

National Road Safety Strategy 2001-2010

Progress Report: November 2005

KEY POINTS

- In the 12 months to September 2005 there were 1619 road deaths in Australia: 0.7 per cent fewer than in the previous 12-month period.
- The road fatality rate was **8.0** deaths per 100,000 population; this was:
 - 1.7 per cent below the rate for the preceding 12-month period
 - 15.9 per cent below the 2000 fatality rate
 - 14.3 per cent below the 1999 fatality rate of **9.3**, which is the benchmark rate for the 40 per cent reduction target in the National Strategy.
- After four years and nine months of the 10-year strategy period, a fatality rate of **7.3** (21.5 per cent below the benchmark figure) would have represented exact pro-rata progress toward the 2010 target.
- Up to the end of 2004, national fatality trends were broadly on track to meet the 2010 target of 5.6 deaths per 100,000 population. However, no further improvement has been registered in the first nine months of 2005.
- The latest fatality rates were lower than 1999 rates in all states and territories except the ACT, and lower than 2000 rates in all jurisdictions except Tasmania and the ACT.
- Reductions in road fatalities since 1999-2000 have been concentrated in three categories: vehicle occupants in multiple-vehicle crashes, pedestrians, and cyclists in crashes involving another vehicle.
- The number of road deaths involving articulated trucks has decreased substantially since 2002.

BACKGROUND

The National Road Safety Strategy for 2001 to 2010 provides a framework for coordinating the road safety initiatives of the federal, state, territory and local governments and of others capable of influencing road safety outcomes.

The Strategy was adopted by the Australian Transport Council (ATC) in November 2000 and commenced in January 2001.

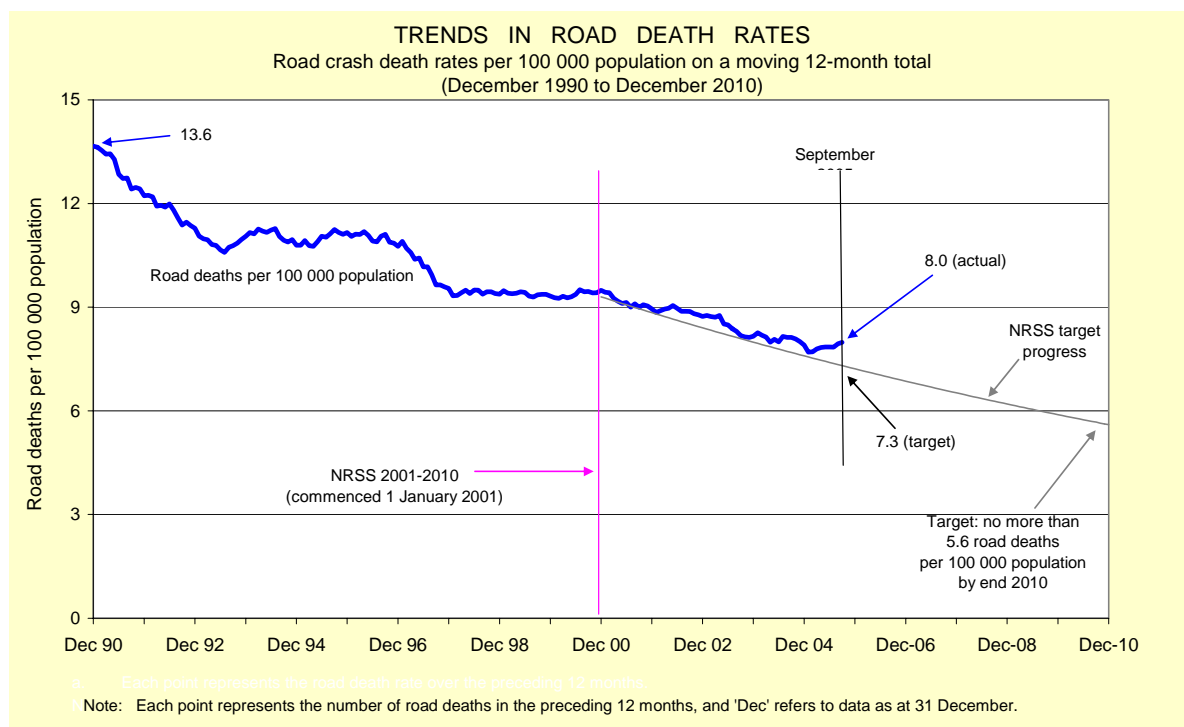
The target of the Strategy is to reduce the annual number of road fatalities per 100,000 population by at least 40 per cent, from 9.3 in 1999 to no more than 5.6 in 2010.

ATC requires annual reports on implementation and outcomes of the National Road Safety Strategy and associated two-year Action Plans. In alternate years, a review with recommendations for a new Action Plan is required.

Conclusions from the 2004 review are summarised in the *National Road Safety Action Plan 2005 and 2006*, which was approved by ATC in November 2004 (available at http://www.atcouncil.gov.au/documents/NRSA_Action_plan_05_06.aspx).

This report provides a summary of road fatality statistics to September 2005. Data for recent months are provisional.

NATIONAL DATA



The road fatality rate for the 12 months to September 2005 was **8.0** deaths per 100,000 population; this was 14.3 per cent below the 1999 fatality rate of 9.3, which is the benchmark rate for the 40 per cent reduction target in the National Strategy.

After four years and nine months of the 10-year strategy period, a fatality rate of **7.3** (21.5 per cent below the benchmark figure) would have represented exact pro-rata progress toward the 2010 target.

Road fatalities and fatality rates: Australia

Year	Road deaths	Road deaths per 100 000 population	Per cent change in road deaths from previous year	Per cent change in road death rate from previous year	Cumulative road death rate change (base = 9.32)
1999	1 764	9.32			
2000	1 817	9.49	+3.0%	+1.8%	
2001	1 737	8.95	-4.4%	-5.7%	-4.0%
2002	1 715	8.73	-1.3%	-2.5%	-6.3%
2003	1 621	8.16	-5.5%	-6.5%	-12.4%
2004	1 589	7.90	-2.0%	-3.1%	-15.2%
<i>12 months to Sept 2005</i>	<i>1 619</i>	<i>7.98</i>	<i>-0.7%*</i>	<i>-1.7%*</i>	<i>-14.3%</i>

* relative to 12 months ending September 2004

DATA BY JURISDICTION

Fatality rates in the 12 months to September 2005 were lower than 1999 rates in all states and territories except the ACT, and lower than 2000 rates in all jurisdictions except Tasmania and the ACT.

At the end of the previous decade, Victoria and the ACT had the lowest fatality rates. Victoria's rate rose above the national average in 2001, but dropped sharply over the next two years. This reduction has been largely sustained, and Victoria has had the lowest fatality rate since 2002.

The ACT rate decreased substantially between 2000 and 2004, but has returned to pre-2000 levels during 2005. It should be noted that actual numbers of deaths in the ACT are quite small; and that annual changes can be significantly influenced by random statistical variation.

The NSW rate has been just below the national average for most of the last five years.

Over the period of the current strategy, the largest percentage reductions in fatality rates have been recorded in Western Australia, South Australia and Victoria.

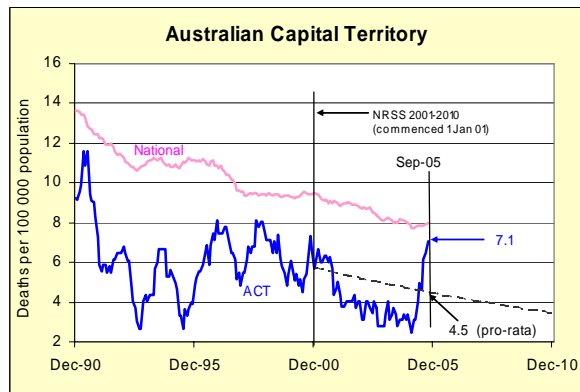
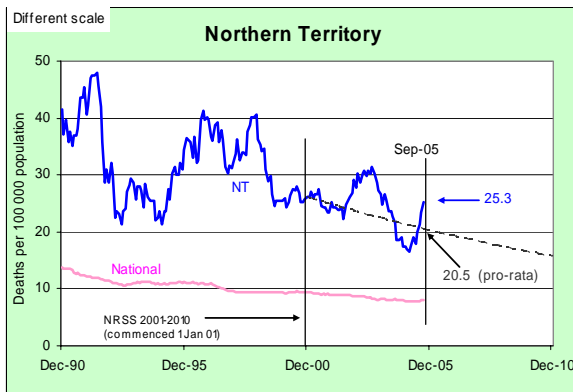
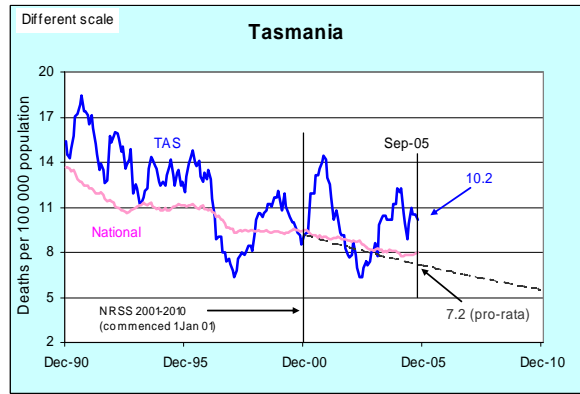
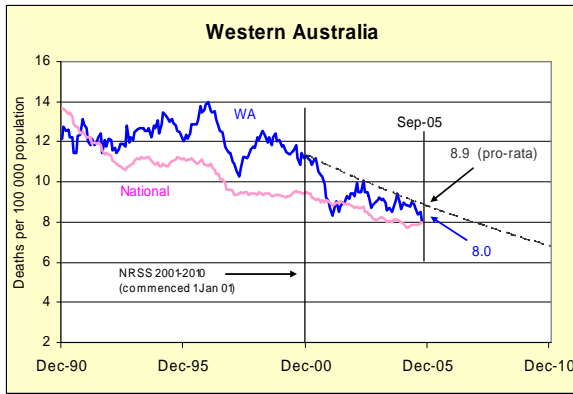
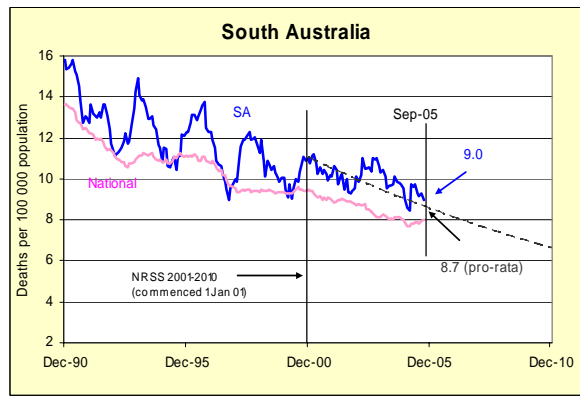
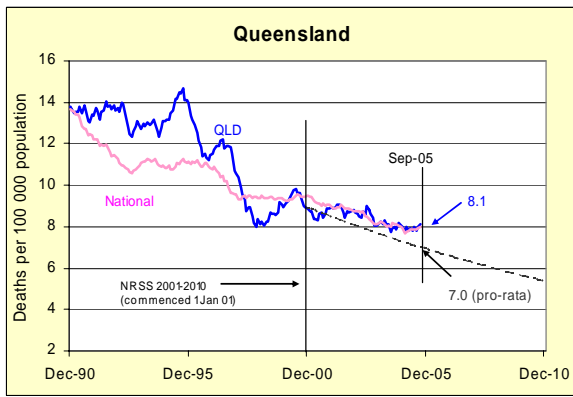
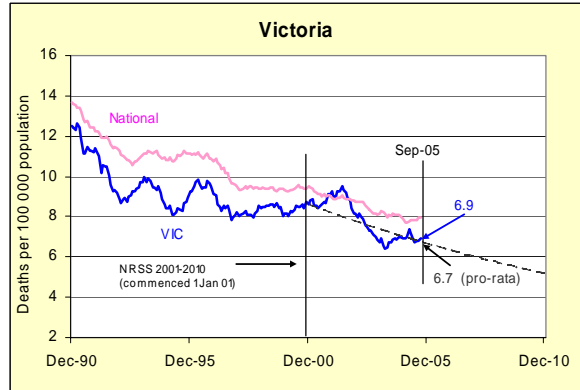
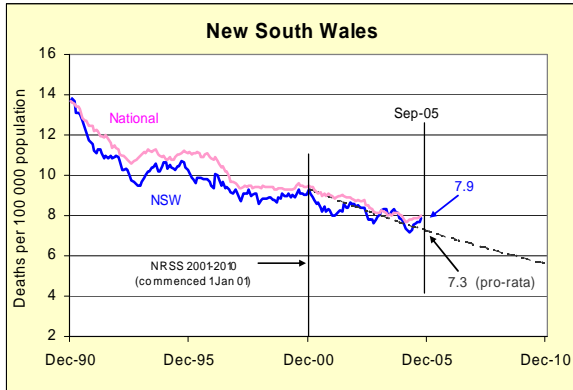
Graphs of trends in each jurisdiction are provided on the following page.

Road death rates per 100,000 population, by jurisdiction

Year	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Australia
1997–1999 average	9.0	8.3	9.2	10.5	11.7	9.4	31.3	6.2	9.4
1999	9.0	8.2	9.0	10.1	11.8	11.2	25.4	6.1	9.3
2000	9.3	8.6	8.9	11.0	11.3	9.1	26.1	5.7	9.5
2001	8.0	9.2	8.9	10.1	8.7	12.9	25.3	5.0	8.9
2002	8.5	8.2	8.7	10.1	9.3	7.8	27.7	3.1	8.7
2003	8.1	6.7	8.2	10.3	9.2	8.6	26.7	3.4	8.2
2004	7.7	6.9	8.0	9.1	9.0	12.0	17.5	2.8	7.9
<i>12 months to Sept 2005</i>	7.9	6.9	8.1	9.0	8.0	10.2	25.3	7.1	8.0
<i>Change:</i>									
2000 to 2002	-9%	-5%	-3%	-8%	-18%	-14%	+6%	-46%	-8%
2002 to Sept 2005	-7%	-16%	-7%	-12%	-14%	+30%	-9%	+127%	-9%
1999 to Sept 2005	-13%	-16%	-10%	-11%	-32%	-10%	0%	+16%	-14%
2000 to Sept 2005	-15%	-20%	-9%	-19%	-29%	+11%	-3%	+24%	-16%

Road death rates per 100 000 population, by jurisdiction (moving 12 month average).

(Dotted lines in graphs show pro-rata progress required to achieve a 40 per cent fatality rate reduction by 2010 in each jurisdiction.)



ROAD USER GROUPS AND CRASH TYPES

Comparing the last two calendar years with the two years before the current strategy period, the largest percentage fatality reductions have been for:

- pedestrians (22%)
- vehicle occupants in multiple-vehicle crashes (20%) and
- cyclists in multiple vehicle (motor vehicle and bicycle) crashes (17%).

There has been no reduction in fatality numbers for vehicle occupants in single vehicle crashes, and motorcyclists.

Road deaths by road user group and crash type

	1999	2000	2001	2002	2003	2004	Change: last two years relative to first two
Vehicle occupant: single vehicle crash	577	648	604	658	634	608	+1%
Vehicle occupant: multi vehicle crash	670	654	579	548	532	524	-20%
Pedestrian	299	287	290	249	232	223	-22%
Motorcyclist: single vehicle crash	66	80	89	101	61	81	-3%
Motorcyclist: multiple vehicle	110	111	127	123	127	115	+10%
Bicyclist: single vehicle crash	2	3	3	1	4	10	nc
Bicyclist: multiple vehicle	38	28	43	33	22	33	-17%
All Road Users*	1764	1817	1737	1715	1621	1598	-10%

* includes cases with missing data for crash type or road user group

Fatalities involving heavy trucks

Since 2002, there has been a substantial reduction in the number of road deaths involving articulated trucks. There were 147 such fatalities in 2004, and 173 in 2003. These figures compare with an average of 190 per year in the decade to 2002, with a peak of 208 in 2000.

The downward trend appears to have continued into 2005: in the 12 months to August 2005, there were 132 deaths involving articulated trucks.

Road deaths and fatal crashes involving an articulated truck

Year	deaths	fatal crashes
1999	191	163
2000	208	165
2001	178	146
2002	200	171
2003	173	144
2004	147	136
<i>12 months to Aug 2005</i>	<i>132</i>	<i>119</i>

PROGRESS ON NATIONAL ROAD SAFETY STRATEGY ACTION PLAN 2005 and 2006: report for January to October 2005

Action colour code:

Action complete or substantial progress made
 Action commenced or imminent
 No significant action undertaken
 Not relevant to jurisdiction

Action area 1 – Safer roads and roadsides									
ACTION	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	NATIONAL
Governments to allocate funds for targeted road safety countermeasures.	Road safety countermeasures are considered in the Budget context.	Ongoing.	Funding identified in Repairs and Maintenance, Minor New Works and Capital Works Programmes for infrastructure and rehabilitation on the road network to ensure safety requirements are met on a priority basis.	Increased funding allocation for Safer Roads Sooner program. Methodology for identification and assessment of sites developed.	Funding allocated for a range of safety countermeasures including mass action programs, roadside hazards, State Black Spot Program, shoulder sealing, overtaking lanes.	Safer Roads Program established to fund traffic engineering countermeasures at high-risk crash sites.	\$240M State-wide Blackspot programme completed. \$240M for program to reduce the incidence of run off road crashes (barriers, shoulder sealing, tactile edge lining) and improving intersection safety. Program to be completed 2006-2007)	Main Roads WA (MRWA) funded for a range of road safety initiatives including general mass action treatments under the <i>Road Enhancement Program</i> , and specific targeted road safety treatments under the State and Federal Black Spot programs. The new <i>Safer Roads Program</i> (\$20 million per year for the next four years) targets safety infrastructure projects primarily targeting high-risk locations for run-off road crashes.	The Australian Government will spend an additional \$90 million to extend the Black Spot Programme for a further two years, from 2006-07 to 2007-08. Half of this funding will be spent in regional Australia. The Roads to recovery programme has provided \$1.2b to councils for local roads in the 4 years to 30 June 05. R2R achieves multiple outcomes and based on council assessments, approx 25% of the benefits flowing from R2R have been in the area of improved road safety.
Implement road safety risk assessments in road planning, construction & maintenance.	Safety audits are undertaken on new works if it is deemed a necessary requirement of the project. Safety audits of existing situations are undertaken where necessary on an ad-hoc basis or due to complaints or accidents.	Stage 1-4 (complete).	Road safety audits are undertaken on the existing road network and during the design phase for new projects. NT using the ARRB Road Safety Risk Manager to assess road safety deficiencies on the network and to prioritise works.	Road safety audit policy implemented in Main Roads. Road planning and design safety audits are embedded in the design process.	Policy and guidelines established to carry out road safety risk assessments at key stages.	Safer Roads Program ensures safety audits during road design and construction.	Road safety audits undertaken during planning, design and construction phases of all major projects and a selection of other projects. Exploring greater application of ARRB Road Safety Risk Manager.	MRWA using and refining the ARRB Road Safety Risk Manager program as a risk assessment tool. Policy and guidelines in place to ensure road safety risk assessments occur at key stages of projects.	Up to 20% of Black Spot Programme funds are available for Road Safety Audit proposals. For road safety audit nominations, DOTARS supports ranking of proposals on the basis of systematic risk assessment methodology.

ACTION	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	NATIONAL
			Road network and bridge maintenance inspections are undertaken.						For the National Network, road safety assessment is undertaken in developing corridor strategies for the AusLink Network.
Develop programmes to achieve safer roadsides.	Listed in ACT Roads Safety Action Plan 2005-2006.	Ongoing.	Draft guidelines for clear zones being considered. Design standards to promote safer roadside verges adopted.	Provision of forgiving roadside is embedded in design practices. Main Roads is moving towards the adoption of proactive mass action approach to provide a more forgiving roadside environment.	Programs are being developed for targeted infrastructure programs on the road network where crashes are occurring.	Road hazard management guide developed and promoted to all road owners.	Safer Roads Infrastructure Program (above) targeted to reduce run off road crashes. Treatments include installation of wire rope barrier, guardrail, shoulder sealing, tactile edge line and hazard removal.	A key element of the <i>Safer Roads Program</i> is to provide countermeasures to make roadsides safer. MRWA has developed guidelines for the removal of roadside hazards posed by trees and other vegetation.	
Develop a methodology to assess progress in implementing safety-oriented road treatments.	Traffic Warrant System in place for LATM's and reviewed annually to prioritise works.	Ongoing.	Selective review of implementation of road safety audit recommendations.	Mechanisms to capture and report on road safety project outcomes are under consideration.	Draft methodology circulated. Initial meetings held.	Implemented crash risk methodology based on ARRB's Road Safety Risk Manager.	VicRoads has developed systems that identify high-risk network problems (all road users). Methodologies have also been developed to assess the effectiveness of infrastructure improvement programs and treatments types.	MRWA are developing a methodology for the <i>Network Safety Program</i> , which targets high-risk network problems for both State and local roads. Improvements target run-off road crashes, safer commercial vehicle use, vulnerable road users, speed management and geometric road design features (e.g. tight curves).	
Produce & promote information about the relative safety of different roads.	The ACT's road hierarchy identifies the relative safety of our network. Information available on web site.	Ongoing.	NT has provided data to Safer Roads AusRap project. Link to be included on webpage. Webpage providing information regarding road conditions soon to be launched.	Main Roads provided input to AAA for the development of AusRAP.	Crash feedback signs installed at 2 sites. Supported AusRAP program.	Crash rates for State Roads developed. Participating in AusRAP.	VicRoads is supporting the development of AusRap. VicRoads is also developing systems that identify risk for roads and intersections by exposure. Information on risk will be promoted by road safety agencies and through local government and community organisations.	MRWA are working with the Royal Automobile Club WA (RAC) and the ORS to identify the relative safety of roads using crash risk analysis. MRWA have developed a series of regional maps that identify the relative risk ratings of National and State Highways in WA. This analysis is being refined.	The Australian Government supported the Australian Automobile Association's AusRAP programme with funding to assist the development of a national database.

ACTION	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	NATIONAL
Other significant initiatives.	-				Regional Office staff are conducting site inspections of all fatal crashes in regional areas to further analyse infrastructure issues that may need to be addressed.	Community Road Safety Partnership between state and Local Government is underway. Road signage upgrade on state tourist routes in progress.			The Black Spot Programme is being evaluated in 2005-06 by the Bureau of Transport & Regional Economics to determine its impact in achieving road safety outcomes. AusLink will implement nationally consistent project appraisal methodology, enabling safety benefits of projects to be identified and assessed. AusLink evaluation framework, when developed, will enable better evaluation of how well investments are achieving safety objectives.

Action area 2 – Safer speeds

ACTION	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	NATIONAL
Education & information programmes to support speed management initiatives.	Workshop held in March 2005 on Cross Border road safety issues – ACT / NSW.	Mass public education campaigns utilising TV radio, outdoor and print media conducted that target identified demographic groups with key messages. Regular speed campaigns conducted by Road Safety Officers.	Regular educational messages produced by the Road Safety and NT Police support that target identified demographic groups with key messages.	An anti-speeding campaign is proposed to run over the 2005-06 financial year. A speed camera campaign has been developed for implementation 2005-06 financial year.	Public Education and mass media advertising has been implemented in regard to speed education of motorists. Advertising is integrated with police enforcement where possible.	Road Safety Task Force public education campaigns target speed issues. RSTF is currently undertaking attitudinal research with a focus on speeding behaviours.	On-going. Education and publicity programmes carried out by community network for on going initiatives and by VicRoads/TAC for new initiatives.	Road Safety Council (RSC) community education campaigns with a focus on speeding and reducing travel speeds are conducted twice per year. A road safety priority calendar / planner is distributed to stakeholders including Police and RoadWise community committees to ensure enforcement operations are coordinated and consistent with publicity.	ATSB issued national survey findings on community attitudes/perceptions towards speed management issues. ATSB research findings on speed risks contributed to development of state public education campaigns. ATSB disseminated public information materials on speed and stopping distances.

ACTION	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	NATIONAL
Extend integrated publicity & enforcement campaigns geared to maximising compliance with speed limits.	Fixed red light/speed camera and mobile speed camera program extended to 11 fixed and 5 mobile units.	Enhanced enforcement campaigns conducted in conjunction with NSW Police enforcement programs. Speed Blitz Blues Cricket Sponsorship Program, including integrated information including website, media advertising and distribution of targeted printed material.	Police regularly conduct highly publicised enforcement campaigns, and these are complemented by Road Safety educational materials and messages. Police and Road Safety work closely together.	A publicity strategy is currently being developed.	Work is ongoing with SAPOL to integrate education and enforcement.	Road Safety Task Force coordinated public education campaigns to support enforcement campaigns managed by Tasmania Police.	On-going. TAC 'wipe-off 5' campaign, developing new phases of the campaign as well as using existing material. Speed fact sheets enclosed with all registration renewals.	Community education campaigns include speed enforcement TVC and supporting collateral material to support speed campaign messages.	
Develop & promote an evidence-based guide on best practice in speed enforcement.		No significant action undertaken.	Targeted, intelligence-lead enforcement campaigns are conducted.	Queensland speed camera program evaluated; findings indicate significant crash and social cost savings to the community.		Tasmania Police participating in national meetings on enforcement best practice.	Enhanced enforcement guide developed and implemented.	A review of best practice of speed enforcement including the use of technology is out to tender. From the recommendations a business case will be developed for Government consideration. The Strategic Targeted Enforcement Program (STEP) continues to provide additional funding that targets speed enforcement in WA.	Work planned but not yet commenced.
Continuous (automatic) speed enforcement on high volume roads, & other roads with high crash rates.	Red light/speed cameras located at high crash rate intersections. Investigating use of fixed speed cameras.	111 fixed speed camera sites operational. Fixed speed cameras are installed in blacklengths, some school zones and motorway and tunnel environments where conventional speed enforcement is difficult.	Speed cameras are used on high volume roads targeting locations with high crash rates.	Queensland speed camera program commenced in 1997 and continues to current day.	Dual capability red light/speed cameras operate in the metropolitan area and funding made available for an increase in camera numbers over next four years. Cameras are located at high crash rate intersections.	Fixed and mobile road safety cameras used, particularly to target high risk areas.	Safety camera project incorporating Speed Red Light cameras being progressively implemented. Fixed cameras on high volume roads. Five high volume roads to have fixed automated camera systems operational by 2006. (progressive implementation).	Speed and Red Light Camera program continue to operate on high volume roads throughout metropolitan and regional (urban) WA. Red Light Speed camera operations and other speed technology are under consideration as part of the review of traffic enforcement. Police in partnership with MRWA are examining the installation of a further 30 speed and red light cameras that will provide coverage at an additional 118 sites.	

ACTION	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	NATIONAL
Implement frontal identification systems for motorcycles.	Will monitor outcome of VicRoads study.	No action. Awaiting Vicroads to finalise project.	Awaiting outcomes of national project.	QLD Transport has contributed financially to the SCOT project on Front Identification Numberplates for Motorbikes, being undertaken by Vicroads QT is also examining options such as Radio Frequency Identification Devices through its motorbike research project.		Tasmania will continue to participate in the Victorian trial of a safe front identifier for motorcycles.	Prototype plate developed. Accelerated durability testing being undertaken. Contract let for material selection. Project completion scheduled for end of 2006.	WA is a partner in the national motorcycle front identification project being led by VicRoads. Police are currently trialling front motorcycle decal (stick on) front number plate identifiers on patrol motorcycles.	Australian Government contributed funds to Victorian project – awaiting results of prototype testing.
Undertake detailed monitoring of travel speeds (independent of enforcement action)	Speed surveys regularly undertaken on local roads with reported speeding	Comprehensive annual 7 day 24 hour speed surveys conducted throughout NSW. Speed surveys also conducted as part of process to identify locations for fixed speed cameras.	Data history maintained on travel speeds on NT arterial roads; commitment that this process will continue.	Review of speed zoning guidelines is in progress.	Selected speed surveys undertaken plus Safe-T Cam installed for heavy vehicle movements.	Speed is monitored throughout the Tasmanian network during traffic surveys and at permanent speed monitoring sites. The number of sites is to be increased by the introduction of new traffic counters with a speed monitoring function.	On-going.	MRWA annually monitor speed across the road network across 200 metropolitan and rural sites. This information is reported annually.	
Review criteria for setting speed limits, with a particular focus on the weight given to measured free speeds (eg 85th percentile speeds) compared with more objective assessments of risk.	Review and changes considered on an ongoing basis.	Currently reviewing and rewriting speed zoning guidelines to assist both practitioners and the community in the setting of appropriate speed limits. Key indicators of speed limits are level and nature of road side development and crash history.	Speed limits are based on sound national practice determined by road function, road and traffic characteristics, roadside development, existing speed limits and crash history.	Review of speed zoning guidelines is in progress.	A number of speed limits on selected roads have been reviewed and changes implemented. Being considered on an on-going basis.	Under consideration in the current Tasmanian Speed Zoning Review.	In progress. Speed management guidelines are currently being reviewed. Measured free speeds will not be a factor used in the determination of the appropriate speed limit.	MRWA are in the process of reviewing speed limit determination policy with a focus on relative risk.	Feasibility stage of major Austroads project on optimal setting of speed limits was completed; and Stage 2 commenced.
Selective extension of the use of urban speed limits of 40 km/h or lower.	40Km/h zones extended to include School Colleges.	A program to install 40 km/h speed limits in areas of high pedestrian activity has been implemented. RTA working with Local Government to implement 40 km/h speed limits in high pedestrian areas.	40 km/h speed limits implemented in all school zones and on selected urban streets (usually the responsibility of local government).	Selective 40 km/h speed zones are being implemented by Local Governments as part of residential street designs which restrict the speed limit on local streets to 40 km/h.	40 km/h zones have been implemented on selected number of roads mainly in residential streets and selected areas of high pedestrian volume.	Under consideration in the current Tasmanian Speed Zoning Review.	40km/h zones have been introduced in areas with high pedestrian risk, around schools and in metropolitan strip shopping centres.	Community education and advocacy continues with local government authorities to encourage them to request lower speed limits in high volume pedestrian and built up urban areas. WA has agreed to participate in an AUSTROADS trial to introduce lower speed limits in urban areas in the town of Albany.	

ACTION	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	NATIONAL
								The evaluation of trial is being conducted by MUARC. MRWA and Police are currently examining the potential to increase the hours of operation of 40 km/h school zone sites.	
Where appropriate, reduce 60 km/h limits to 50 km/h in selected areas.	50km/h default introduced in 2003. Remaining 60km/h will be reviewed if required.	Default 50 km/h urban speed limit introduced late 2003.	Communities may choose to implement 50 km/h speed limit, and some have done so.	Draft guidelines for implementing 50 km/h speed limits on selected traffic carrying roads will soon be circulated to an engineering reference group made up of LG and MR engineers for review.	Some arterial roads reduced to 50km/h and many roads through country towns also reduced to 50km/h.	Under consideration in the current Tasmanian Speed Zoning Review.	50 km/h zones have been introduced on roads with 60 km/h speed limits in rural and outer suburban town centres	Community education and advocacy continues with local government authorities to encourage them to request lower speed limits in high volume pedestrian and built up urban areas.	
Identify road sections with high crash risk or record, and apply lower speed limits if infrastructure remedies are not an immediate option.	Road sections with high crash record are identified and lower speed limits applied if infrastructure not an option – ongoing monitoring.	Road safety audits including reviews of speed limits on major roads such as the Pacific Highway and Princes Highway.	110 km/h speed limit introduced on Lasseter Highway. Speed assessments being undertaken on other roads. Speed limits are considered on roads on a needs basis. Speed limits are posted through remote localities and towns.	It is not a general practice to lower the speed limits at locations with a poor crash history unless the road environment and the other factors indicate that the speed limit should be lowered. It is more likely that warning signs be installed to warn motorist of any problems and ask them to reduce speed. However, lower speed limits have been used in recent times at locations where higher speeds and pavement conditions may contribute to crashes.	Further work on this issue is progressing.	Under consideration in the current Tasmanian Speed Zoning Review.	Ongoing. Lower speed limits have been applied to a number of roads with high crash rates (such as the Great Ocean Rd) where infrastructure remedies are not an immediate option.	MRWA use speed limit reduction as an option as a countermeasure to reduce crashes on high-risk roads.	
Assess the effectiveness of the voluntary code on the depiction of speed in vehicle advertising.	ACT has participated in the report to SCOT on this issue.	Regular monitoring of motoring related advertising, with complaints for breaches of the Code made.	Participation in national process. Contributed to media monitoring tool.	Centre for Accident Research and Road Safety - QLD (CARRS-Q), funded by QT and the ATSB, is conducting a review to evaluate the content of new car advertisements. Results will go to ATC in Nov 2005.	Part of national response to this issue but improvement has been noted.	Tasmania is contributing to the national review of the Code.	Ongoing, part of national response to this issue. Some improvement noted.	WA actively contributed to the National response to this issue. RoadWise has developed and introduced a return paid poster complaint form to the Advertising Standards Board that targets inappropriate Speed Advertising.	ATSB coordinated a review of compliance with the code: interim report submitted to ATC in June 2005; final report scheduled for ATC consideration in November 2005. Monitoring will continue.

ACTION	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	NATIONAL
Other significant initiatives.	ACT has been running an ongoing publicity campaign on On – road cycling green lanes.				Have 6 mobile speed feedback trailers which are used across the State. Progressed immediate loss of licence for excessive speeding.			MRWA are developing perceptual countermeasures to reduce speeding. The Review of traffic penalties (based on the relative risk of the offence and includes speeding is will be presented to Government in 2005. The RSC is considering a proposal to reduce the default open speed limit from 110 to 100 km/h.	Gazetted Australian Design Rule (ADR 18/03) will prohibit speedometers that indicate speeds slower than true speeds; this will begin to apply to new vehicle models from 1 July 2006.

Action area 3 – Safer vehicles

ACTION	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	NATIONAL
Accelerate the introduction of effective audible seat belt warning devices to all new vehicles.		Action not taken under Jurisdiction.	Participation in national process.			Tasmania will continue to work with Federal and State jurisdictions on this issue.	Assistance has been provided to MUARC in developing the RIS. DoTARS reviewed information and found no net benefit. Matter is to be referred to ATC.	The Government and RSC agencies continue to lobby car manufacturers for the introduction of seat belt warning devices in all new vehicles.	No specific action taken since issuing the RIS in 2004.
Jurisdictions to join in a coordinated government strategy to use fleet purchasing power to influence vehicle safety standards.		Preliminary activity commenced. RTA investigating improving its own fleet.	Initial investigations conducted.		Consideration is being given to this initiative, including discussions with other States.	Tasmania will continue to work with Federal and State jurisdictions on this issue.	Working with Govt fleet managers (VMIA), and will take to the national group. Provide information on ANCAP and give presentations Australia wide. Objective to promote vehicles with at least a 4 star safety rating.	The ORS is working with Treasury to develop government fleet buying policy that includes minimum road safety features (4 Star ANCAP rating & side air bags).	ATC agreed to establishment of a working group to examine the development of a National Vehicle Safety Strategy. VicRoads has agreed to convene this group, which is expected to focus on a range of market demand initiatives.
Encourage corporate & individual vehicle purchasers to select safer vehicles, through campaigns to promote awareness of ANCAP safety ratings & used-car safety ratings.	Link to ANCAP safety ratings on ACT transport web site.	Preliminary activity commenced. RTA investigating improving its own fleet.	Link to ANCAP ratings included on road safety webpage.	Tuesday 27 September 2005 media launch/publicity of ANCAP results.	Further work on this initiative is progressing.	Continuing to contribute to ANCAP.	Working with VMIA, and will take to the national group. Provide information on ANCAP and give presentations Australia wide. Objective to promote vehicles with at least a 4 star safety rating.	The RSC (ORS & RAC) is involved in national partnership with automobile associations to promote ANCAP to government fleet and private car buyers and subsequently influence car manufacturers.	ATC agreed to establishment of a working group to examine the development of a National Vehicle Safety Strategy. VicRoads has agreed to convene this group, which is expected to focus on a range of

ACTION	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	NATIONAL
								Similarly it is involved in a partnership to promote UCSR to the public.	market demand initiatives. The ATSB is a funding partner in the UCSR programme and continued to promote/distribute the consumer booklet through its web site.
Research vehicle compatibility implications of the increasing diversity of the Australian vehicle fleet, and review potential countermeasures.		Action not taken under Jurisdiction.	Participation in national initiatives.				Pedestrian safety is rated for all new and used cars. MUARC report on vehicle safety ratings from crash data re the aggressivity / compatibility ratings for all crash types.	The RSC through the ORS, RAC and Department for Planning & Infrastructure (DPI) contributes to ANCAP and UCSR research in this area.	The Australian Government's vehicle standards research programme includes a component of vehicle compatibility research to feed into the wider research programme under the auspices of the International Harmonised Research Activities.
Investigate potential of in-vehicle technology to improve compliance with speed limits, and accelerate the introduction of cost-effective technology.		Maintaining monitoring of world developments.	Participation in national initiatives.	The Multi Modal ITS strategy has been developed and work is under way to develop the action plan.	South Australia will continue to lobby at National level for increased safety vehicle technologies to be introduced.	Tasmania is involved in the Intelligent Access project run by Austroads.	Work continuing with TAC Safecar. Five ISA systems are being developed for VicRoads vehicles.	MRWA in partnership with ORS is developing a trial of Intelligent speed Adoption (ISA) technology in the WA context. The trial will be scoped in preparation for introduction in 2006.	The Australian Transport Council is currently considering a proposal to limit the top speed shown on speedometers.
Examine the case for daytime running lights on all new vehicles supplied to the Australian market.		NSW submitted paper to ATC for the development of an ADR. Dotars advise they are awaiting a Dutch study to be finalised.	Participation in national initiatives.				Supported MUARC in review of DRLs. Conclusion – DRLs are a positive road measure.	WA will monitor and support through its involvement at a National level.	DOTARS considers the available evidence does not support a case for regulation, but will examine the latest overseas research.
Promote consumer awareness of safety issues concerning vehicles with a high centre of gravity.			Include messages regarding choice of vehicle in awareness materials.			Industry awareness of Static Roll Threshold and centre of gravity issues are currently being considered by the Heavy Truck Safety Advisory Council.	As part of ANCAP, promote Electronic Stability Control, which increases the stability of vehicles with a high floor.	WA will monitor and support through its involvement at a National level.	

ACTION	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	NATIONAL
Extend ANCAP to include assessment of active safety and a pole impact test.		ANCAP has included the pole test in the assessment of 4WD vehicles and has investigated the inclusion of active safety features.		A component of the ITS strategy and action plan is the extension of ANCAP to include technology that assists in crash avoidance as well as crash worthiness.		Continuing to contribute to ANCAP.	ANCAP Pole test program has been implemented. Active safety component still being developed by ANCAP.	The RSC will support through its financial support of ANCAP testing by the ORS and the DPI.	The Australian Government provided funding to ANCAP in 2005 to support test programmes that also contributed to the DOTARS vehicle standards research programme. This included pole testing of passenger 4WDs and crossover vehicles.
Investigate potential safety effects of in-vehicle entertainment systems and other devices with visual displays.		NSW commissioned a study, which indicated that they were a distraction.	Participation in national initiatives.			Road Safety Task Force launched a public education campaign raising awareness of the risks of in-vehicle distractions ['Concentrate – When you're driving, just drive'].	Parliamentary Road Safety Committee Inquiry into driver distraction is underway. Report to be tabled in May 2006.	WA will monitor and support through its involvement at a National level.	
Other significant initiatives.					Consideration being given to Government Fleet purchases and safety of vehicles in Government fleets.			The ORS in partnership with the RAC has developed a Communication Strategy to promote ANCAP and UCSR to fleet buyers and the public. Part of this will include market research that will examine new car buyer's behaviour.	The Fleet Monitoring Body (FMB) within the Department of Finance and Administration is preparing vehicle fleet Occupational Health and Safety guidelines for use by departments and agencies. These are expected to emphasise the importance of selecting vehicles with appropriate safety features.

ACTION	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	NATIONAL
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Action area 4 – Safer road users

ACTION	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	NATIONAL
Driver impairment									
Enhance drink driving deterrence.	Ongoing random breath testing based on ACT Policing targetted program.	Ongoing through enhanced enforcement by Police and public education campaigns.	Targeted, highly publicised drink driving enforcement campaigns conducted in line with education campaigns eg Sober Bob campaign.	Increased specific and general deterrence effect of random breath testing activity. 222,683 hours of breath testing enforcement activity conducted in to year end 2004.	Mobile random breath testing introduced June 2005. Immediate loss of licence for BAC in excess of 0.08 introduced.	Drink driving targeted through integrated public education and enforcement campaigns A Designated Driver Program has been trialled.	New booze buses introduced including purpose built units for rural areas supported by publicity. Improved strategic approach and measures introduced for rural operations.	RSC community education campaigns with a focus on drink driving are conducted twice per year. A road safety priority calendar / planner is distributed to stakeholders including Police and RoadWise community committees to ensure enforcement operations are coordinated and consistent with publicity. The STEP program funding continues to provide additional enforcement that targets DD. Police now target high alcohol times and locations.	
Strengthen measures to reduce drink driving in rural areas.	N/A	Ongoing through enhanced enforcement by Police and public education campaigns which target country drivers. Also local area drink drive programs such as alternative transport and installation of breath testing machines in licensed venues.	As above.	A new drink driving campaign targeting rural drink drivers as well as the general community was launched December 2004 with 88% awareness achieved by February 2005.	Mass media advertising focus on rural areas. SAPOL random testing concentrated in rural areas.	Road Safety Task Force launched a public education campaign targeting the issue of rural drink driving [What's your Plan?].	Education and publicity programs extended in rural areas. Looking after our Mates program implemented in partnership with local football and sporting clubs.	Specific (behaviour and enforcement) TVC and supporting collateral materials target rural males. Local RoadWise support materials and activities target rural male drink drivers.	

ACTION	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	NATIONAL
Promote more extensive use of alcohol interlock programmes to change the behaviour of repeat offenders.	Ongoing research and development of guidelines for use of alcohol interlock program in the ACT is underway.	Over 300 participants are now on the NSW interlock program. NSW is currently investigating ways of expanding of the program.	Use of interlocks assessed, however, difficulties associated with implementation in remote environment.	CARRS-is trialing of Breath Alcohol Ignition Interlock Devices (BAIIDs), and continuing development of the 'Under the Limit' drink driving rehabilitation program in QLD. QT is reviewing drink driving, and drug driving legislation under the Impaired Driving Legislation Review (IDLR).	South Australia has an interlock program currently operating. Further consideration is being given to enhancements to the current scheme.	Monitoring progress in other jurisdictions.	Alcohol interlock program continuing. Over 3,000 orders requiring an interlock have been issued by the courts.	Repeat Drink Driving Strategy (RDDS) agreed to by Government, program elements that target repeat offenders, and include a number of strategies including, interlocks, education and rehabilitation programs, vehicle sanctions are being developed for consideration by Government	
Promote the use of drink driving rehabilitation programmes for repeat offenders.	Drink Driver Programs are promoted through both Government and community agencies. They are conducted by the Alcohol & Drug Foundation of the ACT.	The RTA has promoted the use of the Alcohol Interlock Program and the NSW Sober Driver Program as a sentencing option for magistrates. Both programs aim to rehabilitate drink drivers.	Under NT legislation, offenders who have licence disqualification for drink driving (over 0.08) must complete a drink driver education course before applying to renew driver licence.	Being considered as part of IDLR.	Repeat drink drive offenders are ordered by Court to be alcohol assessed. Driver Intervention Program is conducted for novice drivers who commit drink drive offences.	Tasmania continues to monitor drink driving rehabilitation programmes.	Drink driver education courses are in place across Victoria. An advanced drink driving course is under development.	Rehabilitation programs that target high end repeat offenders are being considered as part of the RDDS.	
Review the need for more effective drug and alcohol penalties.	The Road Transport (Alcohol & Drugs) Act 1977 is currently being reviewed.	A NSW Interagency Working Party is examining Drink Drive Offences and Penalties with a report due by the end of 2005. NSW is also in the process of introducing new drug driving offences with the introduction of a trial of random roadside drug testing.	Not under review at this time.	Being considered as part of IDLR.	South Australia has introduced drug driving legislation to Parliament to provide for random saliva drug testing	Penalties for alcohol and drug driving offences are deemed appropriate at this time.	Sentencing Advisory Council have completed a report recommending increases for penalties for repeat drink driving offences.	Review of drink driving penalties is occurring as part of the broader penalty review, penalties are being reviewed on the basis of relative crash risk. DD penalties to be introduced as part of the RDDS.	
Develop and evaluate improved drug deterrence measures.	The ACT is monitoring measures in place in other jurisdictions for possible application in the ACT.	NSW is currently drafting legislation to allow a trial of random roadside drug testing and to allow compulsory drug testing after fatal crashes. Expected to be introduced in 2006. Will be evaluated after implementation.	Issues considered by Government. Awaiting results of pilot drug driving programs being undertaken in other jurisdictions.	Through the QLD Drug Driving Prevention Working Group, QLD is undertaking research into attitudes towards drug driving. An education campaign has been developed and QT is monitoring developments in 'saliva' testing.	Drink and Drug Driving Legislation will be monitored and evaluated once operational.	Legislation creating an offence of driving with illicit drugs in the blood, and enabling random oral fluid testing, introduced in July 2005.	Random Roadside Saliva Testing trial has tested in excess of 12,000 drivers and is being evaluated.	The Drug Impaired Driving Legislation is currently being drafted for introduction to Parliament. It provides Police with powers to detect and prosecute drivers impaired through the use of licit or illicit drugs. Supporting legislation that will enable Police to conduct saliva based roadside testing is in preparation.	

ACTION	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	NATIONAL
Introduce blood sampling and drug testing for all drivers involved in fatal and serious crashes.	The Road Transport (Alcohol & Drug) Act 1977, S15AA requires a doctor or nurse in a hospital to take a blood sample from a person involved in an accident within 2 hours of the person's arrival at the hospital.	NSW is currently drafting legislation to allow compulsory drug testing after fatal crashes. Expected to be introduced in 2006.	Under consideration.	CBT is already required for fatalities and unconscious drivers. CBT (drugs) may be required (if drug use suspected) IDLR is considering CBT for all drivers.	Drug driving Bill introduced to Parliament in September will provide for this.	Legislation introduced in July 2005.	To be examined when evaluation of roadside saliva testing trial is completed.	Blood testing of all drivers and passengers involved in a fatal crash has been agreed to by Government and is being considered as part of the RDDS.	
Address fatigue through further public education for all drivers on risks, warning signs & preventive strategies.	N/A Fatigue is not a major issue within the ACT, however, it is an issue for drivers leaving or transiting the ACT. ACT drivers are exposed to NSW campaigns on this topic.	A new public education campaign on fatigue is currently being developed. The RTA supports Driver Reviver on Long Weekends and is installing rest areas on major routes.	Coffee Brake program offers free coffee for drivers at participating road houses all year round. Information on fatigue and the Coffee Brake program heavily promoted in tourist publications, regional newspapers and website. Includes road signage.	Implementation of outdoor billboard advertising in recognised fatigue zones during school holidays and long weekends. Driver Reviver sites and operating hours are regularly publicised through media releases leading up to school holidays and long weekends. The website publicises driver reviver locations and how to recognise signs of fatigue.	Awareness regarding the dangers of fatigue has been implemented in the form of roadside signage, rest area upgraded and the production of a rest area map.	A requirement for drivers of heavy vehicles to record driving hours was introduced in August 2004 and is now being enforced. Road Safety Task Force have undertaken publicity highlighting the issue of driver inattention as part of their 'Just Like That' campaign. 'Driver Reviver' sites established.	On going. Extensive signage on major routes.	RSC community education campaigns provide a focus on fatigue. A road safety priority calendar / planner is distributed to stakeholders including Police and RoadWise community committees to ensure enforcement operations are coordinated and consistent with publicity. MRWA identifies roadside treatments such as audible edgeling and public rest stops as countermeasures to reduce crashes involving fatigue.	ATSB issued national survey findings on community attitudes/perceptions towards driver fatigue issues. ATSB disseminated public awareness material on driver fatigue.
Other significant initiatives.							Trial of audio tactile centre lines on major route identified with high incidence of fatigue related head on crashes.	The Transport Industry Fatigue Project through WorkSafe has developed legislation and a Code of Practice for Fatigue management for heavy vehicle operators in WA, which is enforced. Joint operations between agencies MRWA, Police and WorkSafe conducted on a regular basis on fatigue issues associated with the heavy vehicle industry.	

ACTION	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	NATIONAL
Licensing and driver management									
Examine, and if effective introduce, extensions to graduated licensing systems to improve the safety of novice drivers.	Graduated licensing implemented for cars and motorcycles. Monitoring outcome of national novice driver program.	A new graduated licensing system was introduced in July 2000.	Not under review at this time although the Road Safety Council is considering the extension of graduated licensing provisions and other restrictions on novice drivers.	QT is currently reviewing QLD's graduated licensing system (GLS), particularly related to young drivers. A discussion paper is expected to be released for community consultation in Nov 05.	Enhancements to the Graduated Licensing Scheme have passed Parliament and will be introduced later this year.	Further improvements to novice driver licensing in progress.	Victorian Government has released a Discussion Paper outlining a new and more graduated licensing system.	The RSC conducted a review of national and international best practice for initiatives to reduce novice driver road trauma (NDR). Recommendations were subject to and extensive community consultation and have been agreed to by the RSC. They are currently being presented to Government for consideration.	
Examine options for graduated exit from the licensing system for older drivers.	"Older Driver Handbook" and "Retiring from Driving" booklet provided to drivers at 70 and 75 years of age.	The licensing of aged drivers is currently under review. This review includes options for the graduated exit from the licensing system.	Not under consideration at this time.	Reviewing use of "fitness to drive guidelines" in Queensland.	Work is progressing on options to improve Fitness to Drive assessments for older drives.		Educational programs and resources produced to encourage self regulation and use of public transport.	WA is hosting a study by MUARC to look at alternatives to on road testing for elderly drivers and their graduated exit from the licensing regime.	
Conduct a large-scale scientific trial of a post-licence driver development programme.		Agreement in principle reached with ATSB and other funding partners to conduct a large scale trial.	NT is observing outcomes of national trial.	Will be examined within the review of QLD's GLS (detailed above).			Victoria is participating in a large scale trial in collaboration with Federal & NSW Governments, TAC, RACV, FCAI & IAG insurance.	WA is interested in the results of the trial.	Significant work has been undertaken on the development of a trial programme, which is being funded by the Australian, NSW & Victorian governments, the RACV, IAG & FCAI.
Require all drivers and riders to carry their licence and produce it when requested by police.	Currently required under legislation, however there is a clause to allow for reasonable excuse.	NSW has had this as a legal requirement for many years.	Mandatory for heavy vehicle drivers. Private vehicle drivers are required to produce a licence in 48 hours. Further extension to compulsory carriage under consideration.	QLD learner and provisional licence holders must carry and produce their licence. However, open licence holders are not required at this point.		Completed. Compulsory carriage of licence was introduced in 2003.	No action at this stage.	This has been agreed to by Cabinet and has been included as a recommendation as part of the RDDDS.	
Resource the use of in-vehicle technology to enable access to on-line licence databases.	Listed in ACT Road Safety Action Plan for possible implementation.	In place with Police vehicles and ongoing roll out.	Remote issues and budget priorities prevent the implementation of this initiative at this time.	MINDA system provides in-vehicle access to vehicle, driver licence, vehicles of interest and persons of interest has been operation in QLD since 1996.	Enhancements have been made to driver licensing systems that allow SAPOL to download licence information on the roadside.	Under investigation.	Victoria Police progressively fitting mobile data terminals to patrol vehicles. There has been a substantial increase in vehicle and license checks since their introduction.	WA Police have introduced the Automatic Numberplate recognition system to support frontline officers in patrol vehicles and in Booze Bus operations.	

ACTION	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	NATIONAL
								Police are investigating the future use of in car technology as a future option to enhance enforcement practices.	
Review sanctions to ensure they maximise deterrence.	The ACT reviews sanctions and where possible is consistent with NSW.	A review of demerit points and fines has been conducted to rationalise the number of fine levels, provide more consistency between penalties and to maximise deterrence. The new demerit points and fines commenced on 1 July 2005.	Not under consideration at this time.	QT is currently reviewing the penalties and sanctions relating to the <i>Transport Operations (Road Use Management) Act 1995</i> and its regulations to examine their effectiveness. The review will result in improved on-road management of drivers and encourage individuals and the community to take more responsibility for driver behaviour. Will be complete in 12 months.	Work on this area was undertaken when reviewing the GLS. Further work will be ongoing and monitoring of new GLS requirements.	As part of ongoing policy development Tasmania continues to consider appropriate penalties.	Responsible Driving Package introduced in 2002 with increased penalties to address high risk behaviours-speed, drink driving and mobile phone use.	The RSC Penalty Review is examining all road safety and traffic management sanctions on the basis of relative crash risk. The Penalty Review is being prepared for consideration by Government.	
Examine the need for specific measures to bring unlicensed drivers back into the system.	Funding from the NRMA-ACT Road Safety Trust for "StreetWise" program to enable court appointed unlicensed young people to undertake Road Ready Learner Licence Program.	Measures are currently being examined.	Review of drink driver education program underway, and high level of incarceration for driving offences being examined.	Legislation will be introduced in mid to late 2006 to allow a person who received an absolute disqualification for driving while unlicensed prior to 13 March 2002 to be eligible to reapply directly to the chief executive for the removal of the absolute disqualification after 5 years, and then apply for a driver licence.	Work is progressing on developing policy options.		Alcohol interlock program already in place. Vehicle immobilisation / impoundment options are being considered to deter disqualified driving.	Government has identified this as a major issue especially in respect to indigenous Australians and has established a working group to examine and provide recommendations that have application to the whole of the community. Further, the RDDS recognises the need to keep recidivist drivers in the system through the introduction of alcohol interlocks, which separate drinking from driving. The RDDS is currently being prepared for Government.	

ACTION	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	NATIONAL
Identify and respond to issues related to in-vehicle driver distraction.	Listed in ACT Road Safety Action Plan for development of campaigns in response to driver distraction		Road safety advertisements produced which aim to increase awareness of driver inattention resulting from in-vehicle driver distraction. Police enforcement campaigns have targeted the issue.	QLD has initiated an action at ATC to investigate the introduction of an ADR to mandate the inclusion of bluetooth capability in new vehicles.	Demerit points for using hand held mobile phone have been introduced and police are continuing to enforce issues related to driver distraction.	Penalties for using hand-held mobile phones were increased from 1 October 2003.	Parliamentary Road Safety Committee Inquiry into driver distraction is underway. Report to be tabled in May 2006.	It is illegal to use phones hands free while driving, double demerits exist for this offence. Police continue to enforce issues related to driver distraction. WA is monitoring national research and public inquires in this area.	The ATSB has examined mobile phone usage in its latest national survey of community attitudes.
Develop road safety applications for automatic number plate recognition technology.	Working with ACT Policing on this issue.	Under trial by Police.	Participation in national initiatives.	ANPR steering committee established in February 2005 to coordinate trialling and implementation of ANPR technology. Representatives include QT, QPS DMR and Justice Dept.	SA Police have progressed this initiative.	ANPR has been developed and was implemented for use by Transport Inspectors in August 2004.	ANPR has been trialed and evaluated by Victoria Police. Project is now being developed for implementation.	ANPR technology introduced in WA. Police looking to expand its use in WA through the provision of 8 additional units.	
Other significant initiatives.						Community Road Safety Partnership provides assistance to socially disadvantage in gaining learners licences. This program includes education about speed; drink driving and other road safety issues.		RSC community education campaigns with a focus restraints particularly in rural areas. A road safety priority calendar / planner is distributed to stakeholders including Police and RoadWise community committees to ensure enforcement operations are coordinated and consistent with publicity. The STEP program funding continues to provide additional enforcement that targets restraints. The restraints observational study that will look at the rate of seat belt wearing will commence in late 2005.	

ACTION	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	NATIONAL
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Action area 5 – Other supporting measures									
ACTION	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	NATIONAL
Improve the national hospitalisation data series and explore data sources on severe long-term injuries.	NRMA-ACT Road Safety Trust funded project data matching of hospital and police casualty information.		Participation in national initiatives.	QT is currently engaging a consultant to review the current practice of using police reported hospitalisation data, and to examine alternative sources of data for tracking the effectiveness of road safety initiatives. The final report with recommendations will be completed in early 2006.			Victoria is undertaking research to develop methods that more accurately measure injury severity of hospitalised persons.	<p>ORS coordinating a cross agency approach to improving data collection, sharing and analysis.</p> <p>MRWA and Police are examining development and exchange of up to date crash data sharing capabilities between agencies.</p>	The National Injury Surveillance Unit has been engaged to examine relevant issues.

ACTION	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	NATIONAL
Work with indigenous communities to identify & implement locally relevant initiatives that improve road safety outcomes for indigenous people.	Indigenous people can access the Road Ready Learner Licence Course through the public provider or a specific indigenous youth services.	Ongoing.	NT Aboriginal Road Safety program and regional road safety officers aim to facilitate local programs where possible.	The Indigenous Driver Licensing Project aims to increase the number of licensed drivers and increase license retention rates in indigenous communities.	An Aboriginal Road Safety Task Force has been established and a draft Aboriginal Road Safety is in the process of being developed.	Responses to road safety issues include consideration of all relevant stakeholders and community groups.		RSC agencies are developing local initiatives to improve road safety outcomes for Aboriginal people. For example, DPI licensing and training initiatives with remote Aboriginal communities; implementation of the Open Load Space (OLS) legislation requirements for vehicles and supporting information with regard preferred vehicles for Aboriginal communities and community education to support this initiative. Development of the Aboriginal Road Safety Manual to support people who work with Aboriginal people and road safety.	The ATSB chaired meetings of the inter-jurisdictional Indigenous Road Safety Working Group. The ATSB commissioned an updated review of indigenous road safety.
Complete the development of an Internet-based clearing house to share effective indigenous road safety initiatives.		This is to be launched in December 2005.	Major contributor to national Indigenous clearing house project.	Internet site to be launched shortly.	Working with WA on this initiative.			WA has played the lead in developing the ATSI Clearinghouse. The website and supporting information is nearing completion.	The website is scheduled to be launched nationally on 2 December 2005.

ACTION	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	NATIONAL
Develop and implement a coordinated approach to improving public awareness of level crossing safety issues.		This is being undertaken in conjunction with State Rail as part of the Level Crossing Program.	NT has conducted rail level crossing safety campaign – Tracks are for Trains – and has participated in national behavioural workshop.	Level Crossing Safety Steering Group established. Advertising campaign initiated to raise LC awareness. Local committees reviewing all crossing with the ALCAM model and upgrading protection as required.	A comprehensive rail safety campaign has been conducted incorporating mass media elements including television and print.	The Road Safety Task Force partnered with Tasrail and developed a series of advertisements highlighting road safety issues around level crossings.	Public awareness campaign has been developed and is to be implemented.	WA developed a rail crossing safety package that has been implemented locally by RoadWise. The package is being considered as a support resource at the National level.	The Australian Railways Association (ARA) held a National Level Crossing Behavioural Workshop in April 2005 to examine options to improve rail level crossing safety by changing road user behaviour. A national plan is being developed for consideration by jurisdictions.
Other significant initiatives.								The RoadAware program a partnership between education systems and sectors has developed road safety curriculum and training material for students and teachers is being implemented State-wide with an initial focus on pre-drivers and parents of young children aged 0 – 4 years, including the Child Car Restraint fitting and checking program.	