



## Office of Road Safety: Update Five – October 2019

### Head of the Office of Road Safety

The Department is pleased to announce that Ms Gabby O'Neill has been appointed as the permanent Head of the National Office of Road Safety. Ms O'Neill has extensive experience in both road safety and government having worked in both NSW and South Australia. She is currently the Director, Road Safety in South Australia and a member of the ANCAP Board. Ms O'Neill will take up her position on 11 November 2019.

The Department would also like to take this opportunity to thank Ms Sue Tucker. Ms Tucker has done an impressive job in getting the Office established by 1 July 2019 and delivering the National Road Safety Governance Review in response to Recommendation 6 of the Inquiry into the National Road Safety Strategy 2011-2020, amongst many other things.

### Road Safety Awareness and Enablers Fund

In the 2019-20 Budget, the Australian Government announced a \$4 million Road Safety Awareness and Enablers Fund that will provide targeted and competitive grants to fund road safety awareness, education and collaboration initiatives.

On 21 October 2019, a round of the Awareness and Enablers Fund was opened. The round provides for \$700,000 in grants over 4 years to fund projects that build community awareness on road safety. There is more information about the Fund, including eligibility criteria, on [GrantConnect](#). You will need to have a GrantConnect public account to view the grant opportunity documents. The round closes on 15 November 2019. The Office of Road Safety will assess applications, with final decisions expected to be made by Ministers before the end of the year.

The Government has already committed \$3.3 million of the Awareness and Enablers Fund to support road safety groups like the Australasian College of Road Safety, the Australian Road Safety Foundation, Driver Reviver Australia, the Campervan and Motorhome Club of Australia, the Traffic Management Association of Australia and Safer Australian Roads and Highways (SARAH) Group in their valuable work.

### BITRE Data Update

The Bureau of Infrastructure, Transport and Regional Economics (BITRE) has released another dashboard on road safety data, this time on Monthly Road Deaths (see <https://www.bitre.gov.au/dashboards>). There is a wealth of statistical data on the Bureau's site and BITRE is working to ensure as much information relevant to road crashes is gathered and published in a timely manner.

This complements existing BITRE dashboards on local government areas with zero road crash fatalities, the Roadside Drug Testing dashboard, the Random Breath Testing dashboard and dashboards on road fatalities in the Christmas and Easter periods.

## Australasian Road Safety Conference

The Australasian College of Road Safety (ACRS) hosted the annual Australian Road Safety Conference (ARSC) in Adelaide from 25-27 September 2019. Congratulations go to ACRS and Austroads for running such a successful conference. The information shared, the challenges posed and the connections made will all contribute to delivering the step change needed to make our roads safer.

The Office of Road Safety was pleased to support ARSC2019 by contributing towards the Low and Middle Income Countries (LMIC) Scholarships program aimed at senior road safety law enforcement officers from LMICs in the Asia-Pacific Region to present their good practice initiatives. Congratulations to the sponsorship winners for ARSC2019 who came from India, Vietnam, the Philippines, Bangladesh and Iran.

The Department of Infrastructure, Transport, Cities and Regional Development also provided Gold Sponsorship to the ACRS towards the highly successful ARSC2019 event. The Australian Government was well represented at the Conference, with Llew O'Brien MP, Chair of the new Joint Select Committee on Road Safety, speaking at the Gala Dinner on behalf of the Deputy Prime Minister and Minister for Infrastructure, Transport and Regional Development, the Hon Michael McCormack MP who was unfortunately unable to attend. In his speech, Mr O'Brien underscored the Government's commitment towards zero road deaths, with a particular focus on fatalities in regional and remote Australia, and the need for strong partnerships across all levels of government, road user organisations and the wider community. Mr O'Brien spoke about the results of the Inquiry and Governance Review and reinforced the Government's commitment to taking the lead on accountability, building partnerships and working collaboratively to make road safety a priority across the country.

Ms Pip Spence PSM, Acting Secretary of the Department of Infrastructure, Transport, Cities and Regional Development delivered a presentation at the plenary session on Leading Towards Zero: Making it Happen (also attached). Her presentation covered the range of functions in the Department that contribute to making travel safer for Australians, from transport infrastructure investment to vehicle safety standards, heavy vehicle safety and reform and the role of the Office of Road Safety. She recapped the role the Office of Road Safety will play in leading the development of the next National Road Safety Strategy, working closely with states, territories, local government, Austroads and other expert bodies.

## News from ANCAP

So far this year, ANCAP has assessed and published safety ratings for 29 new vehicle models – 25 of these achieved the maximum 5 star rating. This has contributed to a record 96% of all new vehicles sold covered by an ANCAP safety rating, with 92% of all new cars sold being 5 star rated. 5 star corporate fleet purchasing policies have assisted in encouraging the high volume of 5 star vehicle purchases and this has been bolstered this month through the introduction of a vehicle use policy by ride-share platform Uber Australia, where all Uber vehicles are required to meet minimum safety requirements, including a 5 star ANCAP rating.

The latest market analysis by ANCAP has also revealed a rapid increase in the standard fitting of collision avoidance technology, autonomous emergency braking (AEB), rising from 18% to 54% in just two years. Sixty of the top 100 selling vehicle models are now equipped with AEB as standard.

## Office of Road Safety Website

The Office is close to launching its new website, which will provide background information on the Road Safety initiatives, links to statistical data, information from the responsible Ministers and advice on programs and grant funding. The site will be updated on a regular basis with new content on activities as it becomes available. A link will be sent when it goes live.

## Roundtables Update

The Office has scheduled the next National Road Safety roundtable discussion to be held in Brisbane on 7 November 2019. The roundtable with focus on discussions with Local Government, with opportunities to share best practice and assist local governments to make roads safer. The Deputy Prime Minister, the Hon Michael McCormack MP, the Assistant Minister for Road Safety, the Hon Scott Buchholz MP, and the Chair of the Joint Select Committee on Road Safety, Mr Llew O'Brien MP will be attending. Outcomes from the meeting will be provided in the next newsletter.

The Office is preparing a calendar of upcoming road safety events. If you are scheduling any events for 2020, please let us know by email to [officeofroadsafety@infrastructure.gov.au](mailto:officeofroadsafety@infrastructure.gov.au)

### Attachments

- Attachment One – ARSC 2019 LMIC Scholarship Report
- Attachment Two – Deputy Prime Minister's ARCS 2019 Gala Dinner Address
- Attachment Three – ARSC 2019 Plenary 2 Key Note Address by Ms Pip Spence PSM, Acting Secretary, Department of Infrastructure, Transport, Cities and Regional Development



**Adelaide Convention Centre**  
**25-27 September 2019**  
"Leading the Way – Towards Zero"

## Australasian Road Safety Conference 2019 - LMIC Scholarship Report

**ARSC2019 | 25 - 27 September 2019 | Adelaide Convention Centre**

### Background

The ARSC2019 International sub-Committee (Attachment 1), developed a Scholarship Program that enabled Conference participation through travel funding support for five road safety advocacy practitioners from low and middle-income countries. A total of AUD \$22,500 was made available thanks to support from the Department of Infrastructure, Regional Development and Cities, and we had remaining funds of \$2,890 from ARSC2018.

This year, the LMIC Scholarship Program targeted applicants from low- and middle-income countries involved in community advocacy for road safety. The applicants were permitted to co-author with an external party or researcher, notwithstanding the co-author would not be eligible for any award. (Application information and criteria - see Attachment 2).

Applications were assessed and ranked for strength of application against the defined selection criteria by two members of the sub-committee. A key criterion was to describe the outcomes and impact on road user behaviours to be gained from conference participation. The Conference PCO (Premier Event Concepts) administered the scholarships on behalf of ACRS and Austroads, the joint conference Founding Partners.

All scholarship awardees were assessed through the conference peer review process and were required to present their road safety initiatives at a special symposium at the Conference.

A record number of applications were received resulting in five scholarship awards in accord with the criteria.

### The Scholarship Awardees

The five scholarship awardees who attended ARSC2019 brought to the conference a wealth and diverse LMIC road safety experience and knowledge, enriching the conference discussions. All scholarship awardees were from low and middle-income countries.

The scholarship awardees, their countries of origin and conference presentation titles are provided in the table below. (Photographs at Attachment 3).

**Table 1: Scholarship Awardees**

Name	Employer & Country	Title
<b>Mr Ali Zayerzadeh,</b>	Road Safety Pioneers, Iran	<i>4<sup>th</sup> and 5<sup>th</sup> United Nations Global Road Safety Week Activities in Iran</i>
<b>Ms Sumana Narayanan,</b>	Citizen consumer and civic Action Group, India	<i>Changing Mindsets and Approaches to Road Safety</i>
<b>Mr Arif Uddin</b>	Centre for Injury Prevention and Research, Bangladesh	<i>Community Engagement in Implementing the Safe System Approach: Learnings from Speed Management and Safe Crossing Demonstration Project</i>
<b>Ms Christine Paguirigan,</b>	Initiatives for Dialogue and Empowerment through Alternative Legal Services (IDEALS) Inc., Philippines	<i>#BuckleUpKidsPH: The Role of Social Media in the Holistic Approach for Child Restraint Systems (CRS) Campaign in the Philippines</i>
<b>Ms Le Nguyen</b>	Asia Injury Prevention Foundation, Vietnam	<i>Reducing Distracted Driving Behavior among University Students: the Effectiveness of an Empowerment-based Intervention in Cambodia and Vietnam</i>

### Benefits of attending and presenting at the Conference

The scholarship awardees were highly appreciative of this opportunity for themselves and their country providing very positive comments about the networking opportunities, knowledge transfer and potential for further capacity building for their road safety capabilities.

On the final day of the Conference, Lori and Ray conducted a focus group meeting session with the five scholarship awardees to gain their feedback on their experiences throughout the conference.

### Specific comments were canvassed from the awardees and recorded as follows:

#### 1. What have been the positive contributions by the LMIC Scholarship awardees?

The participants advised that they became aware that there are some good advocacy programs in Australia, but Australians are perhaps not optimising available resources for these initiatives. They said that in their countries non-government organisations (NGOs) have done a lot with little resourcing.

Christine felt that, as a group, the scholarship awardees were able to demonstrate the power and opportunity of NGOs to save the need for expensive advertising. Sumana added that, in India people have effectively used social media to get road safety messages to target audiences in a cheaper and effective way. Arif added that NGOs have to optimise minimal resources and that the successful work being done in LMICs may also work in Australia. For instance, LMIC NGOs can rally more community emotion for road safety. Ali advised that the Mashad (Iran) experience of using data at a community level to muster support for road safety community actions by a range of government and private sector organisations may help to inform Australian community programs. Sumana also suggested that Australian practitioners might learn



from LMIC participants about the need to break barriers to address/engage different language and culture groups.

## **2. What have been the benefits to the LMIC Scholars?**

Arif reported that the learnings from this experience have resulted in effective new actions in other countries. He cited the example of the contributions that this program made to road safety in Malaysia following the scholarship experience by his colleague, Kulanthayan KC Mani, who benefitted from his scholarship in 2016.

LMIC scholars not only learn from their experience in the Australasian Conference presentations by those from high income countries, but also learn from each other when they come together at ARSCs. Sumana advised, for example, that she learned and was encouraged by the use of social media in Philippines.

Ali highlighted the benefit of making new road safety contacts for more extensive reports – expanding his network for LinkedIn, consolidating friendships and learning progressively.

Le benefit said that learning about Australian road safety will benefit Vietnam. In addition, she said that learning more about Ali's activities during UN road safety week with the variety and scope of activities inspires her to see what can more can be implemented in Vietnam.

## **3. What improvements can be made to the LMIC Scholarship program?**

Sumana advised that although the scale may be different, fundamental problems are the same. So, we should emphasise our shared challenges. Le suggested that it may help scholars more to attend/present in mainstream sessions where they can exchange on practices consistent with their individual expertise. She suggested that after each session the scholarship awardees could have a discussion to brainstorm and come to conclusions and publish outcomes with ACRS and the Global Alliance of NGOs for Road Safety.

## **4. How can we offer a mentoring service to people from LMICs – whether or not through the Scholarship program – to help better enable LMIC speakers to get through the peer review process more readily?**

Arif has seen people that can speak well and know a lot, but they could benefit from a short course on how to write a publishable paper, perhaps via the Global Alliance. He said that Scholarship awardees could be supported to put good papers on ACRS website or Journal. Separately, Lotte Brondum, executive director of the Global Alliance also advised that the Alliance is also seeking to encourage members to publish papers. Christine suggested that the ACRS website could be a one stop shop showing a model paper to assist LMIC writers. The difference between pro formas for research versus practitioner abstracts/papers was not entirely clear.

Arif said that there are examples of papers on the ACRS website but the mindset is that we have to write in a scientific way like academics. Also, there may be a fear by some people to present in front of lots of people. He said that it may help to put up examples of presentations from previous LMIC Scholarship awardees, as well as abstracts/papers by practitioners and others. Sumana offered that there is a need to emphasise that evaluation is important, but doesn't have to be highly sophisticated. Ray agreed saying that the papers don't need to do Chi-square analysis – just logical reasoning.

Ali pointed out that the time frame is not conducive to getting value out of mentors. If there is an offer on website – e.g. do you want to present? do you want help with preparing abstract or advice of any kind? - this could encourage participants from LMIC to take this up. It could also publish reminders about when

and what needs to be done by potential presenters. Christine also suggested that the website include a description of expertise of available mentors.

Arif suggested a newsletter and network site as a Google group email perhaps with a topic to give people encouragement to share short stories. Perhaps it would encourage potential participants if a newsletter could describe some ARSC2019 presentations from LMIC in the near future.

Maybe in partnership with Global Alliance a short online training session on conference and journal publications could be provided. Also, it would be good to post papers on Global Alliance website.

### General consensus and themes

- a) It was generally agreed that road safety issues in High Income and LMICs were essentially the same – it is really a matter of scale especially fatality ratios, population and traffic density.
- b) The real benefits in any conference presentation and attendance was to learn directly about global issues and then being able to relate those issues to the participants' own countries.
- c) LMICs generally have multiple languages and cultures which need to be included as challenges in the conversation to assist in the way forward.
- d) In the road safety environment, there is a need to develop a mindset change within the communities to that of safety in attitude, behaviour and culture. i.e. establish a road safety culture
- e) Successful programs in one country can be transferrable to another country (with relevant modifications)
- f) Lack of resources is not an acceptable excuse. A lot can be done with limited resources by understanding and undertaking resource optimisation
- g) If the law is not in place and safety issues are involved, you can still proceed with advocacy to achieve safety outcomes e.g. child restraints. Safety outcomes can be achieved in the interim.
- h) Social media is a very effective tool for community messages to inform the general public about critical road safety issues

### Recommendations for future scholarships and funding for 2020

- 1. That an earlier call for LMIC Scholarship submissions be made;
- 2. That an earlier offer of mentoring services be posted on the Conference website;
- 3. That more support and encouragement be provided to participants from LMICs to write publishable papers be given; and
- 4. Opportunities for global networking be established through partnerships with international organisations, such as the Global Alliance of NGOs for Road Safety.

In addition, it should be noted that the relationship between the Scientific Sub-Committee processes and International Subcommittee processes needs to be clarified, and accompanied by appropriate communication. While some LMIC submissions to the Scientific Sub-Committee are incorporated into the LMIC Symposium, others are not, and this resulted in a scheduling issue. The issue is related to broader questions about whether all symposia need to have their presentation details recorded through the Editorial Manager submission system, and what discretion the Scientific Sub-Committee can exercise in relation to symposia, apart from the acceptance of a symposium and its scheduling.

## Attachment 1: ACRS International Sub-Committee

ACRS INTERNATIONAL SUB-COMMITTEE 2019	
Dr Mark King, (Chair)	CARRS-Q, QUT
Dr Lori Mooren	Safety and Communications Pty Ltd
Dr Ray Shuey	Strategic Safety Solutions Pty Ltd
Mr Martin Small	Martin Small Consulting
Mr Rob McInerney	iRAP
Mr Blair Turner	ARRB
Ms Olivia Sherwood and Mr Christopher Karas	Department of Transport, Infrastructure, Cities and Regional Development
Mr Philip Bourke	Austrade
FRIENDS OF THE INTERNATIONAL SUB-COMMITTEE 2019	
Dr Chika Sakashita	Global Road Safety Solutions
Dr Judy Fleiter	Global Road Safety Partnership



### Road Safety Advocacy Scholarship Initiatives

The ACRS is pleased to announce the availability of several scholarships for road safety community advocates from low to middle-income countries (LMIC) to present their good practice initiatives at the Australasian Road Safety Conference in Adelaide in September, 2019.

Scholarships are provided to enable the presentation, sharing and discussion of programs and initiatives designed to reduce road trauma and which may be replicated or modified in other similar nations. Successful applicants will be invited to present at a special Community Advocacy Symposium as part of the 2019 Conference.

Opportunities will be available to network with experienced international community advocates and road safety experts in a broad range of road safety disciplines.

Applicants are required to submit an original extended abstract in the prescribed format by email to the International Sub-Committee for consideration by 5p.m. Saturday 29 June 2019 (Australian EST).

Successful applicants will be awarded a scholarship to include:

- Return economy flights to Adelaide
- Accommodation at the Conference Venue for the duration of the conference
- Conference attendance fees and ticket for gala dinner
- Airport Transfers and Visa fees
- Per diem allowances

#### Eligibility for the granting of a scholarship:

- ❖ Community road safety advocate who has carried out road safety advocacy programs
- ❖ The submission of an extended abstract (in the prescribed format) of good practice community advocacy through **monitoring and evaluation**. (May be co-authored, however, the presenter must be a community advocate for road safety)
- ❖ Good command of the English language - for presentation and discussion purposes
- ❖ Prepared to present their initiatives and findings at the ACRS conference in September, 2019.

#### Format for the extended abstract:

- Extended Abstract Title: Maximum 20 words
- Abstract: Maximum 100 words
- Body text: Maximum 500 words (excluding abstract, tables, graphs, references)
- Submit in Microsoft Word (not .pdf)
- Cite references and provide reference list in the APA Style <http://apastyle.org/>

Further general guidelines are provided at [http://acrs.org.au/wp-content/uploads/Extended-Abstract\\_Word\\_Template-FINAL.docx](http://acrs.org.au/wp-content/uploads/Extended-Abstract_Word_Template-FINAL.docx) disregard submission dates and submission location.

Closing date 5p.m. Saturday 29<sup>th</sup> June, 2019. Submissions (and enquiries) to be Emailed to Dr Mark King [mark.king@qut.edu.au](mailto:mark.king@qut.edu.au), and/or Dr Lori Mooren [lorimooren@iinet.net.au](mailto:lorimooren@iinet.net.au), and/or Dr Ray Shuey [rs@isf.org.au](mailto:rs@isf.org.au)

### Attachment 3 - Photographs



**Above: LMIC Scholarship Winners**

Sumana Narayanan, Le Nguyen, Christine Anne Paguirigan,  
Monjurul Hoque Mohammad Arif Uddin & Ali Zayerzadeh  
with Mr Ray Shuey, Hon Llew O'brien, Mr Martin Small and Dr Lori Mooren



**Australian Government**

**Department of Infrastructure, Regional Development and Cities**

**The Hon Michael McCormack MP**

**Deputy Prime Minister**

**Minister for Infrastructure, Transport and Regional Development**

**(Delivered by Mr Llew O'Brien MP)**

**Event**

Name: Australasian Road Safety Conference Gala Dinner and Awards Ceremony

Date/Time: 6.30 pm to 11 pm Thursday 26 September 2019

Venue: Adelaide Convention Centre, Panorama Ballroom

## ***ACRS Dinner***

### ***Leading the way – Towards Zero***

[We are meeting on Kurna land]

Thank you Martin (Small, President, ACRS) for the kind introduction.

Acknowledgments:

- Corey Wingard, Minister for Police, Emergency Services and Correctional Services
- Stephan Knoll, Minister for Transport, Infrastructure, Local Government and Planning
- Nick Koukoulas – CEO Austroads
- Andrew King, 3M Group Business Manager for Transportation Safety Division and Commercial Solutions Division

Thanks to the Australasian College of Road Safety and Austroads for hosting another successful event.

### **Introduction**

For 100 years, the vision of The National Party, and The Country Party before it, has been to build a better Australia.

A better Australia is one where, each year, road trauma incidents are steadily reducing and heading towards zero.

Particularly in regional Australia. Road fatalities in inner regional areas are approximately three and a half times greater than in major cities, and five times greater in outer regional areas.

While each and every person plays a role in creating safer roads, improving those statistics is both a personal and a political priority.

Given the importance of the task, the responsibility for road safety now sits with two ministers and has been elevated to Cabinet.

My journalist days for the Daily Advertiser in Wagga meant I was often reporting on tragedy on our roads, and witnessing the widespread and lasting grief it causes. Those memories never leave you.

My colleague Scott Buchholz was a successful transport operator before politics. Because of that he knows a thing or two about safety on our roads and I'm very pleased to work with him as my Assistant Minister for Road Safety and Freight Transport.

For our part, we are striving to deliver safer roads through the many infrastructure investments and initiatives, which are underway or in planning.

We also guarantee to make sure every dollar spent achieves the maximum safety benefit.

### **Leading the way – towards zero**

Vision Zero is an ambitious but achievable goal that can be progressed with strong partnerships across state, territory and local governments, organisations such as the ACRS and Austroads as well as the wider community more generally.

We heard the message from the Inquiry and subsequent Governance Review, and from many of you, that the Commonwealth needs to take a more active leadership style role – in order to influence and deliver change.

The Inquiry highlighted the challenges faced in implementing the National Road Safety Strategy, and the lessons for the federal government.

In a nutshell:

- We know we need better strategic alignment, together with greater understanding of capabilities, and stronger accountability across the country.
- We heard loudly and clearly that we must do more to build road safety partnerships and work collaboratively across industry and with the community.

- And we need to provide stronger leadership, bring everyone along with us, and commit to eliminating the harm from road crashes.

We have already taken some significant steps in response to the Inquiry.

### **Office of Road Safety**

The Office of Road Safety has been established in my department to provide leadership, coordinate road safety efforts at the national level, and work with all levels of government and industry.

This is a key opportunity for the Commonwealth to build more partnerships, and strengthen existing ones to more effectively address the challenges in moving towards the elimination of road trauma.

The Office coordinated the first in a series of Stakeholder Roundtables where Assistant Minister Buchholz, Llew O'Brien and I talked about a range of road safety issues with industry, academia and community representatives.

There are more meetings being planned in both regional areas and major centres where we will drill down into specific topics.

### **Budget for Road Safety**

Infrastructure is crucial for cutting the number of deaths and serious injuries caused by road crashes. In response to the funding recommendations in the Inquiry, we significantly increased the overall funding commitment to direct and indirect road safety measures totalling over \$3 billion per annum.

There's an additional \$2.2 billion through the Local and State Government Road Safety Package. This means more funding for programs that are making a real difference such as Roads to Recovery, Black Spot, Bridges Renewal, and Heavy Vehicle Safety. Since 2013, Black Spot alone will have saved 280 lives and prevented 14,400 crashes.

This is on top of the funding we already provide for a number of other roads. The \$10 billion commitment to upgrade the Bruce Highway is a



good example. Fatalities have reduced by 40 per cent since work began in 2013.

The Budget also contained new funding for the Road Safety Innovation Fund (\$12 million over four years) to support road safety research and the development of new road safety technology and products.

Initial priority areas we are considering:

- improving safety in regional and remote areas
- addressing road user distraction, particularly from mobile devices
- improving safety for older drivers, cyclists, pedestrians and motorcyclists, and
- reducing drug driving.

There's also the Road Safety Awareness and Enablers Fund (\$4 million over four years), where funding will be allocated under a program of targeted and competitive grants for road safety awareness, education and collaboration initiatives.

Underscoring our commitment to the safety of new drivers, the Budget provided an additional \$8 million for the Keys2drive learner program, reaching a total funding commitment of \$16 million.

The Australian Road Research Board (ARRB) received an additional \$2.55 million to make professional expertise more readily available to local governments to help them better understand and assess their road assets.

Under the new National Partnership Agreement on Land Transport Projects, all investments in road infrastructure planning, design and construction are encouraged to apply Safe System principles and include safety treatments that align with these principles. This has been agreed at the federal and state level.

At the Transport and Infrastructure Council we also agreed to expand this to the existing road network. We'll look at this in every meeting. In other words, our funding is tied to achieving these outcomes and the states have agreed to deliver it.

We also established a Joint Select Committee for Road Safety, which Llew O'Brien has agreed to Chair.

This Committee will play an important role in bringing together all areas of the Commonwealth with an interest in road safety – including health, education, industry, treasury, indigenous affairs – and it will do so in a bi-partisan way.

A final report from the Committee is due by July 2020, which will contribute to the next National Road Safety Strategy.

We also recognise that reaching solutions will require action by all levels of government, and the participation of the non-governmental sector, industry, academia, NGOs and community stakeholders.

To implement successful solutions, we need to keep abreast of:

- what is changing
- what resources are available
- what has worked in different jurisdictions, industries and overseas and could work here
- who can play a part in a coordinated and collaborative response.

### **Things we are doing well**

Besides our record investment in roads, making safer vehicles more easily accessible by Australian drivers is high on the Government's agenda.

Australia has a record for proactively introducing standards once they have been agreed internationally. Good examples are the speed with which seatbelts and airbags became compulsory in Australia in earlier years.

We led the development of an international standard for pole side impacts through the United Nations World Forum and we were one of the first countries to implement this standard. This is saving lives in Australia, and thanks to our efforts, saving lives around the world.

The new Australian Design Rules (ADRs) introduced over the last four years are collectively estimated to save 850 lives. The net economic benefit to society from these ADRs is estimated to be \$2.4 billion.

Some other benefits from ADRs worth a mention are:

- Electronic Stability Control for light passenger vehicles is estimated to save 128 lives over 15 years.
- Antilock Brake Systems for motorcycles, estimated to save 587 lives over 15 years.
- Electronic Stability Control for heavy trucks and buses and Roll Stability Control for heavy trailers from July 2019, estimated to save 126 lives over 15 years.

Australia is a recognised world leader in drug driving enforcement and deterrence. Over the past 15 years, we have pioneered a specific deterrence model, and developed the largest roadside drug screening and testing program in the world.

In 2018, over 392,000 roadside drug tests were conducted. And the number of deaths from crashes where drug driving was involved has recently dropped.

### **Office of Future Transport Technology**

I'll finish on the future. There is absolutely no doubt new vehicle technologies are making our roads safer. We can already see these improvements with current automated driver assistance technologies such as Automated Emergency Braking.

We want to be an active partner with industry in delivering technology to improve safety and productivity.

Just on a year ago, we set up the Office of Future Transport Technology in my department. The Office enhances the Government's strategic leadership role to successfully, and responsibly, implement future transport technologies in Australia.

Some of the work of the Office is to:

- implement the Council's National Policy Framework for Land Transport Technology
- support nationally consistent regulatory frameworks
- make certain cyber security safeguards are in place for connected vehicles and infrastructure

- ensure connected vehicle data is not compromised and consumer privacy is protected
- encourage Australian businesses to take advantage of new commercial opportunities, and
- support trials and testing such as the C-ITS pilot in South East Queensland, the Australian Integrated Multimodal EcoSystem testbed in Melbourne, and the Cooperative Intelligent Transport Initiative in the Illawarra.

## **Conclusion**

To conclude:

We as a Government know where we need to lead the national conversation about road safety – the all-important zero – for a better Australia.

We are doing this by working more collaboratively, improving governance and providing adequate funding.

My thanks again to the Australasian College of Road Safety and Austroads for your leadership.

You are pivotal points for communication, networking, professionalism and advocacy across all areas of road safety.

Thank you.

# **Australasian Road Safety Conference**

## **SPEECH BY THE ACTING SECRETARY MS PIP SPENCE PSM**

***Leading Towards Zero – Making it Happen!***

**11.00am Wednesday, 25 September 2019**

**Adelaide Convention Centre  
North Terrace**

## Introduction

I would like to begin by acknowledging the Kurna people of the Adelaide Plains who are the traditional custodians of the land on which we meet, and pay my respects to the elders of the Kurna people - past, present and emerging.

And I extend that respect and welcome other Aboriginal and Torres Strait Islander people here today.

Thank you Narelle (Professor Haworth, Centre for Accident Research and Road Safety) for the introduction.

Thank you also to the organisers – the Australasian College of Road Safety and Austroads – for putting on a great event and the opportunity to share a platform with the many experts who are committed to reducing road trauma, and for your ongoing collaboration in this field.

It is a great pleasure to represent the Department of Infrastructure, Transport, Cities and Regional Development at this year's Australasian Road Safety Conference. I'm looking forward to hearing from the other speakers, from Neil and from Jeremy, and my fellow panellists a bit later.





The Department of Infrastructure, Transport, Cities and Regional Development has many areas that touch on road safety. You will know about the newly established Office of Road Safety, but our work in Infrastructure Investment, Vehicle Safety Standards, Heavy Vehicle Safety and road reform all interface with safety.

We manage the highly successful Black Spot Program and we work closely with our state and territory counterparts to make sure that our policy and investment decisions have the best possible outcomes for Australians.

Road safety policy has been one of my responsibilities in the transport space for some time.

I was closely involved this year in overseeing the Review of National Road Safety Governance through to its release by the Transport and Infrastructure Council in August; and in setting up the Office of Road Safety for its commencement from 1 July.

The Governance Review findings highlighted the importance of better connections across all levels of government and increased engagement with all stakeholder in order to successfully drive outcomes.

It also emphasised the need for stronger leadership and coordination at the national level. Through the closing out of the existing National Road Safety Strategy and the development of the next one, we all have a real opportunity to work in partnership to drive better outcomes.

But, just doing one or two things better or differently isn't going to get us to zero.

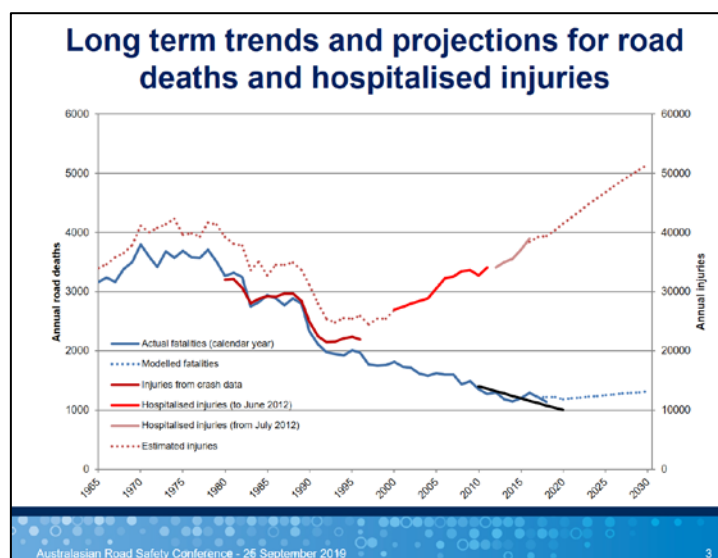
Working towards a Safe System that does not kill or injure people is a complex task; it must be tackled holistically by a variety of organisations and communities brought together under the umbrella of strong national leadership.

My department is supporting the Government to take on this national leadership role to make zero happen.

We are on a mission. And that mission starts with a vision that draws our work together: Great Cities. Strong Regions. Connecting Australians.

Great cities have safe roads. Strong regions have safe roads. And safety is central to Australia's current and future transport connections.

As the Hon Scott Buchholz MP has said a number of times as the Assistant Minister for Road Safety and Freight Transport, we should recognise the great strides we have made in addressing road trauma.



Between 1980 and 2018, Australia's annual road fatality rate declined from 22.3 deaths per 100,000 people to 4.6 deaths per 100,000 people.

Hard work by many people contributed to this result. This includes the improvements in road infrastructure and vehicle safety that I am proud to say my department has, and continues to make strong contributions towards.

I'd like to highlight some important points:

- Fatalities have fallen by 40 per cent under the \$10 billion Bruce Highway Upgrade Program since it commenced in 2013.
- And more than halved under the Pacific Highway Upgrade.
- Every dollar invested in the Black Spot program reduces the cost of road trauma to the community by \$6.70 over the longer term.
- Australia led the development of an international standard for pole side impacts in 2013-14, and we were one of the first countries to implement this standard in light passenger vehicles in 2017 and light commercial vehicles in 2018.
- New Australian Design Rules (or ADRs) introduced over the last four years are collectively estimated to save 850 lives, with an estimated net economic benefit to society of \$2.4 billion.

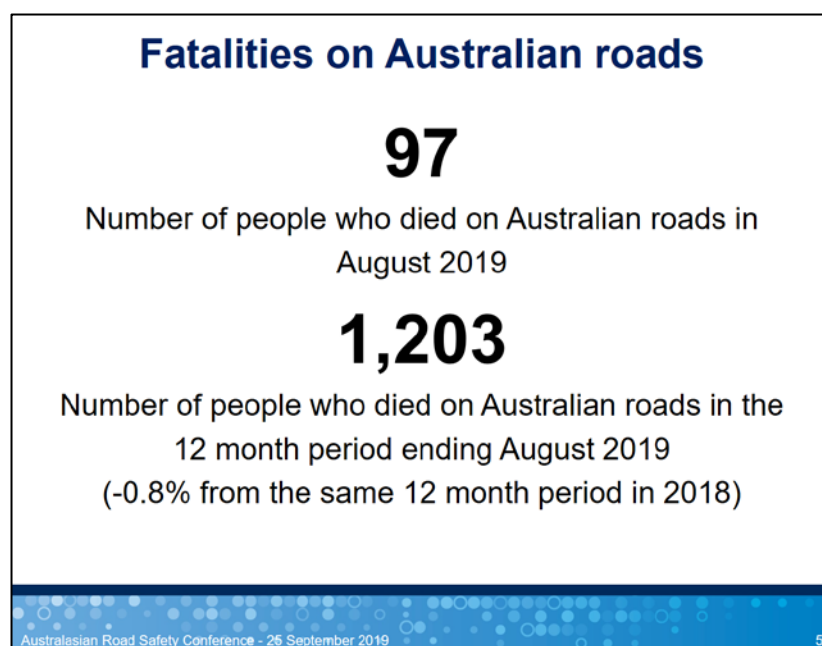
But, we all know it is becoming increasingly harder to reduce the number of deaths and injuries at the rates we saw in the 1970s, 80s and 90s, when major changes such as mandatory seat belts and random breath testing were introduced and made such a meaningful difference to the safety of road users.



We should recognise the significance of the decline in fatalities we have achieved together. But, there is much more we can do together.

While we have achieved approximately a 15% reduction in road fatalities, we will likely miss the 2020 targets established under the current National Road Safety Strategy for reductions in road deaths and serious injuries.

As the Inquiry into the National Road Safety Strategy found, we have a pressing need for a step-change in our approach and our commitments.



2019 has been a difficult year on our roads. Ninety seven (97) people were killed on Australian roads in August alone. And in the 12 months to August, one thousand, two hundred and three (1,203) people lost their lives on our roads. Deaths have jumped sharply in several jurisdictions compared to last year, despite a long term downward trend.

The road safety landscape is changing, technology is changing and our understanding of the problem is changing across all areas of the system. That's why we are all here. I think that this conference provides

a fantastic opportunity for road safety professionals to get together and share our latest findings.

We know there is a greater role the Commonwealth can play in leading efforts to tackle this problem.

Research and innovative approaches will be the key to shaping the best approach to road safety in Australia. We need to work in a more connected way across the country to drive the step-change needed to save more lives on our roads.



In the April Budget, the Government announced it would establish the Office of Road Safety. This was in response to the Inquiry into the National Road Safety Strategy 2011-2020.

The Office is up and running with its initial complement of staff. Its major focus has been on ensuring we are connecting with and hearing your voices for the next National Road Safety Strategy.

The Office is the primary policy advisor to the two federal Ministers responsible for road safety. These are Deputy Prime Minister and

Minister for Infrastructure, Transport and Regional Development, the Hon Michael McCormack MP; and the Hon Scott Buchholz MP, Assistant Minister for Road Safety and Freight Transport,.

It comes with a \$48.3 million allocation to road safety initiatives for the next four years from 2019-20 to 2022-23 – that's an allocation separate to the Government's substantial road safety infrastructure commitments.

The Office administers the Government's road safety programs like Keys2drive, plus the two new road safety initiatives, the Road Safety Innovation Fund (with \$12 million over four years) and the Road Safety Awareness and Enablers Fund (with \$4 million over four years).

This is a key opportunity for the Commonwealth to strengthen existing partnerships, and build new ones – to more effectively address the challenges of moving towards eliminating road trauma.

The mission of the Office of Road Safety is: to provide leadership towards the elimination of road trauma in Australia.

You can see on the diagram its responsibilities are to:

- Lead road safety across the Australian Government and nationally
- Collaborate and consult with stakeholders, nationally and internationally
- Share and promote better practice approaches and data
- Manage, fund and deliver high-value road safety initiatives to eliminate road trauma
- Monitor and report on progress and challenges.

The Office is responsible for leading the preparation of and reporting on the next National Road Safety Strategy, beginning in 2021.



It will bring together the innovators and enablers in collaboration and funding opportunities, and gathering the joint support of state, territory and local governments, and the road safety community. We will be reaching out to people with a schedule, themes and invitations over the coming months.

Stakeholder engagement is a critical role. The Office is supporting the Government to go beyond the traditional role of informing people and seeking input on specific documents and issues.

We have a broader aim – to bring industry and the community along with us.

The Deputy Prime Minister is leading a series of roundtables to hear directly from the road safety community.

A major theme emerging is that federal, state and territory governments need to work together in a more connected way to reach a better understanding of what works to reduce road trauma.

This echoes the results of the Inquiry.

### **Transport technology to boost safety**

There is important work underway in my department on new vehicle technologies, which are undoubtedly making our roads safer.

The increasing automation of vehicles on our roads offers us hope that fatigue and human error may, over time, become less significant contributing factors in road trauma.

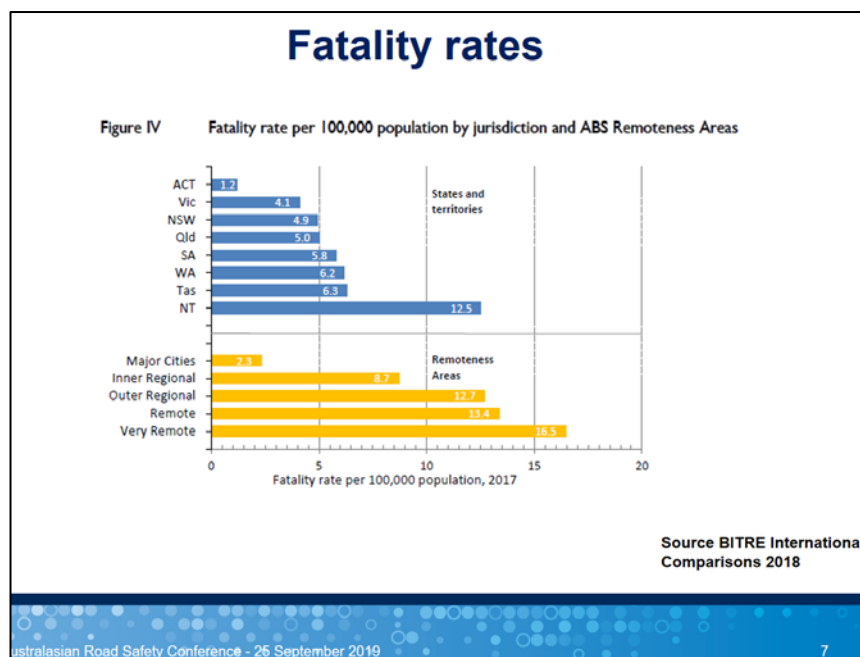
In October last year, the Government invested \$9.7 million to establish an Office of Future Transport Technology within my department.

This Office is working to ensure technologies are deployed in a manner that improves safety, productivity, accessibility and liveability for Australians in both urban and regional areas.

This is brought together under the National Policy Framework for Land Transport Technology and the associated Action Plan agreed by the Transport and Infrastructure Council Ministers.

The framework and action plan include priorities for:

- ensuring Automated Vehicles can operate safely and legally on our roads
- investigating future infrastructure requirements
- exploring how data can be used to improve transport network efficiency and investment.



**The importance of evidence in our work**

We know good information leads to better policy decisions.

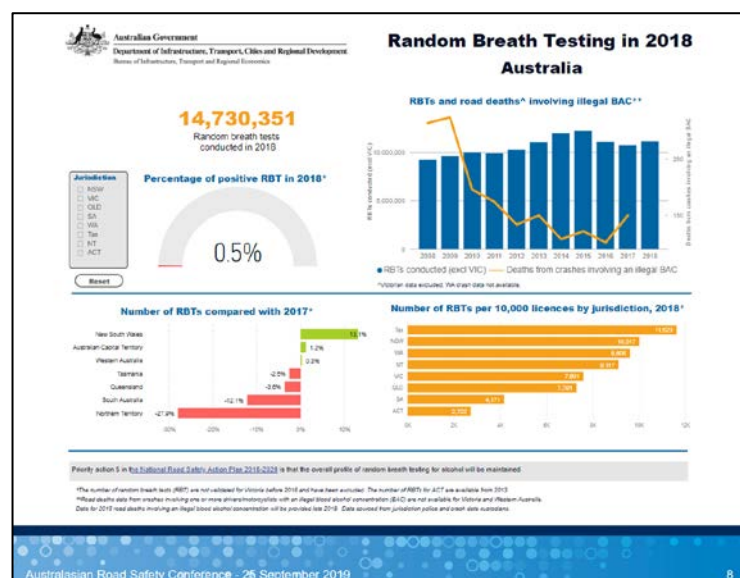
The road safety community has access to plenty of information at the regional, state and national levels.

As an example, I think everyone working in road safety is well aware that the rate of death by population increases with remoteness.

While the fatality rate in major cities was 2.3 per 100,000 people in 2017, the rate was 16.5 for very remote areas.

As we move away from the cities, the number of deaths per 100,000 people sadly increases:

- in inner regional Australia, the rate of death is 8.7
- in outer regional Australia, 12.7 and
- in remote Australia, 13.4.

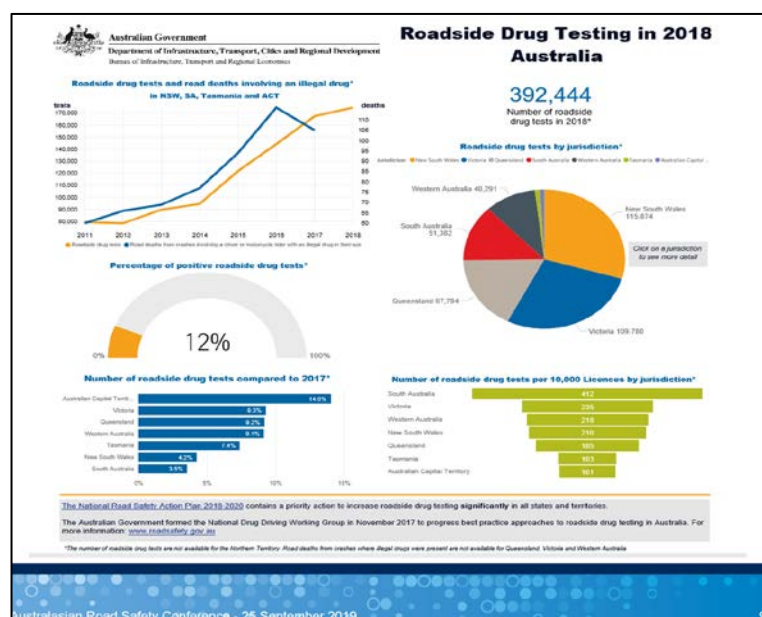


My department is focusing on improving the way we collect and report a range of road safety data. We need enhanced data and evaluation systems to be able to properly tailor initiatives and respond to new issues.

The Bureau of Infrastructure, Transport and Regional Economics (BITRE) in my department has been instrumental in delivering innovative ways to understand the data we already have, and will continue to provide vital support to the Office of Road Safety in the future.

For example, working with state and territory governments, the Bureau has recently released dashboards which present several years of data on Random Breath Testing and Roadside Drug Testing across Australia. These are significant advances in the way we collect, present and share information.

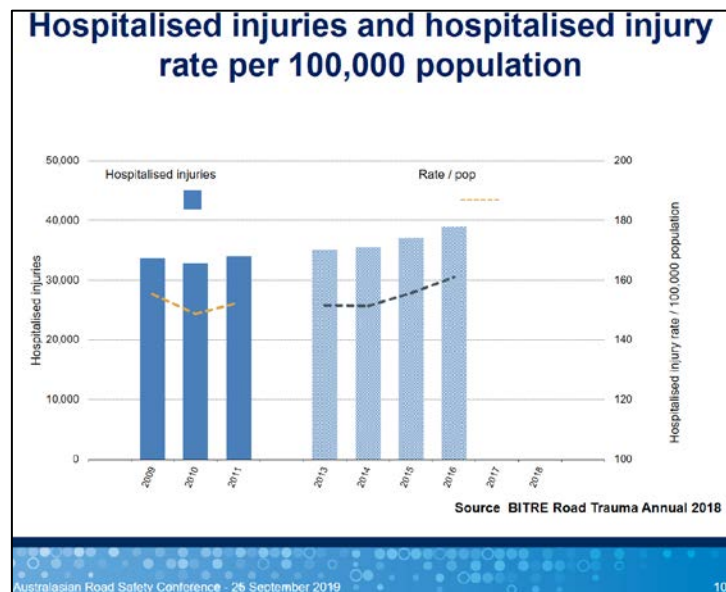
Over the past ten years we can see a drop in deaths involving a driver with a blood alcohol concentration over the legal limit, and an increase nationally in the number of Random Breath Tests conducted.



Similarly, the Bureau worked with state and territory police to develop new series of enforcement data, and used these to develop a new Roadside Drug Testing dashboard in collaboration with members of the National Drug Driving Working Group.

The Bureau's new dashboard is available on the Department's website. Data is not yet available for all jurisdictions, but where data is available it shows the number of drug tests climbing steadily in recent years, and the number of deaths only dropping off in the past year or so.

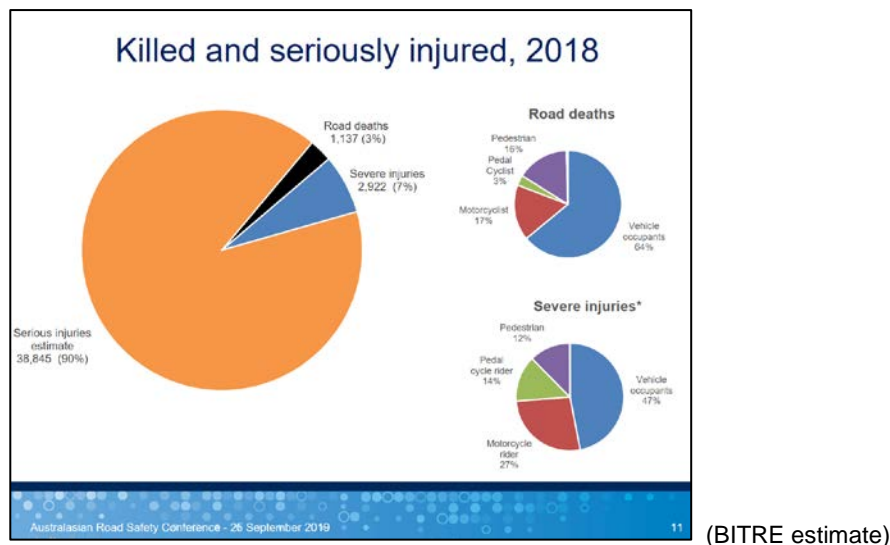
This suggests there is scope for greater benefits from continuing to increase testing rates.



The national hospitalisation data shows an ongoing increase in people hospitalised following road crashes.

We are still working hard through Austroads towards a national series of serious injury data based on linking hospital and police crash records and have made good progress with this complex, long term project.

This project will provide a basis of reporting on serious injury for the next Road Safety Strategy.



Thankfully we are moving towards a much better picture of road trauma nationally, where deaths are a relatively small slice of the overall figures.

My Department, with the Department of Health, are providing funding to develop the Australian Trauma Registry as an additional source of information about people who are severely injured in road crashes and treated at Australia's major trauma centres. These cases are a numerically small, but very important subset of all people hospitalised as a result of road crashes.

Looking at fatalities by road user group, we see the vast majority of road deaths continue to be vehicle occupants – representing 64 per cent of fatalities.

When we look at severe injuries in comparison with deaths, we start to see larger proportions of motorcyclists and cyclists, although people in vehicles are still the majority:

- Motorcyclists: 17 per cent of road deaths, 27 per cent of severe injuries.
- Cyclists: 3 per cent of deaths, 14 per cent of severe injuries.





We have released a monthly road deaths dashboard showing road deaths in the current month, year to date, and the last 12 months. The August figures are up on the website.

Users can select the most relevant data in the dashboards by filtering by jurisdiction and road user type.

These complement existing road safety dashboards. For example, we know how many times local government areas have recorded zero fatalities in a year over the last decade: The Bureau publishes this as a public dashboard.

## Key messages

- Projections (without new measures) are for increasing deaths and serious injuries beyond 2020
  - As existing counter-measures have diminishing returns
- While fatality rates in cities are equal to world leaders, regional and remote fatality rates are significantly high
- The current National Road Safety Strategy is coming to an end.
- The Office of Road Safety will be reaching out in drafting the next Strategy.

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## Conclusion

To sum up, the existing counter-measures we have in place across Australia remain important, but will have diminishing additional returns to offer.

The data is telling us that without new measures, the projections are for increasing deaths and serious injuries beyond 2020.

Increasing traffic volumes mean greater risk: therefore more, or changed efforts are needed to reduce the incidence of crashes.

Our fatality rates in cities are equal to world leaders in road safety like Sweden, the United Kingdom and the Netherlands. Yet, our regional and remote fatality rates are significantly high.

The Inquiry into the National Road Safety Strategy 2011-20 highlighted the challenges that all governments in Australia faced in implementing the existing Strategy.

As we design a new one:

- We know we need better strategic alignment and understanding of capabilities across the country, and stronger accountability for results.
- We can and must do more to build road safety partnerships across industry and with the community.
- We need to rethink the way we understand and use key performance indicators.
- We need to provide stronger leadership to bring everyone along on this journey and commit to eliminating the harm from road crashes.

Keeping these points in mind, my department is focused on helping the Government set the stage for the next decade in road safety.

Zero is the guiding light we are working towards. Achieving it needs planning, and collaboration.

This is the time and the opportunity. We must grab it with both hands.

Thank you.