



INQUIRY INTO THE NATIONAL ROAD SAFETY STRATEGY



Australian
Automobile
Association

Submission - February 2018





City East
Eastern
Suburbs
↓

NO DANGEROUS
GOODS
IN TUNNEL
LOW TUNNEL
CLEARANCE
4.4m
DETOUR
K 6.2

BRIDGE
TUNNEL
PENALTY EXCEEDS \$2000
AND LOSS OF REGISTRATION
← ↑


SPEED CAMERA
IN USE 24 HOURS
IN TUNNEL

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Introduction

The National Road Safety Strategy 2011-2020 (NRSS) represents a commitment by Federal, State and Territory governments to reduce the annual number of fatalities and serious injuries in Australia by at least 30 per cent by 2020.¹

Despite some improvement since the commencement of the strategy, it is apparent that the NRSS objectives are unlikely to be met. The AAA campaigned for an inquiry into the performance of the NRSS and congratulates the Government on the establishment of this inquiry.

There has been only a 14.1 per cent reduction in the baseline level of road fatalities since the commencement of the NRSS and in the year to December 2017, 1,225 people lost their lives on Australian roads. Although this represents a decrease in fatalities compared to the previous year, the figures exceed the notional NRSS target for this timeframe by 99 lost lives. In December 2017, the nation recorded its worst month of road fatalities in six years, with 129 deaths recorded for the month.

The number of Australians who have sustained serious injuries from road crashes is unknown. Without a national measurement in place, it is difficult to monitor progress and evaluate which safety measures need to be given the greatest priority.

The *Cost of Road Trauma* (Attachment 1) report commissioned by the AAA found that road trauma cost the Australian economy almost \$30 billion annually. The direct cost borne by governments is estimated to account for \$3.7 billion of this figure per year.

In spite of decades of decline, the annual number of road crash fatalities in Australia has increased in recent years. Evidence has shown that the vast majority of road crashes are preventable. Large scale, focused campaigns driven by governments in the past have correlated with significant improvements in road safety. Improvements in the 1970s and 1990s reflected significant legislative changes such as mandatory seat belt usage, blood alcohol limits, random breath testing and targeted education programs (See Figure 1). Unfortunately, road safety gains have levelled off and begun to decrease after the 1990s, despite the establishment of the National Road Safety Strategy (NRSS).

A lack of accountability, national leadership and dedicated research, together with an ageing Australian vehicle fleet have significantly impacted the road toll. The AAA *National Road Safety Platform*, released in September 2017, outlines the levers that are available to the Commonwealth to improve road safety outcomes.

In addition to this submission, the AAA recommends the inquiry's committee members examine previous government road safety reviews, the AAA *National Road Safety Platform* and associated documents, when finalising its recommendations.

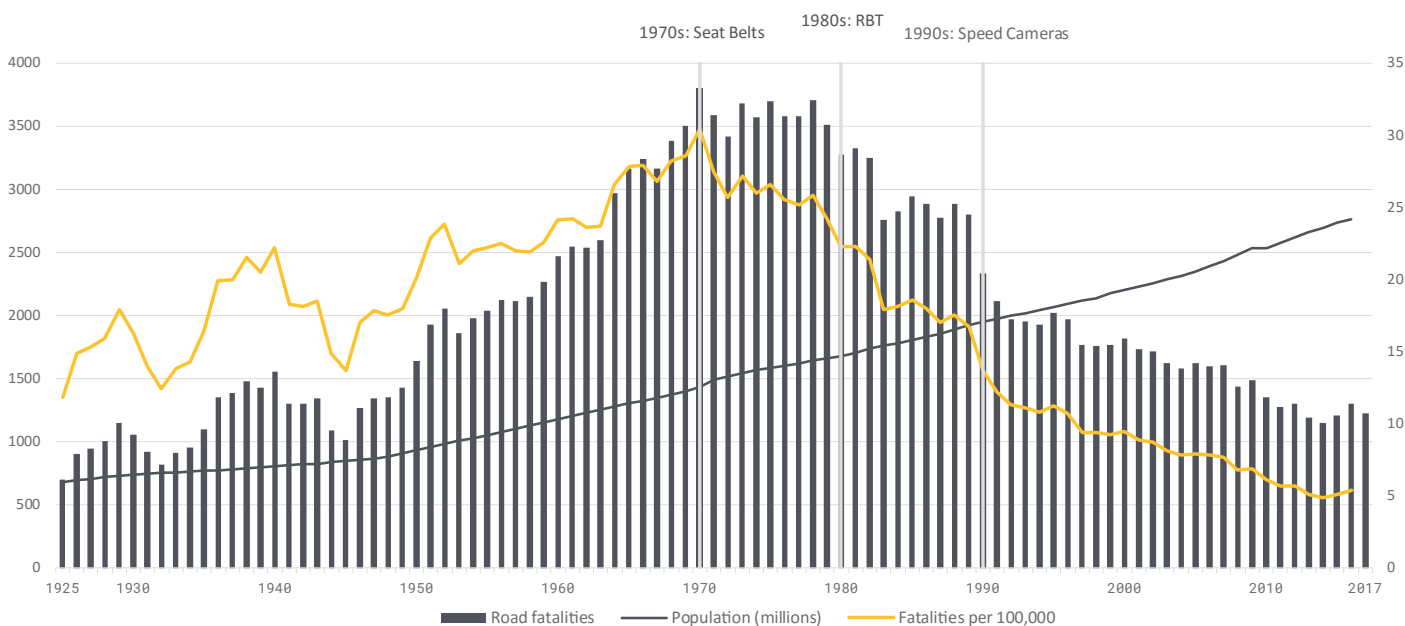


Figure 1: Annual number of road crash deaths in Australia, 1925 – 2017

¹ National Road Safety Strategy (NRSS), Targets, accessed at: <http://roadsafety.gov.au/nrss/targets.aspx>

AAA Recommendations

The AAA recommends the Australian Government urgently:

- Reinstatement of the Federal Office of Road Safety, at a total cost of \$25 million per annum, which would be responsible for developing and implementing integrated road safety strategies and programs, as well as national road safety research and data collection.
- Remove tariffs and taxes associated with buying a new car to encourage the uptake of safer vehicles and reduce the age of the vehicle fleet.
- Establish an incentive payment program to encourage states and territories to take action within the NRSS.
- Prioritise road safety in infrastructure delivery, and invest in cost-effective safety upgrades
- Continue to support improved vehicle safety through the Australasian New Car Assessment Program (ANCAP)
- Develop a metric for measuring serious injuries caused by road crashes
- Fund research to benchmark best practice in road safety enforcement to inform future National Road Safety Action Plans

The AAA also recommends that the inquiry:

- Establish metrics and formal reporting of progress of future road safety strategies for all jurisdictions.
- Reassess the NRSS performance indicators, particularly given the recent findings of the AAA's strategy progress report.
- Consider the recommendations and submission made to the *Senate Inquiry into Aspects of Road Safety in Australia* given the extensive consultation process undertaken.
- Review the priority actions in the 2015-2017 NRSS Action Plan with the view to improving the accountability and measurability of future action plans.



AAA analysis of Safety Performance Indicators

Progress against NRSS performance indicators is reported on an annual basis in the Implementation Status report prepared by the Transport and Infrastructure Senior Officials' Committee (TISOC)² and considered by the Transport Infrastructure Council.

In January 2018, the AAA undertook a review of the safety performance indicators within the *NRSS Implementation Status Report* (published November 2017). A traffic-light analysis was applied to each performance indicator, based on progress from the baseline period of 2008-2010. The results, published in the AAA's *National Road Safety Strategy Progress Report* (Attachment 2), revealed that almost 90 per cent of the safety performance targets would not be met by December 31 2020. In summary:

- Four out of the 33 indicators (12 per cent) are "On Track" to be met;
- Six out of 33 indicators (18 per cent) are "Not on Track" to be met; and
- 15 out of the 33 indicators (45 per cent) are "Unlikely to be met"

The review also identified that a further eight indicators, many of which relate to serious injuries, are not being measured nor have any agreed targets.

In the absence of a national measurement for serious injuries, and with only a 14.1 per cent reduction in road fatalities achieved to date, it is increasingly clear that urgent action is required to ensure the strategy succeeds. Greater accountability and transparency at both levels of government will be essential to the strategy's success.



² National Road Safety Strategy (NRSS), Road Safety Performance, accessed at: <http://roadsafety.gov.au/performance/index.aspx>

AAA National Road Safety Platform

The *National Road Safety Platform* was developed by the AAA in response to the lack of national leadership in road safety. The Platform details the levers available at the Federal level to assist in improving road safety outcomes in Australia. A copy is provided at Attachment 3 of this submission.

Key policy objectives

The National Road Safety Platform advocates for the Australian government to have a greater role in:

Measuring success and identifying gaps in road safety through improved data collection

Inconsistent reporting means that information available to governments is limited. There is subsequently, a strong need to determine what gaps currently exist in data collection. A national system for the measurement of serious road crash injuries is needed, and there is greater opportunity to collect data from first responders at crash scenes.

Leadership in road safety through promoting best practice research

The AAA believes there is greater scope for the Government to increase its role in road safety through promoting education programs and funding.

Delivering road safety outcomes through funding land transport infrastructure

The Commonwealth has an important role in providing funding to states and territories for nationally significant infrastructure. The AAA believes that road safety objectives should be integrated into the Infrastructure Australia Assessment Framework. Road safety outcomes may also be improved through increased funding to Commonwealth infrastructure programs.

Supporting the introduction of safer vehicles into the Australian fleet


Vehicle safety is critical to road safety outcomes. The latest evidence provided to the 2017-18 budget estimates committee suggested that Australia has at least thirteen standards in the Australian Design Rules (ADRs) that are not harmonised internationally.

Access to new vehicle safety technology is compromised by the imposition of tariffs and other taxes which increase the cost of purchase. This is concerning given evidence that the average age of the Australian vehicle fleet has remained consistently high over the past 10 years. The closure of the vehicle manufacturing industry has rendered the tariffs obsolete. The AAA believes Australian motorists should not be penalised for access to new vehicle safety technology. Further analysis by the AAA in *Benefits of Reducing the Age of Vehicle fleet report* (summary at Attachment 4) shows that more than 1,300 lives could be saved over the next 20 years by reducing the fleet age by a single year.

The Federal Government's 2017 NRSS Implementation Report notes that "no specific action has been undertaken aimed at reducing fleet age, beyond promotion of safer vehicles". The AAA has called on the Australian Government to immediately review taxes and charges that can decrease the cost of new vehicle to encourage fleet renewal.

Delivering road safety outcomes through funding land transport infrastructure

To help enact change and promote best practice, it is necessary to regularly track progress of the NRSS safety performance indicators through a traffic-light system. The Australian Government should also consider allocating incentive payments when key deliverables of safety performance indicators are met.



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Section Five

Senate Inquiry into Aspects of Road Safety

In October 2014, the Senate referred aspects of road safety to the Rural and Regional Affairs and Transport References committee. The consultation process was broad and inclusive and the committee considered evidence from public hearings held across Australia. The committee received 75 submissions from interested parties during the inquiry.

An interim report was published in May 2016, with 17 recommendations made in relation to the transport industry and issues of road safety.

The Final report, published in October 2017 detailed committee recommendations. The AAA reviewed the recommendations of the final report. In summary:

- Four out of 12 action items or 33 per cent remain outstanding;
- Four out of 12 action items or 33 per cent remain not clear; and
- Four out of 12 action items or 33 per cent are currently in progress.

For a full AAA analysis of the committee's report and the recommendations that are yet to be actioned, please refer to Appendix A of this submission.



2014 Inquiry into the NRSS

The NRSS was reviewed in 2014 to provide decision makers with an assessment of progress and to identify new or enhanced initiatives, or potential areas for more focused implementation. Consultation with key road safety stakeholders found the following consistent themes:

- There was a perceived lack of national leadership;
- The strategy was insufficiently focused to produce real change and that more activity was required at the national level; and
- Some of the actions were couched in general language and had no obvious measure of success.

These themes are still relevant and have not improved since the 2014 Inquiry into the NRSS. The current inquiry must seek to achieve real change.

The review found increased effort needed to be aimed at vulnerable road users, as they were not receiving the same benefits as occupants in safer vehicles. The review also found that exposure for motorcyclists and cyclists was increasing. Thirteen priority areas were subsequently identified due to changing crash patterns and a real or perceived lack of activity. The AAA recommends these areas be revisited as part of the current inquiry.

1. Vulnerable Road Users
2. Older Road Users
3. Indigenous Road Users
4. Speed Management
5. Remote Areas
6. Vehicle Safety
7. Cooperative ITS
8. Communication Strategies
9. Monitoring Serious Injuries and Crashes
10. Infrastructure Investment
11. Coordination with Urban Planning
12. Workplace Road Safety
13. National Leadership

In addition to the priority areas, the review identified several recommendations that were considered when developing the 2015-17 NRSS Action Plan. While many of the recommendations were incorporated into the 2015-17 NRSS Action Plan, the AAA considers the following recommendations will need to be addressed as part of a future NRSS Action Plan:

- A clearer statement of implementation and parameters of success for each identified action be included in the next action plan;
- A method for engaging with other government and non-government agencies in the ongoing implementation of the strategy be included in the next action plan;
- A priority activity to develop a method for measuring serious injuries be part of the next action plan;
- The importance of modelling the effects of countermeasures and monitoring the strategy be recognised in the next action plan; and
- The importance of ongoing research and development to achieving continuing improvements in road safety be recognised in the next action plan.

These themes are still relevant and have not improved since the 2014 Inquiry into the NRSS.

Section Seven

NRSS Action plan 2015–2017

The National Road Safety Action Plan was developed to address key road safety challenges identified in the 2014 review of the strategy. The Action Plan included a range of priority actions to be taken by governments between 2015 - 2017.

The Action Plan was intended to support the implementation of the NRSS 2011–2020 by ensuring that national efforts over the three-year period were focused on strategically important initiatives.

The AAA reviewed the actions contained in the Action Plan and found that in total approximately 80 per cent had not been implemented by the 2017 target.

In summary:

- 11 out of 19 action items or 58 per cent are outstanding;
- Four out of 19 action items or 21 per cent have been implemented; and
- Four out of 19 action items or 21 per cent are difficult to measure and progress is unclear.

For a full AAA analysis of the actions outstanding, please refer to Appendix B of this submission.





Appendix A

Senate Inquiry into Aspects of Road Safety – AAA analysis of outstanding recommendations

Actions	AAA Assessment	Status
1 Minister for Infrastructure and Transport initiate discussion on road trauma funding at Council of Australian Government Transport and Infrastructure council with a view to encouraging effective investment in road trauma funding across the nation	The 8th Meeting of the Council of Australian Government Transport and Infrastructure council was held on 10th of November 2017. It is not clear whether road trauma funding was discussed in detail, based on the Communiqués available on the Transport and Infrastructure Council (TIC) website.	NOT CLEAR
2 The committee recommends that the Australian Government commit to a robust set of national minimum safety standards for all vehicles, including second hand vehicles and the government fleet, as part of its proposed reform of the Motor Vehicle Standards Act 1989.	The AAA understands that an Exposure draft of the Road Vehicle Standards Package of Legislation has been recently released. It is noted, however, that there is no discussion or reference to the national minimum safety standards of second hand vehicles.	NOT CLEAR
3 The committee recommends that the Australian Government explore methods to introduce Australian Design Rules (ADRs) in a timely manner to ensure that Australia benefits from, and keeps pace with, international developments in vehicle safety technology.	The AAA understands that a number of regulatory impact statements are currently underway, however remains concerned that the timeline to implementation of ADRs will not allow Australia to take advantage of any international developments in vehicle safety technology.	OUTSTANDING
4 The committee recommends that, if not adequately addressed through the recommendations of the Migrant Workers' Taskforce, the Department of Immigration and Border Protection comprehensively review visa arrangements to address systematic or organised abuse in the transport industry	The AAA understands that the Department of Immigration and Border Protection has abolished visa 457. It is noted, however, that the current system is fraught with loopholes which allow transport industries to employ foreign labour on a short-term, non-ongoing basis.	OUTSTANDING
5 The committee recommends that all visa holders with heavy vehicle driving licences undergo driver skill tests before their heavy vehicle driving licences are recognised in Australia.	In most states and territories, temporary visitors may drive any class of vehicle as is authorised on their overseas driver license. As such, the AAA understands that there has been no official progress on this recommendation.	OUTSTANDING
6 The committee recommends that legislation in South Australia, Western Australia and Northern Territory be amended (consistent with other state and territory jurisdictions) to ensure that overseas drivers who fail a driving test are no longer allowed to use their overseas licence to drive in Australia.	The AAA understands that this legislation has been amended in New South Wales, Queensland, Tasmania, ACT, and most recently Victoria. Currently, the legislation in South Australia, Western Australia, and Northern Territory allows drivers to use their overseas license to drive in Australia, irrespective of whether they have failed a driving test.	OUTSTANDING
7 The committee recommends that the Australian Government convene a series of industry-led roundtables to make recommendations to government to establish an independent industry body which has the power to formulate, implement and enforce supply chain standards and accountability as well as sustainable, safe rates for the transport industry.	The AAA is not aware of any industry-led discussions on the establishment of an independent industry body for the transport industry.	NOT CLEAR

Actions	AAA Assessment	Status
<p>8 The committee recommends that the Australian Government convene a series of industry-led roundtables to make recommendations to government on ways to strengthen the Heavy Vehicle National Law.</p>	<p>The AAA understands that the ATA and the Australian Logistics Council are developing a master registered code of practice under the HVNL. The code will provide businesses (in the supply chain) with clear guidance on how to develop safety systems to meet and manage chain of responsibility obligations (amendments to the HVNL that will come in to place in the first half of this year). The draft code has been developed in consultation with industry. The Code applies to all types of heavy vehicles and loads covered by the HVNL.</p> <p>The AAA also understands the National Transport Commission (NTC) is currently reviewing the Heavy Vehicle National Law (HVNL) to ensure it is nationally-consistent, relevant and effective.</p>	IN PROGRESS
<p>9 The committee recommends that, informed by industry roundtables, the Australian Government amend the Heavy Vehicle National Law to address issues throughout the supply chain in the transport industry including chain of responsibility, minimum payment terms of 30 days and electronic work diaries.</p>	<p>The AAA understands that new Chain of Responsibility Laws will be coming effect mid 2018. Additionally, new standards will soon allow heavy vehicle drivers the option to log work and rest hours on Electronic Work diaries.</p>	IN PROGRESS
<p>10 The committee recommends that the Austroads review consider:• raising the standard required of heavy vehicle drivers under the Heavy Vehicle Competency Based Assessment (HVCBA), with a renewed focus on safety; and • national consistency in relation to heavy vehicle instructor or assessor eligibility, including requiring mandatory industry experience in driving and handling the appropriate vehicle.</p>	<p>The AAA understands that the Austroads review report into the heavy vehicle driver competency framework is currently in progress.</p>	IN PROGRESS
<p>11 Following the Austroads review, the committee recommends that the COAG Transport and Infrastructure Council work to ensure that all jurisdictions adopt the revised criteria of the National Heavy Vehicle Driver Competency Framework (NHVDC Framework) as a matter of urgency.</p>	<p>The AAA understands that the Austroads review report into the heavy vehicle driver competency framework is currently in progress.</p>	IN PROGRESS
<p>12 The committee recommends that the Australian Skills Quality Authority (ASQA) take a more active role in monitoring the delivery of heavy vehicle training undertaken by registered training organisations and other providers.</p>	<p>The AAA understands that the Australian Skills Quality Authority (ASQA) provide regulatory decisions based on training data, and/or annual declaration on compliance received by training providers. It is unclear whether ASQA intend to take a greater role in actively monitoring the delivery of heavy vehicle training undertaken by registered training organisations or other providers.</p>	NOT CLEAR

Appendix B

NRSS Action plan 2015–2017 – AAA Analysis of actions

Action Plan 2015-2017		AAA Assessment	Status
1	<p>Prioritise and treat high-risk rural and urban roads, focusing on the main crash types and vulnerable road users</p> <p><i>Progress to be tracked with measures including: lane-kilometres and numbers of intersections treated, estimated savings in targeted fatalities and serious injuries, and programme expenditure.</i></p> <p>Target by end-2017: Jurisdictions have identified, prioritised and commenced treating the top 10% of priority locations.</p>	While the 2017 implementation report notes that most jurisdictions have identified and prioritised high-risk sections of their road network, progress has not been tracked with measures including; lane-kilometres and numbers of intersections treated, estimated savings in targeted fatalities and serious injuries, and programme expenditure.	OUTSTANDING
2	<p>Assess road safety risk on state and territory controlled roads carrying the highest traffic volumes.</p> <p><i>Individual jurisdictions to select roads to be assessed using ANRAM, based on collective risk potential (i.e. traffic volume/ crash rates).</i></p> <p>Target by end-2017: Reports on infrastructure-related road safety risk, including risk maps, for 50% of the key routes in each state and territory.</p>	The 2017 implementation report notes that NSW and VIC have coded the majority of their road networks, however other jurisdictions have either only assessed some of their networks while others used other tools for assessment. It is unclear whether states and territories have produced infrastructure-related road safety risk maps for 50 per cent of key routes.	OUTSTANDING
3	<p>Review road infrastructure safety programmes to establish best practice processes for identifying, prioritising and developing projects based on fatal and serious casualty reduction criteria.</p> <p><i>Establish a national committee to examine the assessment methodologies used for Commonwealth and state infrastructure programmes, and to develop best practice recommendations that align with the Safe System approach, with a focus on reducing fatal and serious injuries crashes. Jurisdictions to review their programmes, guided by the committee's recommendations.</i></p> <p>Target by end-2017: Establish and implement best practice programme procedures</p>	It is unclear whether a national committee has been established; whether programs have been reviewed or whether best practice procedures have been implemented.	OUTSTANDING

Action Plan 2015-2017		AAA Assessment	Status
4	<p>Establish an assessment framework and training package to help translate current Safe System infrastructure knowledge and research into practice.</p> <p><i>States and territories, through Austroads, to develop an assessment framework and related package, including an accreditation process, summarising current Safe System infrastructure and speed management knowledge and research.</i></p> <p>Target by end-2017: Supporting materials feeding into updates to the Austroads Road Design Guides</p>	Assessment framework, training package, and supporting guides developed, and accreditation process established.	IMPLEMENTED
5	<p>Apply national willingness-to-pay values for infrastructure investment and other road safety project appraisals.</p> <p><i>Finalise Austroads scoping study on options for establishing Australian willingness-to-pay values. Jurisdictions to consider and agree on implementation arrangements, which may include the longer term option of funding a comprehensive national study.</i></p> <p>Target by end-2017: Initial implementation of willingness-to-pay values based on available estimates and possible commencement of a comprehensive Australian study to produce updated values</p>	While most jurisdictions have established WTP values for road safety projects there is no national WTP value. Work is underway to commence a new national WTP study which seeks to establish values for time, reliability and safety however it's outcomes and implementation across jurisdictions remains uncertain. A comprehensive Australian study to produce updated values has not commenced.	OUTSTANDING
6	<p>Mandate pole side impact occupant protection standards for new vehicles.</p> <p>Target by early-2017: Adoption of an Australian Design Rule (subject to RIS outcomes).</p>	The new ADR was adopted by the Commonwealth in 2015, applying to light passenger vehicles from November 2017 and light commercial vehicles from July 2018.	IMPLEMENTED
7	<p>Mandate anti-lock brake systems for new motorcycles.</p> <p>Target by mid-2017: Adoption of an ADR (subject to RIS outcomes).</p>	The Commonwealth issued a Regulation Impact Statement in early 2017 and is finalising a proposed regulatory package, however the target of adoption of an ADR by mid- 2017 has not been met.	OUTSTANDING
8	<p>Mandate electronic stability control (ESC) for new heavy vehicles.</p> <p>Target by end-2017: Adoption of an Australian Design Rule (subject to RIS outcomes)</p>	The Commonwealth is currently preparing a Regulation Impact Statement for consultation, however the target of adoption of an ADR by the end of 2017 has not been met.	OUTSTANDING

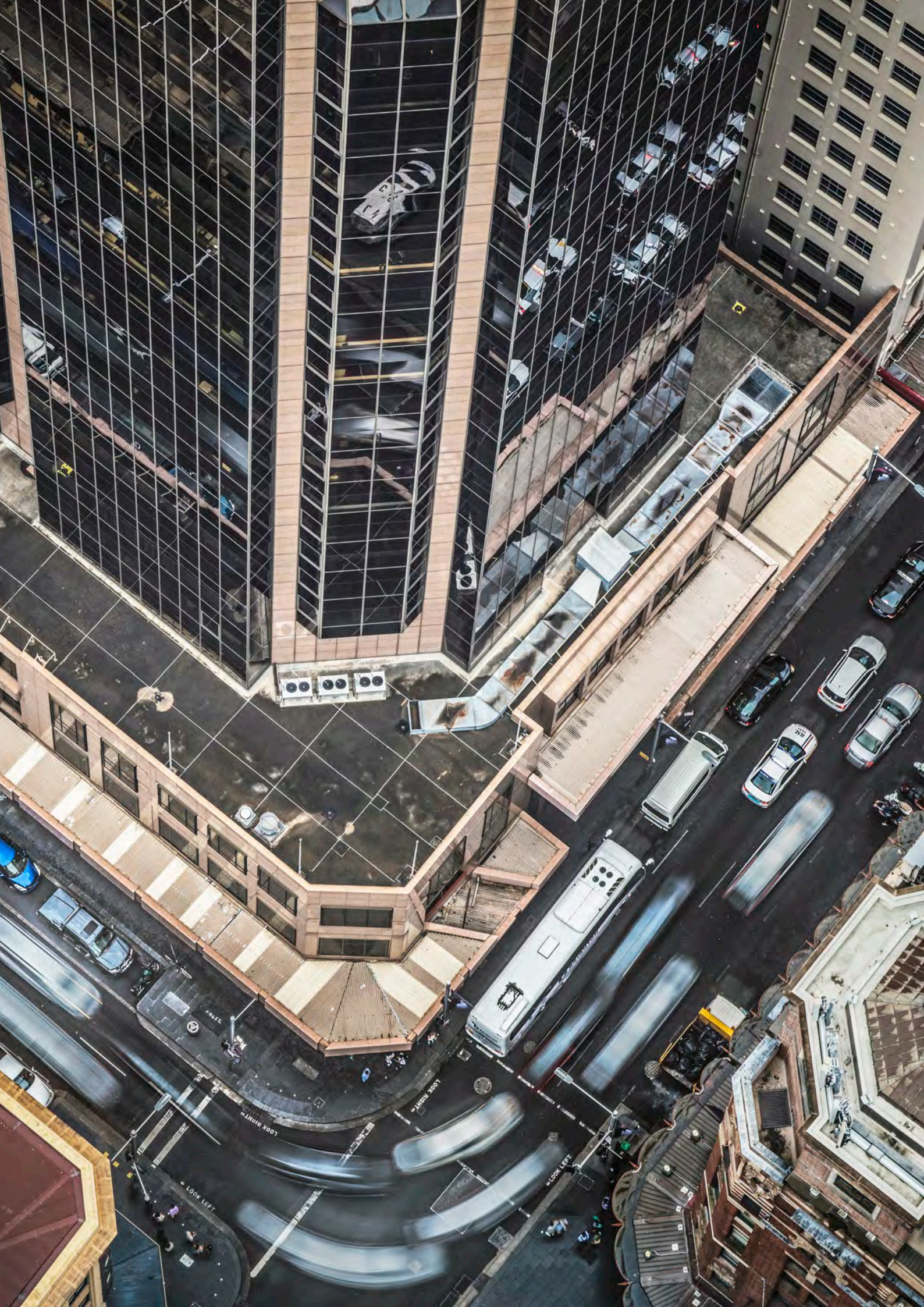
NRSS Action plan 2015-2017 – AAA Analysis of actions (cont.)

Action Plan 2015-2017	AAA Assessment	Status
<p>9 Promote the market uptake of new vehicle technologies with high safety potential.</p> <p><i>Jurisdictions to collaborate with ANCAP, industry and other stakeholders on the development and implementation of a promotional plan. Targeted technologies to include Autonomous Emergency Braking, Lane Departure Warning and Intelligent Speed Advisory systems.</i></p> <p>Target by end-2017: Plan for promotional activities developed and implemented, with measurable increase in numbers/proportion of new vehicles equipped with targeted technologies.</p>	<p>While there has been a measurable increase in numbers/ proportion of new vehicles equipped with targeted technologies, it's unclear whether a coordinated promotional plan across industry and other stakeholders has a) occurred or b) was a contributing factor to the increase in vehicles equipped with the targeted technologies. This action would greatly benefit from clearer, more accountable targets.</p>	NOT CLEAR
<p>10 Strengthen speed compliance provisions in the Heavy Vehicle National Law (HVNL).</p> <p><i>NTC to assess proposal to empower enforcement officers to ground heavy vehicles travelling 15 km/h or more over the posted speed limit; and to develop implementation options for consideration of Transport Ministers. NTC to progress related proposal to enable heavy vehicles travelling at speeds over 115 km/h to be deemed to have non-compliant speed limiters.</i></p> <p>Target by end-2017: Implementation of HVNL changes as agreed by Transport Ministers.</p>	<p>Following consultation, Ministers agreed not to change laws relating to the speeding of heavy vehicles, as most states and territories did not support the proposed reforms and there was insufficient evidence supporting the need for such a change.</p>	OUTSTANDING
<p>11 Implement measures to improve heavy vehicle roadworthiness.</p> <p><i>Examine the operation and effectiveness of periodic roadworthiness inspections, industry accreditation schemes, including the National Heavy Vehicle Accreditation Scheme (NHVAS), and other roadworthiness assurance practices. Develop recommendations for the implementation of a more effective national roadworthiness regime.</i></p> <p>Target by end-2017: Implementation of arrangements as agreed by the Council</p>	<p>Measures have been implemented to improve heavy vehicle roadworthiness. While the NHVR's national roadworthiness baseline survey showed a sound performance by industry in maintaining vehicles, there was some room for improvement. This action would greatly benefit from clearer, more accountable targets.</p>	IMPLEMENTED
<p>12 Implement programmes to build community understanding and support for effective speed management measures.</p> <p><i>Austroroads project work will examine potential ways of building community understanding and identify suitable interventions to trial in one or more jurisdictions. Recommended interventions will be considered for trial implementation.</i></p> <p>Target by end-2017: Trial interventions to be initiated.</p>	<p>Every year international driving permits help thousands of Australians who need to use overseas roads for business or holidays.</p> <p>We are inviting IDP applicants, from the last 12 months, to complete a survey to help the AAA understand more about how International Driving Permits are being used.</p>	OUTSTANDING

Action Plan 2015-2017		AAA Assessment	Status
13	<p>Expand the application of lower speed limits in areas with high pedestrian and cyclist usage.</p> <p><i>States and territories to work with local governments and key stakeholders to identify candidate areas and progressively implement reduced speed zones.</i></p> <p>Target by end-2017: Increased kilometres of the road network where there is high pedestrian and cyclist activity, covered by lower speed limit zones.</p>	<p>While the 2017 implementation report notes that progress is underway to implement lower speed limits in areas with high pedestrian activity, activities are ad hoc and don't appear coordinated. It is also unclear as to whether there has been increased kilometres of the road network covered by lower speed limit zones. This action would greatly benefit from clearer, more accountable targets.</p>	NOT CLEAR
14	<p>Continue to review and adjust alcohol interlock programmes to improve their effectiveness in addressing convicted drink driving offenders.</p> <p><i>States and territories to review the use of alcohol interlocks for drink driving offenders.</i></p> <p>Target by end-2017: Jurisdictions to have reviewed their alcohol interlock schemes for convicted drink driving offenders and considered potential improvements</p>	<p>All jurisdictions now have alcohol interlock programs in place for drink driving offenders and many jurisdictions are reviewing their programs to consider improvements.</p>	IMPLEMENTED
15	<p>Strengthen national police enforcement operations to improve road safety compliance.</p> <p><i>States and territories to work with ANZPAA to identify and implement improvements to national enforcement operations, including opportunities to strengthen Operation AUSTRANS and Operation CROSSROADS.</i></p> <p>Target by end-2017: Demonstrable improvements to enforcement operations and compliance outcomes.</p>	<p>According to the 2017 implementation report, ANZPAA is no longer responsible for facilitating national police road safety enforcement operations. Some jurisdictions have continued to run Operations AUSTRANS and CROSSROADS individually and in 2017 Victoria Police was the lead agency for AUSTRANS.</p> <p>Police jurisdictions are currently taking their own approaches to road safety activities based on intelligence and taking into consideration local knowledge, resources and needs.</p> <p>This action would greatly benefit from clearer, more accountable targets</p>	OUTSTANDING
16	<p>Establish an operational framework to enable the introduction and operation of Cooperative Intelligent Transport System (C-ITS) safety applications in Australia.</p> <p><i>Austrroads to lead the establishment of an operational framework, which will include licensing of radio communications, certification of equipment and services, and other supporting systems (e.g. security, privacy, positioning, etc).</i></p> <p>Target by end-2016: C-ITS deployment to be enabled so that equipment and applications fitted to new vehicles can be introduced and operated in Australia.</p>	<p>ACMA has been liaising with Austrroads, the FCAI and other stakeholders during 2017 to determine an appropriate band allocation and device licensing approach. It is anticipated that the ACMA could finalise this process by the end of 2017 or early 2018.</p>	OUTSTANDING

NRSS Action plan 2015–2017 – AAA Analysis of actions (cont.)

Action Plan 2015-2017	AAA Assessment	Status
<p>17 Implement and promote a range of Safe System demonstration projects in urban settings, with a focus on the safety of vulnerable road users.</p> <p><i>States and territories, in consultation with local governments, to identify candidate locations and initiate Safe System transformation projects. Jurisdictions to prepare case studies that will inform the development of Safe System transformation guidelines, and contribute to broader awareness of road safety needs in urban/transport planning.</i></p> <p>Target by end-2017: A range of demonstration projects to have commenced, with some progressed to completion.</p>	<p>While many jurisdictions have implemented projects using Safe System treatments, activity appears an ad hoc and uncoordinated. It is also unclear how these examples will inform the development of Safe System transformation guidelines. This action would greatly benefit from clearer, more accountable targets.</p>	NOT CLEAR
<p>18 Encourage private sector organisations to implement best practice fleet and workplace safety policies.</p> <p><i>Work with the National Road Safety Partnership Program (NRSP) and state-based partnership initiatives to encourage road safety improvements in the workplace. Promote the benefits of alcohol interlocks as a key safety measure for vehicle fleets.</i></p> <p>Target by end-2017: Increased private sector participation in road safety partnership programmes, and demonstrated implementation of best practice road safety policies.</p>	<p>While it is clear that the NRSP has undertaken several programs aimed at improving fleet and workplace safety policies, this action would greatly benefit from clearer, more accountable targets. It is unclear whether there has been increased private sector participation in road safety partnership programs.</p>	NOT CLEAR
<p>19 Examine and progress options to improve measurement and reporting of non fatal and disabling injury crashes, particularly through the development of matched crash and hospital database systems.</p> <p><i>Establish a national working group through Austroads to examine best practice options, review the position of individual jurisdictions, and develop recommendations for consideration and implementation.</i></p> <p>Target by end-2017: Recommendations developed and considered by all jurisdictions.</p>	<p>While a draft report is expected to be completed by the end of October 2018, the outcome and implementation remains unclear. This action would benefit from greater national leadership and resourcing to ensure its success.</p>	OUTSTANDING



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