes account for more than 65 per cent of Australian road deaths, and the rate of serious road-related injury among residents in rural areas is nearly twice that of those in major cities.

To help change these statistics, the ARSF is calling on the community to not only “take the pledge” this year but “live the pledge”. ARSF is inviting local road safety advocates, communities, schools, sporting groups and workplaces to support the month through hosting local events or sharing road safety information among staff, students, colleagues, family and friends.

Even though the end of August is fast approaching, for more information on Rural Road Safety Month and how to live the pledge, visit:

www.arsf.com.au/take-the-pledge-for-rrs/

Keys2Drive Program

The Keys2Drive Program recently reached a milestone of 750,000 driving lessons provided to novice drivers and their supervisors.

The program, funded by the Australian Government, provides a one-off free driving lesson comprising both theory and practice, supported by an educational [website](#) with resources and information.

The Government is focused on increasing uptake in regional areas where young drivers are overrepresented in crashes.

Keys2drive is proudly supported by the Office of Road Safety. For more information on the Office of Road Safety’s Programs, visit:

www.officeofroadsafety.gov.au/programs.

Digital Road Safety Passport

The Australian Government has provided \$1.8 million to support the development of a digital road safety platform providing free online learning designed to help young people become better road users.

The web based platform, [RoadSet](#), was launched in July and provides an intuitive, user-friendly design which enables students to learn at their own pace and track their own progress.

Aimed at Year 9 students, the program has ten interactive learning modules. Each module is supported by additional curriculum-aligned teaching and learning resources for extending programs.

Roadset is proudly supported by the Office of Road Safety. For more information on the Office of Road Safety’s programs, visit:

www.officeofroadsafety.gov.au/programs.

Pacific Highway Infrastructure Works

The Australian Government recently announced the opening of 15 kilometres of dual carriageway between Mororo and Devils Pulpit on the Pacific Highway. Since the Pacific Highway upgrade program started 20 years ago, the number of fatal crashes on the highway annually has more than halved.

For more information and to view the Deputy Prime Minister's media release, visit: minister.infrastructure.gov.au/mccormack/media-release/new-section-pacific-highway-open-traffic

Joint Select Committee on Road Safety

The Joint Select Committee on Road Safety recently held a number of hearings as part of its inquiry into steps that can be taken to reduce road trauma.

On 31 July 2020 the Committee released its interim report, noting that due to the COVID-19 pandemic, it required further time to consider evidence gathered during hearings and from submissions.

The Committee is due to present its final report by 31 October 2020. For more information on the Committee, and to read details of proceedings, visit the Committee's [website](#).

Domestic Border Controls – Freight Movements Protocol and Code

In response to the COVID-19 pandemic, the Australian Government has worked with state and territory governments, the national regulators and industry, to ensure freight continues to flow whilst managing the risks of COVID-19 transmission.

On 24 July 2020, the National Cabinet agreed to the [Domestic Border Controls—Freight Movements Protocol](#) (Protocol). The Protocol has been endorsed by the Australian Health Protection Principal Committee, and complements existing WHS, fatigue management, health directives and COVIDSafe workplan requirements. On 7 August 2020, the National Cabinet agreed to enforce the Protocol via a [Freight Movement Code](#). The Code implements a consistent, risk-based approach to freight movements across Australia to reduce complexity for authorities and industry and improve compliance.

The Protocol and Code will reduce the regulatory burden on the heavy vehicle and rail industry and support safety outcomes. In addition to the impact on freight, unanticipated delays at border crossings can have implications for road safety and the health of critical transport workers. Heavy vehicle drivers are required by law to take regular breaks at set intervals to manage fatigue. Long delays at borders can result in either freight not meeting critical timeframes, or drivers breaching their mandated fatigue requirements, which can result in road crashes or mental health and other health impacts on workers.

Under the Code, most jurisdictions are introducing voluntary or mandatory COVID-19 testing, to ensure freight operators are COVID-19 free as they travel across Australia. To meet the demand for testing, some jurisdictions have introduced pop-up testing facilities for freight operators so that these critical transport workers can be tested in practical circumstances that meet operational requirements and don't require freight workers to mix with people who are being tested because they have COVID-19 symptoms.

The Protocol and Code can be viewed at www.infrastructure.gov.au/heavy-vehicles.

Nominations open for Australasian College of Road Safety Awards 2020

A reminder nominations are closing soon for the Australasian College of Road Safety Awards. The awards recognise and celebrate exemplary projects and people who help to save lives and reduce injuries on our roads.

The ceremony will take place in Sydney on 15 November 2020 during [National Road Safety Week](#). Nominations close on 1 September 2020. For more details on how to nominate, visit: www.theaustralasianroadsafetyawards.com.au/

Getting in touch

If you wish to get in touch with the Office of Road Safety please email us on the link below or go to our website;

officeofroadsafety@infrastructure.gov.au

www.officeofroadsafety.gov.au/