

National Road Safety Strategy 2011–2020

Implementation status report

November 2013

Purpose of report

The *National Road Safety Strategy 2011–2020* (NRSS) was approved and released by the Australian Transport Council on 20 May 2011. The NRSS represents the commitment of federal, state and territory governments to an agreed set of national road safety goals, objectives and actions. It has the specific target of reducing Australia's annual number of road deaths and serious injuries by at least 30 per cent by 2020.

The NRSS presents a list of 'first steps' actions to be undertaken within three years, as well as a range of possible 'future steps' initiatives that will be examined as the strategy proceeds. A review of the NRSS in 2014 will include an assessment of progress in implementing each of the first steps actions, and further consideration of other proposed initiatives.

The focus of this report is on the three-year program embodied by the list of first steps actions. The main section of the report describes the implementation status of each action item and includes a simple 'traffic light' system of progress assessment.

The report also provides an update of the key statistical measures of progress outlined in the NRSS.

Implementation responsibilities and coordination arrangements

Given Australia's federal system of government, responsibilities for implementing the NRSS are distributed across nine jurisdictions in keeping with the established roles of each area of government:

- The Australian Government has responsibilities for allocating agreed infrastructure resources to the national highway and local road networks, and for regulating safety standards for new vehicles.
- State and territory governments have primary responsibilities for funding, planning, designing and operating the road network, managing vehicle registration and driver licensing systems, and enforcing road user behaviour.

Within each jurisdiction, the main transport agencies will take the lead role in implementing or facilitating the specific actions set out in the NRSS. However, there are a number of other prominent bodies that are expected to provide key support in relevant areas. These include Austroads, the National Transport Commission (NTC), the Australia New Zealand Policing Advisory Agency (ANZPAA) and the National Heavy Vehicle Regulator (NHVR).

National coordination arrangements for the NRSS are largely managed through two cross-jurisdictional committees:

- The Austroads Safety Task Force (STF) comprises senior road safety officials from Australian Government, state, territory and New Zealand transport agencies, the NTC, and with police representation being sought through ANZPAA.
- The Strategic Vehicle Safety and Environment Group (SVSEG) comprises representatives from Australian Government, state, territory and New Zealand transport agencies, the NTC, the NHVR, and from automotive industry and road user bodies.

Implementation status

The NRSS lists 59 actions and additional sub-actions to be undertaken during the first three years (2011–2013). These are grouped into five broad areas of activity under the following headings:

- Safe roads
- Safe speeds
- Safe vehicles
- Safe people
- Making it happen

The detailed status report commencing on page 8 of this document identifies the main jurisdictional responsibilities for each NRSS action item and provides a summary of progress to date. Colour-coded markers are used to indicate whether actions are progressing satisfactorily or whether they require more attention. It should be noted that the mix of measures adopted in individual jurisdictions, and the details of specific measures, may vary to reflect local circumstances and priorities.

Implementation status – key points

General points

- In this status report, most NRSS items have been coded yellow, indicating that action has commenced and is being progressed. It should be noted, however, that action to date may still be limited to early steps only and/or to action that has only been taken by some jurisdictions..
- Many of the NRSS items involve initial research and investigation work that is needed to underpin effective road safety interventions. This work is mainly being progressed through the Austroads Safety Program. The status report identifies a large number of relevant projects that have either commenced or have been included in the forward Austroads work program (with in-principle approval from the Austroads Board).

Safe roads

- Several jurisdictions have taken decisive steps to ensure Safe System principles are applied to new road construction or improvement. Further progress will be supported by current Austroads work to incorporate Safe System principles in road design guidelines.
- All states and territories have infrastructure treatment programs in place that target the major crash types and vulnerable user groups. Ongoing efforts in this area will be aided by several projects planned for the Austroads research program in 2013-16.
- The Austroads risk assessment model (ANRAM) has been developed and will be trialled by road authorities. This important work supports an NRSS priority to systematically identify and treat high-risk sections of high-volume roads.
- An Austroads review of ‘willingness-to-pay’ methods and options for valuing safety has been completed. Consideration needs to be given to next steps in developing and applying nationally agreed values.

Safe speeds

- All states and territories have taken some steps to strengthen their speed enforcement programs. In most jurisdictions this includes the introduction of, or plans to introduce, point-to-point camera systems, though the scale of implementation to date is quite limited. These actions are being supported through national engagement

with police (ANZPAA), and recently published Austroads work on best practice in point to point speed enforcement.

- Most jurisdictions have reviewed their speeding sanctions and several have announced stronger penalties, though mainly for high-range offences. There is scope to consider further action in this area, particularly in relation to lower-range (but very common) speeding offences.
- The NRSS has several actions focused on the implementation of risk-based speed limits. This is being supported by current Austroads projects to develop national guidelines for speed limits at high-risk locations and to facilitate national adoption of best practice speed limits more broadly. In the meantime, some action is being taken at a jurisdictional level to review speed limits at selected locations.
- Efforts to facilitate the implementation of intelligent speed adaptation (ISA) are proceeding through the cross-jurisdictional Australasian Intelligent Speed Assist Initiative. Current work is focused on the development of suitable speed limit maps and exploration of the potential regulatory role of ISA in managing high-risk drivers. Action is required to investigate insurance incentives to promote voluntary adoption of ISA.
- Consideration needs to be given to greater prosecution of heavy vehicle speeding offences under chain of responsibility laws. Progress in this regard should be enhanced by the commencement of the National Heavy Vehicle Regulator and a taskforce review of chain of responsibility liability provisions in the Heavy Vehicle National Law.

Safe vehicles

- Various actions have been taken to facilitate adoption of best-practice fleet purchasing policies: some jurisdictions have implemented new fleet purchasing policies for government fleets, including minimum ANCAP rating requirements for light vehicles (5 stars) and light commercial vehicles (4 stars); coordinated work is in train to develop best-practice policies for both light and heavy vehicle fleets; and the NTC has released a draft strategy addressing road safety in the private sector.
- The NRSS includes an extensive agenda to improve safety regulations for new vehicles and this has been incorporated in SVSEG's work program. Work to facilitate harmonisation of Australian Design Rules (ADRs) with international regulations has been completed. A number of specific ADR actions in the NRSS have been completed and others are progressing well.
- Jurisdictions are working constructively with ANCAP to expand the coverage of ANCAP's vehicle crash test and rating program and to increase consumer awareness through the national 'Stars on Cars' program. Government fleet purchasing policies have had a major impact on manufacturers' support for ANCAP, with increased vehicle donations.
- Some action has been initiated to investigate incentives to promote the purchase of safer vehicles, including options targeting younger drivers. This includes two exploratory research projects commissioned by the former National Road Safety Council (NRSC) and completed earlier this year.

Safe people

- The NRSS has several actions that focus on improving licensing arrangements for drivers and motorcyclists. Two key Austroads projects, currently being finalised, will inform the development of best-practice graduated licensing models for national consideration. Work is also in train to support the implementation of competency-based standards for heavy vehicle driver licensing.
- Jurisdictions are considering options to promote and expand the existing NSW

Consumer Rating and Assessment of Safety Helmets (CRASH) program.

- Most jurisdictions have identified licensing programs and educational activities to address the road safety needs of Indigenous communities and other disadvantaged social groups. The NT Government has committed additional funding to continue its trial program providing driver training and licensing for people in remote Indigenous communities. Work is also proceeding on a suite of Austroads projects aimed at improving access to driver licensing for Indigenous Australians.
- Several NRSS actions address the problem of driver fatigue. A number of jurisdictions are continuing to monitor developments and trials of in-vehicle detection technology. Most jurisdictions are conducting or developing public education campaigns on fatigue – and there may be scope to share or pool resources for national gain. Most jurisdictions have programs to provide rest areas, and some are reviewing or upgrading their efforts.
- The NRSS calls for work to improve the effectiveness of random breath testing and roadside drug testing programs. This is being addressed to some extent at a jurisdictional level, though further work may be needed at a national level to satisfactorily respond to the action. A proposed Austroads project on best-practice enforcement guidelines is currently under consideration.
- Limited action has been taken so far to review BAC limits for different driver licence categories. However, the issue is being examined as part of an Austroads research project that commenced in mid-2012.
- Several NRSS actions concern measures to extend and strengthen the use of alcohol interlocks. Some relevant investigation activity is being undertaken at a jurisdictional level, and Victoria has announced a significant expansion of its interlock program to all convicted drink drivers. However, there is a need for nationally coordinated work. This will be addressed to some extent through current Austroads projects.
- The strategy calls for efforts to improve compliance with current mobile phone laws. Most jurisdictions are addressing this through regular publicity campaigns and NSW is working with police to investigate improved enforcement options. A proposed Austroads project on best-practice enforcement guidelines may also inform this action in the longer term.
- The strategy also calls for the promotion of voluntary ‘phone-off’ policies among fleet operators and an investigation of the case for extending existing novice driver prohibitions. Limited action has been taken on these to date, though relevant Austroads work is planned for 2014-15.
- Victoria will extend a ban on all mobile phone use to ‘P2’ drivers by early 2014; other jurisdictions will consider the extension of existing bans as part of their graduated licensing systems, taking into account the findings of current Austroads research.
- Most jurisdictions are using automatic number plate recognition technology to increase detection of unregistered vehicles and unlicensed drivers. Some have also extended the use of vehicle sanctions as a deterrent. Efforts in these areas will be informed by recent Austroads work on measures to reduce the incidence of unlicensed driving.
- Further action is needed to assess and, as required, address the risks associated with school bus travel.

Making it happen

- The NRSS includes a number of enabling actions to improve the management of road safety and to facilitate implementation of evidence-based countermeasures. Broadly, these include actions to: improve results focus across agencies; engage effectively with stakeholders; explore different funding arrangements; promote the NRSS and monitor progress; and foster capacity development and knowledge transfer. Many of

these will be ongoing activities for the life of the NRSS. For the majority of these items, at least some action has commenced.

- A new international standard for road traffic safety management systems (ISO 39001) was released in late 2012. Promotion efforts within Australia will be informed by Austroads work to develop a model safety management system, scheduled for completion in 2014.
- In 2012 Ministers agreed to convene an annual National Road Safety Forum to engage with stakeholders on important road safety issues, and the second Forum was held in Hobart in July 2013.
- Although work has proceeded well on the development of standardised definitions for national collection and reporting of fatal crash data, there has been little progress in developing a national crash-based serious injury database. This is one of the important enabling actions in the strategy, since reliable national data on serious injury crashes is necessary for effective performance monitoring and problem analysis. The implementation of a common national serious injury definition has been hampered by resourcing and technical issues, and resolving these will require greater commitment and cooperation from jurisdictions in pursuing a national approach.

Statistical progress

The primary statistical measures of NRSS progress are the annual numbers of road crash deaths and serious injuries. These and a range of other *high-level outcome measures* are being used to track Australia's road safety performance over the 10-year life of the NRSS, relative to the baseline period of 2008–2010.

The NRSS has also established a range of *safety performance indicators* to help assess progress in addressing specific road safety issues. These indicators are mainly, though not exclusively, based on national road crash data.

The BITRE, in cooperation with state and territory agencies, is developing a national road crash database to support these statistical measures of progress. The current status report draws on the *fatal* crash data in the database to report against most of the NRSS indicators. Measures of progress based on *serious injury* crash data will be included in future status reports, once an adequate source of national serious injury data is established.

While these statistical indicators are an important tool for monitoring progress, it is also important to monitor changes in the broader operating environment. The NRSS notes that road trauma levels are influenced by a vast array of factors. Many of these – including changing economic conditions – are difficult to predict and are beyond the direct control of governments and road safety organisations. Road safety strategies therefore need to be alert to such challenges and flexible in their responses.

Statistical progress – key points

The last section of this report (page 32) presents the full set of NRSS outcome measures and performance indicators with latest available results. Key points are noted below.

High level outcome measures

- In 2012, there were:
 - 1,301 road crash deaths: a reduction of 8.8% relative to the baseline (1,426)
 - 1,191 fatal road crashes: a reduction of 8.2% relative to the baseline (1,297)

Safety performance indicators

- Fatality reductions in 2012 were significantly greater than average for the following categories:
 - single-vehicle crashes (-15.4%)
 - crashes on remote roads (-23.7%)
 - young drivers and motorcycle riders (-21.2%)
 - unlicensed drivers and riders (-12.6%)
- Fatality reductions in 2012 were significantly lower than average for the following categories:
 - intersection crashes (-4.3%)
 - head-on crashes (-0.7%)
 - older drivers and motorcycle riders (+6.1%)
 - bicycle riders (+3.1%)
 - crashes involving a heavy vehicle (+5.6%)

Abbreviations

ABS	Anti-lock braking systems
ADR	Australian Design Rule
AISAI	Australasian Intelligent Speed Assist Initiative
ANCAP	Australasian New Car Assessment Program
ANRAM	Australian National Risk Assessment Model
ANZPAA	Australia New Zealand Policing Advisory Agency
BITRE	Bureau of Infrastructure, Transport and Regional Economics
CoR	Chain of Responsibility
DIT	Department of Infrastructure and Transport
GTR	Global Technical Regulation
ISA	Intelligent speed adaptation
NRSC	National Road Safety Council
NRSS	National Road Safety Strategy 2011–2020
NTC	National Transport Commission
RIS	Regulation Impact Statement
SCOTI	Standing Committee on Transport and Infrastructure
STF	(Austroads) Safety Task Force
SVSEG	Strategic Vehicle Safety and Environment Group
UNECE	United Nations Economic Commission for Europe
VSB	Vehicle Standards Bulletin
WTP	Willingness-to-pay

Safe roads

Ref no.	Action	Jurisdictional responsibility	Implementation status
1	Road authorities at all government levels will ensure that Safe System principles are applied to all new road projects, including road upgrades.	All jurisdictions	<div style="display: flex; align-items: flex-start;"> <div style="margin-right: 10px;">  Complete or well advanced  Commenced and progressing  No significant action to date </div> <div style="background-color: #ffff00; width: 100%; height: 100%;"></div> <ul style="list-style-type: none"> ▪ Austroads work to develop appropriate road design guidelines is scheduled to conclude late in 2013. ▪ Two separate Austroads projects currently underway are looking at: improving the performance of safe system infrastructure; and safe system roads for local government. Both are scheduled to conclude mid-2015. ▪ In the meantime, several jurisdictions have initiated work to further define and apply Safe System principles when designing new road construction or improvement. </div>
2	Modify infrastructure funding guidelines and agreements to increase the safety benefits resulting from expenditure on roads.	All jurisdictions	<div style="background-color: #ffff00; width: 100%; height: 100%;"></div> <ul style="list-style-type: none"> ▪ Several jurisdictions have implemented road funding programs that explicitly prioritise projects based on, or taking account of, their road safety benefits. ▪ Austroads work commenced in 2012-13 (see #1) is expected to contribute to this action.
3	Target infrastructure treatments to:		
3 (a)	Address run-off-road and head-on casualty crashes. Road sections prioritized according to crash history will be treated with infrastructure treatments such as protective barriers (for example, wire rope), and/or reduced speed limits.	States and territories	<div style="background-color: #ffff00; width: 100%; height: 100%;"></div> <ul style="list-style-type: none"> ▪ All jurisdictions have treatment programs in place that target these crash types (through infrastructure treatments and/or speed limit reductions where appropriate). ▪ An Austroads project undertaken in 2012-13, to investigate head-on and run-off-road crash types in urban areas, will support the implementation of this action.

3 (b)	Address serious casualty crashes at intersections. Sites prioritised according to crash history will be treated with infrastructure treatments and/or speed reduction measures.	States and territories	<ul style="list-style-type: none"> ▪ All jurisdictions have treatment programs in place that target these crash types (in addition to, or in conjunction with, black spot programs). ▪ A current Austroads project, 'Achieving Safe System Speeds on Urban Arterial Roads', will support implementation of this action; and another relevant project 'Investigation of key crash types – rear-end crashes in urban and rural areas', has recently commenced.
3 (c)	Address safety issues for vulnerable road users, for example: safety improvements on popular motorcycle routes; infrastructure improvements for bicyclists, older road users, people accessing public transport and pedestrians.	States and territories	<ul style="list-style-type: none"> ▪ All jurisdictions have infrastructure programs in place targeting safety issues for vulnerable road users (though the emphasis and approach varies between jurisdictions). ▪ Implementation of this action in the longer term will be informed by: <ul style="list-style-type: none"> – the results of an Austroads in-depth motorcycle crash study due for completion in 2014; – planned work on safe system speeds (see #3b); – a project (proposed to commence 2014-15) to review route-based infrastructure treatments targeting motorcycle casualties; and – proposed work on positioning traffic control devices for improved road safety.
3 (d)	Address safety on key arterial routes, prioritised by crash history. Route safety reviews to be undertaken and findings implemented.	States and territories	<ul style="list-style-type: none"> ▪ All jurisdictions have safety programs in place to prioritise and treat major arterial routes based on crash history and/or risk assessment methods.
4	Develop a nationally agreed approach to applying the willingness-to-pay (WTP) methodology to value safety.	All jurisdictions	<ul style="list-style-type: none"> ▪ NSW and WA have adopted WTP values based on a NSW study. ▪ The Commonwealth uses WTP values in the development of vehicle safety standards (ADRs). ▪ A recently completed Austroads project on WTP methods and options will inform national consideration of this issue.
5	Ensure that roads in and around Indigenous communities are included in infrastructure treatment programs.	States and territories	<ul style="list-style-type: none"> ▪ Most 'in-scope' jurisdictions are providing infrastructure treatment funding for roads servicing Indigenous communities (to a varying extent).

6	Complete Austroads risk-based assessment model; and then systematically assess risk levels for highest volume roads and prioritise road sections for safety improvement.	States and territories	<ul style="list-style-type: none"> ▪ The Austroads risk assessment model (ANRAM) has been developed and will be trialled by road authorities. Further work is planned to commence in 2014-15 to review the application of the model and the need for supporting tools. ▪ In the meantime, some jurisdictions have initiated risk assessment activities on a limited scale.
7	Implement and evaluate Safe System demonstration projects in specific local government areas and Indigenous communities.	States and territories	<ul style="list-style-type: none"> ▪ Following a successful pilot, NSW will introduce a new funding model for local government based on the Safe System approach, from 2014-15. ▪ The report from an Austroads Safe System demonstration project involving an Indigenous Community was published in April 2013. ▪ Some jurisdictions have also initiated relevant work with local governments or Indigenous communities.

Safe speeds

Ref no.	Action	Jurisdictional responsibility	Implementation status
8	Improve compliance with speed limits across the road network:		 Complete or well advanced  Commenced and progressing  No significant action to date
8 (a)	Adopt best practice enforcement, including a combination of on-road policing and speed camera technologies, with a mix of covert and overt strategies.	States and territories	<ul style="list-style-type: none"> ▪ All jurisdictions are working to strengthen their speed enforcement programs in line with existing best practice. ▪ ANZPAA will provide an important national link between transport and police agencies through the Austroads Safety Task Force. ▪ A proposed Austroads project to develop 'Good Practice Enforcement Guidelines' is under consideration.
8 (b)	Install where appropriate point-to-point cameras to improve speed compliance among all vehicles.	States and territories	<ul style="list-style-type: none"> ▪ Most jurisdictions have introduced or have plans to introduce point-to-point systems, though the scale of implementation to date is quite limited. ▪ Austroads has published a report on best practice in point-to-point speed enforcement, which will contribute to program implementation.
8 (c)	Examine options for improved enforcement of motorcycle speeding.	States and territories	<ul style="list-style-type: none"> ▪ Victoria's new Road Safety Action Plan 2013-16 calls for work to resolve the inability of front-facing speed cameras to identify motorcyclist offences (due to the lack of a front number plate). ▪ Some jurisdictions are partially addressing the issue through the use of rear-facing speed cameras. ▪ An Austroads motorcycle in-depth crash study scheduled for completion in 2014 (see #3c) may inform this action.

9	Improve the use of sanctions to more effectively deter people from speeding.	States and territories	<ul style="list-style-type: none"> Most jurisdictions have recently reviewed their penalties for speeding and several (NSW, Vic, Qld, SA & Tas) have announced stronger sanctions for speeding offences (limited in some cases to high-range offences).
10	Develop a national public information campaign about the community safety benefits of complying with speed limits. This will provide education resources suitable for use by government agencies, local governments and community forums.	States and territories	<ul style="list-style-type: none"> An NRSC-funded project to develop national resources suitable for a public education campaign was published in April 2013. A recent Austroads project on driver attitudes to speed enforcement will inform the development of resources.
11	Review speed limits where risk levels are high and engineering solutions are not feasible or cost-effective:		
11 (a)	Set safe speed limits on road lengths that are narrow, have substantial levels of roadside hazards, have many intersections or property entrances, are winding or undulating, or have higher than average serious casualty crash rates.	States and territories	<ul style="list-style-type: none"> Key work is near completion through an Austroads project to develop national guidelines for setting speed limits at higher-risk locations and another Austroads project has commenced on achieving safe system speeds on urban arterial roads. In the meantime, most jurisdictions are undertaking or have completed speed limit reviews on high-risk locations.
11 (b)	Reduce speed limits at high-risk intersections, especially on high-volume outer urban arterials.	States and territories	<ul style="list-style-type: none"> Key work is near completion through an Austroads project to develop national guidelines for setting speed limits at higher-risk locations and another Austroads project has commenced on achieving safe system speeds on urban arterial roads. In the meantime, most jurisdictions are undertaking or have completed speed limit reviews in high-risk locations.
11 (c)	Work with local government to expand the number and scope of projects that implement safe speed limits in areas of high pedestrian and cycling activity.	States and territories	<ul style="list-style-type: none"> Several jurisdictions have implemented lower speed limits in relevant areas, working with local governments where appropriate.

12	Develop new risk-based national speed limit guidelines for different road categories / functions. Guidelines should encourage consistent limits based on measured risk/crash rates, while minimising multiple speed zones over short distances.	States and territories	<ul style="list-style-type: none"> This action will be informed by two key Austroads projects: one to develop guidelines for setting speed limits at higher-risk locations (see #11a,b); and a project scheduled for completion in 2014 to facilitate national adoption of best practice speed limits.
13	Facilitate the implementation of Intelligent Speed Adaptation (ISA) systems:		
13 (a)	Encourage the development of digital speed limit maps.	All jurisdictions	<ul style="list-style-type: none"> NSW is leading a national working group on speed limit mapping as part of the cross-jurisdictional Australasian Intelligent Speed Assist Initiative (AISAI). NSW has completed Australia's largest ISA trial and is developing an online speed zone database and supporting applications. Several other jurisdictions have conducted ISA trials or are working on the development of state-wide maps.
13 (b)	Examine the scope to require advisory ISA in all government fleets; and mandatory speed limiting ISA and/or other technologies for recidivist speeders and P-plate drivers.	All jurisdictions	<ul style="list-style-type: none"> Some jurisdictions have commenced investigating options for government fleets. Several jurisdictions are working together to develop a national position paper for monitored ISA for high-risk drivers, as part of the AISAI. NSW has developed and has tested an ISA Smartphone application.
13 (c)	Initiate discussion with insurers to encourage voluntary fitting of ISA and recorders through lower insurance premiums, especially for young drivers.	All jurisdictions	<ul style="list-style-type: none"> An NRSC-funded project examining the potential role of insurance incentives in promoting uptake of vehicle safety measures was published in July 2013.
14	Increase the effective application of chain of responsibility legislation to prosecute heavy vehicle speeding (including speed limiter) offences, and harmonise legislation to assist cross-border enforcement.	States and territories	<ul style="list-style-type: none"> Some jurisdictions have taken steps to strengthen Chain of Responsibility (CoR) enforcement of heavy vehicle speeding offences. A CoR taskforce of industry and government representatives has been initiated to review CoR liability provisions in the Heavy Vehicle National Law.

Safe vehicles

Ref no.	Action	Jurisdictional responsibility	Implementation status
			 Complete or well advanced  Commenced and progressing  No significant action to date
15	Facilitate the adoption of nationally-agreed best-practice fleet purchasing policies:		
15 (a)	Develop nationally-agreed fleet purchasing policies with practical, evidence-based safety criteria that drive an increase in the safety features required for vehicle purchases.	All jurisdictions	 <ul style="list-style-type: none"> ▪ This action is being progressed through SVSEG, with the Commonwealth examining requirements for light vehicle purchasing, and NSW for heavy vehicles.
15 (b)	Require all government fleets to implement nationally-agreed fleet purchasing policies and encourage adoption by other fleet operators.	All jurisdictions	 <ul style="list-style-type: none"> ▪ Some jurisdictions have implemented fleet purchasing policies, including minimum ANCAP rating requirements for light passenger vehicles (5 stars) and light commercial vehicles (4 stars). ▪ This issue is also being addressed as part of an NTC project on a corporate approach to transport safety. Following consultation with the business sector, the NTC released a strategy in May 2013 and is preparing to launch the National Road Safety Partnership Program.
16	Improve safety regulations for new vehicles:		
16 (a)	Improve the ADR process to ensure that minor changes to UNECE regulations are accepted automatically, timely consideration is given to new and amended UNECE regulations and GTRs, and priority is given to implementing new and amended ADRs that can deliver the greatest safety benefits.	Commonwealth	 <ul style="list-style-type: none"> ▪ The ADR for harmonisation was completed and came into effect immediately in February 2012. This provides for amendments to UNECE regulations to be automatically accepted in 29 ADRs and will be extended to other ADRs over time, significantly streamlining the ADR process. ▪ The ADR program was agreed nationally, with priority given to safety benefits.

16 (b)	Subject to the final outcomes of Regulatory Impact Statements (RISs), mandate the following vehicle safety features for new vehicles: advanced seatbelt reminders (driver's seat); provision for ISOFIX child restraint fittings; ESC in light commercial vehicles; Anti-lock Braking systems (ABS)/load proportioning brake systems for heavy vehicles and trailers.	Commonwealth	<ul style="list-style-type: none"> ▪ ADRs for seatbelt reminders and for ISOFIX child restraints were completed in February and March 2012 respectively, commencing in July and November 2013 respectively. ▪ An ADR was completed in August 2013 for ABS systems for heavy trucks and buses and commences in July 2014. Work is continuing on ABS/load proportioning brake systems for heavy trailers. ▪ Work is nearing completion on an ADR for ESC for light commercial vehicles.
16 (c)	Prepare RISs to consider mandating of ABS for motorcycles, increased heavy vehicle cabin strength, ESC and Lane Departure Warning Systems for heavy vehicles, and Brake Assist Systems for light passenger vehicles.	Commonwealth	<ul style="list-style-type: none"> ▪ Work is nearing completion for an ADR for Brake Assist Systems for light passenger vehicles. ▪ The development of a RIS for motorcycle ABS and a RIS for heavy vehicle Lane Departure Warning Systems will proceed during 2014.
16 (d)	Lead international development of a pole side impact, which will require strong protective measures for vehicle occupants involved in side impacts, including provision of effective side curtain airbags or other airbag configurations.	Commonwealth	<ul style="list-style-type: none"> ▪ Australia has led and completed development of a Global Technical Regulation on Pole Side Impact (the GTR). The UN is formally considering adoption of the GTR in November 2013 after which a RIS will be developed to consider mandating in Australia.
17 Improve and promote the ANCAP program:			
17 (a)	Expand the ANCAP program to increase the coverage of crash test results across the full range of new vehicles on the Australian market, including light commercial vehicles, and develop a crash test standard and protocol for rollover crashes.	All jurisdictions	<ul style="list-style-type: none"> ▪ Jurisdictions are working to progress this action through their involvement with ANCAP, including through funding support to expand the ANCAP vehicle crash and rating program.
17 (b)	Support the implementation of a national 'Stars on Cars' program to increase consumer demand for safe vehicles through the promotion of ANCAP safety ratings.	States and territories	<ul style="list-style-type: none"> ▪ Most jurisdictions are contributing to the implementation of this national program. ▪ Some jurisdictions are undertaking or planning local campaigns that will support the national program. ▪ An NRSC-funded research project on options to increase demand for vehicles with high ANCAP ratings, particularly for young drivers, was completed in March 2013.

17 (c)	Encourage vehicle manufacturers to support ANCAP through provision of vehicles ahead of their release to the market.	All jurisdictions	<ul style="list-style-type: none"> Commonwealth and state fleet purchasing policies have had a major impact, as manufacturers have increased vehicle donations so vehicles can be rated and considered for fleet purchasing.
18	Encourage vehicle manufacturers to develop industry codes of practice committing to incorporation of vehicle safety features, while ensuring that safety features are not packaged only with luxury or comfort features.	All jurisdictions	<ul style="list-style-type: none"> SVSEG has encouraged manufacturers/industry to develop advisories or codes of practice with good success. SA is exploring and will encourage changes to the ADRs to improve national vehicle safety standards through working with key vehicle, research and motoring organisations in SA.
19	Investigate incentives relating to vehicle purchases:		
19 (a)	Investigate incentives (including tax-based, registration-based and insurance incentives) and promote options to encourage purchase of safer vehicles, greater turnover of the vehicle fleet and/or the inclusion of enhanced safety features.	All jurisdictions	<ul style="list-style-type: none"> NSW is currently investigating registration-based incentives for safer vehicles. Victoria has prepared a report on the viability of incentives for consideration by SVSEG. Two NRSC-funded projects investigating incentives and other strategies to increase demand for safer vehicles, particularly for young drivers, have been completed.
19 (b)	Investigate incentives to encourage young drivers and their parents to purchase safer new or used cars.	All jurisdictions	<ul style="list-style-type: none"> Some jurisdictions provide targeted information about purchasing safer vehicles for young drivers and their parents. Two NRSC-funded projects investigating incentives and other strategies to increase demand for safer vehicles, particularly for young drivers, have been completed.
20	Evaluate community concerns and work with vehicle industry to ensure vehicle advertising avoids display and promotion of unsafe and illegal behaviours.	All jurisdictions	<ul style="list-style-type: none"> A national community survey conducted in 2011 by the Commonwealth provides benchmark data on community attitudes to advertising. A follow-up survey is being undertaken. Some states have conducted similar surveys. The FCAI has conducted a review of the Voluntary Code of Practice for Motor Vehicle Advertising, and has given undertakings to consult further with jurisdictions on a revision of the Code.

21	Strengthen regulation of post-production modifications and additions (for example, limiting the raising of vehicles) which may compromise the safety of the vehicle as manufactured.	States and territories	<ul style="list-style-type: none"> ▪ Some jurisdictions have recently made or are considering changes to improve regulation. ▪ Queensland is leading a review of the existing modification code for heavy vehicles (VSB 6) and NSW is leading a review of the code for light vehicles (VSB 14).
22	Investigate further regulation of speed and other safety features for powered alternative vehicles (for example, mobility scooters and power-assisted bicycles).	All jurisdictions	<ul style="list-style-type: none"> ▪ Amendments to the ADR definition of power-assisted pedal cycles (developed in conjunction with an Austroads project on alternative vehicles) came into effect in May 2012; and jurisdictions are working on parallel legislative changes to permit their use. ▪ Work is continuing for other vehicle types through Austroads.
23	Investigate options to maximize the efficiency and safety of restricted-access heavy vehicle operations.	All jurisdictions	<ul style="list-style-type: none"> ▪ Jurisdictions are at different stages with this work; some have already made or are considering changes. ▪ The National Transport Commission has commenced an investigation of options.
24	Investigate technology-based options to minimize driver distraction from in-vehicle devices.	All jurisdictions	<ul style="list-style-type: none"> ▪ The Commonwealth is in discussion with the FCAI on vehicle aspects. ▪ NSW is currently undertaking a range of research into in-vehicle distraction. ▪ The NSW Parliamentary Staysafe Committee has conducted an inquiry into distraction.

Safe people

Ref no.	Action	Jurisdictional responsibility	Implementation status
<div style="display: flex; justify-content: space-between; align-items: center;">  Complete or well advanced  Commenced and progressing  No significant action to date </div>			
Responsible road use			
25	Improve driver and rider licensing arrangements:		
25 (a)	Develop an evidence-based model for graduated driver licensing for car drivers. Elements for examination include minimum supervised driving hours, minimum provisional licence age, passenger restrictions, night driving restrictions, mobile phone bans, vehicle power restrictions, speed and alcohol restrictions; and more effective sanctions for speed and alcohol offences.	States and territories	<ul style="list-style-type: none"> ▪ A key Austroads review of the research evidence on graduated licensing measures for car drivers is being finalised for consideration by jurisdictions. ▪ Most jurisdictions have recently reviewed or are reviewing their graduated driver licensing systems.
25 (b)	Review licensing arrangements for motorcycle riders. Elements for examination include graduated restrictions for novice riders (including minimum period with a car licence before motorcycle licensing); and education and training if proven to deliver road safety benefits.	States and territories	<ul style="list-style-type: none"> ▪ An Austroads research project on best-practice graduated licensing for motorcycle riders is being finalised. ▪ A number of jurisdictions have recently reviewed or are reviewing their motorcycle licensing arrangements.
25 (c)	Investigate licensing options to improve the safety of returning motorcycle riders.	States and territories	<ul style="list-style-type: none"> ▪ Current Austroads projects on graduated motorcycle licensing (see #25b) and the motorcycle in-depth crash study (see #3c) are expected to inform this action. ▪ NSW is currently undertaking a study of returning riders. Some other jurisdictions have done preliminary investigations of the issue.

25 (d)	Review licensing arrangements for heavy vehicle drivers, including options for the adoption of competency based standards.	States and territories	<ul style="list-style-type: none"> ▪ Several jurisdictions have taken steps to introduce licence assessment practices in accordance with the National Heavy Vehicle Driver Competency Framework.
26	Develop and implement a national helmet assessment and rating program to stimulate market demand for the safest motorcycle helmets – and examine options for other protective gear.	States and territories	<ul style="list-style-type: none"> ▪ Jurisdictions are considering options to promote and expand the existing NSW Consumer Rating and Assessment of Safety Helmets (CRASH) program. ▪ The NSW Motor Accidents Authority is coordinating a project to provide consumer information about other motorcycle safety clothing and equipment, with results to be shared nationally. ▪ An active Austroads motorcycle in-depth crash study (see #3c) may also inform this action.
27	Implement programs addressing the road safety needs of Indigenous communities and disadvantaged groups:		
27 (a)	Develop and implement programs to increase the opportunities for driving practice for disadvantaged learner drivers, particularly in Indigenous communities.	States and territories	<ul style="list-style-type: none"> ▪ Most jurisdictions have programs in place to improve access to licensing in Indigenous communities and remote areas, though the details vary. ▪ A program to provide driver training and licensing for people in remote Indigenous communities is being trialled by the NT Government with co-funding from the former NRSC. Based on the promising results to date, the NT Government has committed to continuing the program. ▪ Work is proceeding on a suite of Austroads projects aimed at improving access to driver licensing for Indigenous Australians, from pre-learner stage through to a full licensure. A national licensing resource has been completed and ongoing work will include trials of new licensing processes in QLD, WA and SA. ▪ A current Austroads project on options to improve safety among disadvantaged people will also inform this action in the longer term.

27 (b)	Implement locally relevant and culturally appropriate Indigenous community education campaigns promoting key road safety messages.	States and territories	<ul style="list-style-type: none"> ▪ Most 'in-scope' jurisdictions have developed culturally appropriate road safety material and some are conducting targeted education campaigns. ▪ An Austroads project to develop a national Indigenous licensing resource has been completed.
27 (c)	Implement education campaigns to meet the road safety needs of culturally and linguistically diverse groups.	States and territories	<ul style="list-style-type: none"> ▪ Most jurisdictions have initiated some activity in this area, for example conducting ethnically-targeted community programs or offering translation of material, but the extent varies. ▪ A planned Austroads project on the safety of disadvantaged people (see #27a) will inform this action in the longer term.
28	Implement, and promote the use of, new Fitness to Drive guidelines to improve the management of at-risk and medically-impaired drivers.	States and territories	<ul style="list-style-type: none"> ▪ New Fitness to Drive guidelines developed by Austroads and the NTC came into effect in March 2012. ▪ All jurisdictions are implementing the new guidelines, and undertaking supporting activities including raising awareness in the medical sector and updating their reporting forms.
29	Pilot electronic work diaries for heavy vehicle drivers as an alternative to paper-based diaries to improve fatigue management.	All jurisdictions	<ul style="list-style-type: none"> ▪ NSW is leading an operational pilot, with involvement from several jurisdictions including the Commonwealth. The steering committee includes representatives from transport agencies, police, the NTC and Transport Certification Australia, which conducted a trial. ▪ As agreed by SCOTI, the NHVR will develop an implementation plan and the NTC will consider associated legislative policy issues for the national adoption of electronic work diaries, for consideration by Ministers.
30	Mandate seatbelt wearing for taxi drivers.	States and territories	<ul style="list-style-type: none"> ▪ Most jurisdictions already have this requirement; NSW implemented it in January 2013 and QLD is in the final stages of changing its legislation.
31	Pilot operational field trials of driver and vehicle devices that measure drowsiness crash risk using metrics based on ocular dynamics or carriageway position, including back-to-base monitoring of data.	States and territories	<ul style="list-style-type: none"> ▪ NSW has trialled some devices but reliability remains an issue – will continue to monitor developments in this area. ▪ NSW is planning a pilot study to trial two systems based on ocular dynamics.

32	Develop public information campaigns and education resources about fatigue for all road users, with a particular focus on educating novice drivers.	States and territories	<ul style="list-style-type: none"> ▪ Most jurisdictions are conducting campaigns about fatigue, and several include fatigue information in materials for novice drivers. ▪ NSW conducted a literature review and is currently developing a new driver fatigue strategy.
33	Expand the provision of rest areas, including in regional towns ('rest towns'), to help motorists manage fatigue.	States and territories	<ul style="list-style-type: none"> ▪ Most jurisdictions have programs to provide rest areas, and some are reviewing or upgrading their efforts. ▪ The Commonwealth has extended its Heavy Vehicle Safety and Productivity Program, which includes funding for rest area development. ▪ NSW has completed a study to match heavy vehicle rest areas to heavy vehicle crashes and will use this to refine the current Rest Area Strategy for heavy vehicles. ▪ NSW also plans to investigate the development of communication campaigns to promote awareness and usage of rest areas and is developing a smart rest area trial along the Newell Highway.
Irresponsible road use			
34	Work in partnership with police to strengthen the deterrence effects of random breath testing programs (RBT) and random roadside drug testing programs, and to improve public awareness of these programs.	States and territories	<ul style="list-style-type: none"> ▪ Several jurisdictions have implemented or are developing enhanced enforcement programs targeting drink driving, and generally including linked public awareness campaigns. ▪ Most jurisdictions also conduct high profile roadside drug testing programs. ▪ Austroads has commissioned the Centre for Accident Research and Road Safety - Queensland (CARRS-Q) to investigate best practice drink driving education programs, for a project on options for rehabilitation in alcohol interlock programs. ▪ A proposed Austroads project to develop 'Good Practice Enforcement Guidelines', currently under consideration, may also inform the implementation of this action.

35	Review, in consultation with stakeholders and the community, the application of BAC limits currently applying to certain licence categories.	States and territories	<ul style="list-style-type: none"> A current Austroads project to review BAC limits in Australia and New Zealand will inform the implementation of this action. Both WA and the ACT have adopted zero BAC limits for a number of driver categories including novice drivers and heavy and public vehicle drivers.
36	In relation to alcohol interlocks:		
36 (a)	Extend the application of alcohol interlocks to cover a wider segment of drink driving offenders.	States and territories	<ul style="list-style-type: none"> All jurisdictions have interlock programs or are preparing to introduce them in the near future, though implementation models and coverage vary. A current Austroads project examining options to extend the coverage of alcohol interlocks will inform the implementation of this action.
36 (b)	Undertake research on options to extend alcohol interlock applications to other high-risk road user groups and potentially to the broader driver population.	States and territories	<ul style="list-style-type: none"> Some jurisdictions are currently investigating options to extend interlock applications. NSW has completed a major evaluation of its interlock program and is now scoping new policy positions as part of a Repeat Offender Strategy. Under its new road safety strategy, Victoria will expand the fitting of interlocks to the vehicles of all convicted drink drivers. Current Austroads work (see #36a) will inform the implementation of this action.
36 (c)	Encourage voluntary use of alcohol interlocks by corporate fleets and other drivers.	States and territories	<ul style="list-style-type: none"> Some jurisdictions are investigating options in this area. Current Austroads work (see #36a) will inform the implementation of this action.
36 (d)	Investigate the option of requiring demonstrated rehabilitation from alcohol-dependence before removal of interlock conditions.	States and territories	<ul style="list-style-type: none"> Tasmania and the ACT require demonstrated rehabilitation before a full licence is granted. A current Austroads project to consider options for rehabilitation in alcohol interlock programs will inform the implementation of this action.
37	Expand the use of vehicle sanctions for repeat drink and drug driving offences.	States and territories	<ul style="list-style-type: none"> Some jurisdictions have introduced, or are considering, more severe penalties including vehicle sanctions for these offences.

38	Review (with liquor control commissions and the health and police sectors) the adequacy of operating responsibilities applying to venues for responsible alcohol serving.	States and territories	<ul style="list-style-type: none"> ▪ Most jurisdictions have taken steps to improve training requirements and agreements relating to the responsible service of alcohol, and to improve coordination across sectors to address drink driving issues.
39	In relation to mobile phones:		
39 (a)	Strengthen education and enforcement measures to improve compliance with current laws.	States and territories	<ul style="list-style-type: none"> ▪ All jurisdictions have amended their road rules to clarify a ban on the use of hands free phones except for the making and receiving of a call. ▪ Most jurisdictions regularly conduct publicity about mobile phone laws and risks. ▪ NSW (with police) is investigating enforcement of mobile phone laws and has launched a new communication campaign to support compliance. ▪ A proposed Austroads project to develop 'Good Practice Enforcement Guidelines', currently under consideration, may inform the implementation of this action. ▪ A planned Austroads project (commencing 2014-15) to review the evidence and options on driver distraction may also inform this action in the longer term.
39 (b)	Promote the safety benefits of phone-off policies (including hands-free) with all fleet operators.	All jurisdictions	<ul style="list-style-type: none"> ▪ Some jurisdictions currently promote phone-off policies in government and other fleets, and others are considering action in this area. ▪ A planned Austroads project (commencing 2014-15) to assess the road safety benefits of mobile phone restrictions for fleet vehicles may inform this action in the longer term.
39 (c)	Examine the case for extending the coverage of novice driver prohibitions on mobile phone use (including hands-free) to include, for example, all 'P2' drivers or all young drivers under 26 years of age.	States and territories	<ul style="list-style-type: none"> ▪ Victoria will extend a ban on all mobile phone use to 'P2' drivers by early 2014. ▪ Other jurisdictions will consider the extension of existing mobile phone bans as part of their graduated licensing systems, taking into account findings from the current Austroads project on graduated licensing measures (see #25a).

40	Address the risk associated with unlicensed drivers and unregistered vehicles:		
40 (a)	Increase traffic surveillance to improve detection of unregistered vehicles and unlicensed drivers.	States and territories	<ul style="list-style-type: none"> ▪ Most jurisdictions currently use or are introducing Automatic Number Plate Recognition technology to increase detection of unregistered vehicles. ▪ A recently completed Austroads project on measures to reduce the incidence of unlicensed driving will contribute to this action.
40 (b)	Extend the use of vehicle sanctions to drivers of unregistered vehicles, and unlicensed or suspended drivers.	States and territories	<ul style="list-style-type: none"> ▪ Some jurisdictions have extended or are considering extending vehicle sanctions to drivers of unregistered vehicles, and/or to unlicensed or suspended drivers. ▪ Recent Austroads work (see # 40a) will contribute to this action.
41	Assess the risks on school bus routes and address risks through infrastructure improvements, vehicle safety features such as seatbelts and road user awareness programs.	All jurisdictions	<ul style="list-style-type: none"> ▪ Both NSW and Victoria have recently announced that seatbelts will be progressively installed on regional school buses. ▪ Queensland has a school bus strategy and has replaced over 250 buses since 2011. ▪ NSW and Victoria are implementing infrastructure improvements to school zones. ▪ Several jurisdictions have school bus safety education programs; Tasmania introduced a new program in 2013. ▪ The Commonwealth has continued to provide funding for seatbelts on school buses in regional areas.
42	Review international best practice and identify cost-effective interventions for dealing with high risk and repeat traffic offenders.	States and territories	<ul style="list-style-type: none"> ▪ NSW is currently developing a repeat offender strategy and will share the project work supporting this activity with other jurisdictions. ▪ NSW is also investigating options from a recent Auditor General report to strengthen sanctions for serious and repeat offenders. ▪ Victoria has strengthened impoundment provisions for repeat offenders. ▪ The ACT has introduced changes to require high risk and repeat drink drivers to attend alcohol awareness courses. ▪ Queensland and WA will investigate options for high risk and repeat traffic offenders, respectively.

Making it happen

Ref no.	Action	Jurisdictional responsibility	Implementation status
43	Examine the scope to improve institutional structures, capacities and delivery arrangements at a national level to optimise road safety efforts ahead of a scheduled review of this strategy in 2014.	All jurisdictions	<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">    </div> <div> <p>Complete or well advanced</p> <p>Commenced and progressing</p> <p>No significant action to date</p> </div> </div> <ul style="list-style-type: none"> ▪ SCOTI/TISOC governance arrangements have been modified to improve national oversight and coordination of the NRSS and provision of policy advice to ministers. ▪ WA has conducted a state-level capacity review and recommendations have been considered by Government. ▪ NSW has implemented a new organisational structure based on the Safe System approach, strengthening road safety policy capacity and improving engagement with stakeholders and the community. ▪ Victoria has commenced a capability project, to be completed early 2014. ▪ Austroads work to develop a model safety management system is scheduled for completion in 2014.
44	If adopted by the International Standards Organisation, consider adopting and promoting the new standard for road traffic safety management systems (ISO 39001) – this is intended for all organisations wishing to reduce death and serious injury related to road travel, and will help them to define their contribution to this goal.	All jurisdictions	<ul style="list-style-type: none"> ▪ ISO 39001 was released by the International Standards Organisation in October 2012. ▪ Several jurisdictions were involved in the development of the Standard and are committed to promotion efforts. ▪ Two current Austroads projects will inform the implementation of this action: one to develop a model safety management system; and safe system roads for local government.

45	Engage with organisations that can influence and build community support for road safety:		
45 (a)	(a) Form a closer alliance between road, transport and police agencies to support the enforcement elements of the strategy.	States and territories	<ul style="list-style-type: none"> ▪ The Austroads Safety Task Force has taken steps to strengthen national engagement with police (ANZPAA) ▪ All jurisdictions have established cooperative arrangements between road, transport and police agencies. ▪ A proposed Austroads project to develop 'Good Practice Enforcement Guidelines', currently under consideration, may also inform the implementation of this action.
45 (b)	(b) Work with and support local governments in improving the safety of local roads and communities.	States and territories	<ul style="list-style-type: none"> ▪ All jurisdictions have partnership programs in place to work with local government to improve the safety of local roads, to share information and to engage with the community. ▪ Some are developing or trialling new funding models for local government road safety programs. ▪ An Austroads project examining measures to improve safety on locally controlled roads is scheduled for completion in 2015.
45 (c)	(c) Work with the motor vehicle industry in advancing the safety of Australia's vehicle fleet.	All jurisdictions	<ul style="list-style-type: none"> ▪ All jurisdictions liaise and work with industry through SVSEG. ▪ Some jurisdictions are undertaking or planning local 'Stars on Cars' campaigns supported by industry and dealerships; and most are contributing to the implementation of a national 'Stars on Cars' program.
45 (d)	(d) Work with the National Road Safety Council to raise the profile of road safety as a major public health issue across government, industry, business and community sectors.	All jurisdictions	<ul style="list-style-type: none"> ▪ During its term the NRSC held discussions with a range of stakeholders, including all state and territory road safety agencies, and used various means of communication to raise awareness of road safety issues. ▪ Road safety agencies worked with the NRSC on various activities, including the development of future options for national road safety leadership. ▪ The NRSC ceased operations in November 2012.
45 (e)	(e) Work with the National Heavy Vehicle Regulator and the National Rail Safety Regulator.	All jurisdictions	<ul style="list-style-type: none"> ▪ Most jurisdictions are actively involved in the development of national transport regulation through the National Heavy Vehicle Regulator and the National Rail Safety Regulator, which both commenced operations in January 2013.

45 (f)	(f) Engage with key stakeholders to exchange expertise, experiences and research.		<ul style="list-style-type: none"> ▪ All jurisdictions have established mechanisms to engage with key stakeholders, and review these periodically. ▪ In 2012 SCOTI agreed to convene an annual National Road Safety Forum to engage with stakeholders on important road safety issues. The second Forum was held in Hobart in July 2013.
46	Explore opportunities to secure alternative sources of funding or shared funding arrangements for road safety activities, including targeted infrastructure investment.	All jurisdictions	<ul style="list-style-type: none"> ▪ Some jurisdictions are exploring or have recently secured alternative sources of funding for road safety activities, including from insurers, other private sector sources and road safety levies.
47	Explore the allocation of monies collected for penalties imposed for camera detected offences, in excess of the administrative cost, to road safety education and awareness programs, injury rehabilitation programs, and road funding to improve the safety of sections of state and territory controlled roads.	States and territories	<ul style="list-style-type: none"> ▪ Most states now allocate all camera revenue directly to road safety-related programs (Tasmania allocates some of its speeding revenue to road safety initiatives).
48	Develop and maintain a National Road Safety Strategy website as a prime means of sharing road safety information and reporting on progress.	Commonwealth	<ul style="list-style-type: none"> ▪ An NRSS web page has been established on the DIT site.
49	Ensure public education campaigns and resources are aligned with the Safe System objectives of this strategy.	States and territories	<ul style="list-style-type: none"> ▪ All jurisdictions are engaged in ongoing efforts to align their public education efforts with the Safe System approach and to integrate Safe System principles into public education campaigns.
50	Work with local government to promote the development and implementation of local or regional road strategies.	States and territories	<ul style="list-style-type: none"> ▪ All jurisdictions are working with local government through partnership arrangements to assist with local road safety strategies.

51	From 2012 each Minister responsible for road safety (state, territory and federal) to report annually to their parliament on the progress in road safety, including safety performance indicators.	All jurisdictions	<ul style="list-style-type: none"> ▪ Most jurisdictions have established parliamentary reporting processes. ▪ The responsible Commonwealth Minister reported to the federal Parliament in June 2012 and June 2013. ▪ BITRE and Austroads work (see #53) will inform the implementation of this action.
52	A review of the strategy will be undertaken before the end of 2014, including an assessment of implementation progress, a review of the strategy objectives and targets, and identification of priority actions for the next three years.	All jurisdictions	<ul style="list-style-type: none"> ▪ The terms of reference and methodology for the review have been prepared for consideration by Ministers.
53	Publish and regularly update the key statistical measures of road safety progress.	All jurisdictions	<ul style="list-style-type: none"> ▪ BITRE has established a national road crash database in cooperation with state and territory agencies, which supports annual reporting against the NRSS performance indicators. ▪ Most individual jurisdictions also have regular reporting processes in place. ▪ There is still a need to develop adequate statistical measures of progress in reducing serious injury crashes (see #55). ▪ A four-year Austroads project to analyse Australian and New Zealand crash data, commenced in mid-2012, will contribute to this action.
54	Present an annual report to the Australian Transport Council documenting progress in implementing this strategy.	All jurisdictions	<ul style="list-style-type: none"> ▪ DIT, on behalf of and supported by the Austroads Safety Task Force, has prepared a comprehensive progress report for Ministers in the second half of each calendar year. ▪ BITRE has established a national road crash database that supports annual reporting against the NRSS performance indicators.

55	Work towards the adoption of nationally consistent road crash classification definitions and the development of an improved national serious injury database.	All jurisdictions	<ul style="list-style-type: none"> ▪ A review of state and territory road crash classification procedures in 2012 found a high level of consistency in current practices. No further national action on this issue is required at this stage. ▪ The BITRE is working with the states and territories on the development of standardised definitions for national collection and reporting of crash data. ▪ Progress in establishing a reliable national serious injury database continues to be hampered by difficulties in implementing a common definition of serious injury.
56	Work towards the creation of a national vehicle safety database to provide real-time research data on the characteristics of the Australian vehicle fleet and crashes.	All jurisdictions	<ul style="list-style-type: none"> ▪ The Commonwealth is investigating options for the development of a database.
57	Ensure that jurisdictional and Austroads road safety research programs adequately support the objectives of this strategy.	All jurisdictions	<ul style="list-style-type: none"> ▪ Planning processes have been established to ensure that current and forward Austroads research programs are strongly aligned with the NRSS. This is reflected in the large number of Austroads projects directly supporting specific strategy actions. ▪ All jurisdictions have been involved in the development of the Austroads program and are working to ensure that their own research efforts are appropriately targeted with results shared between jurisdictions.
58	Consider the scope for road safety management capacity reviews within each jurisdiction.	All jurisdictions	<ul style="list-style-type: none"> ▪ WA conducted a capacity review in 2010-11. ▪ NSW has implemented a new organisational structure based on the Safe System approach.
59	Review the training of road safety specialists and the value of offering more formal training/education opportunities in road safety.	States and territories NRSC	<ul style="list-style-type: none"> ▪ The NRSC provided funding support for a national training program to build road safety skills and capacity among practitioners. ▪ Some jurisdictions have reviewed or are currently reviewing training opportunities for road safety specialists.

High level outcome measures

Measure	Baseline (2008 – 2010)¹	2012	% Change
Number of deaths resulting from road crashes	1,426	1,301	-8.8
Number of road crashes resulting in deaths	1,297	1,191	-8.2
Number of deaths per 100,000 population	6.5	5.7	-12.3
Number of deaths per 100 million vehicle-kilometres travelled	0.65	0.56	-13.8
Number of deaths per 10,000 registered vehicles	0.91	0.76	-16.5

¹ Average annual number during the three-year period 2008 to 2010.

Safety performance indicators

Measure	Baseline (2008 – 2010) ²	2012 ³	% Change
Safe roads			
Number of deaths from head-on crashes	272	270	-0.7
Number of deaths from single-vehicle crashes	651	551	-15.4
Number of deaths from intersection crashes	301	288	-4.3
Number of deaths from crashes on metropolitan roads	492	450	-8.5
Number of deaths from crashes on regional roads	787	733	-6.9
Number of deaths from crashes on remote roads	135	103	-23.7
Safe speeds			
Number of deaths from crashes where speed was a contributory factor	Data not yet available		
Mean free speeds at designated sites across the network	Data not yet available		
Percentage of vehicles speeding by vehicle type and offence category	Data not yet available		
Safe vehicles			
Average age of the Australian vehicle fleet (years) ⁴	9.96	10.0	+0.4
Percentage of new vehicles sold with a 5-star ANCAP rating	Data not yet available		
Percentage of new vehicles sold with key safety features	Data not yet available		

² Average annual number during the three-year period 2008 to 2010.

³ Crash-based data for 2012 are provisional and subject to change.

⁴ Based on estimates from the annual Motor Vehicle Census.

Measure	Baseline (2008 – 2010) ²	2012 ³	% Change
Safe people – responsible road use			
Number of young driver and motorcycle rider deaths (aged 17-25 years)	222	175	-21.2
Number of deaths from crashes involving a young driver or motorcycle rider (aged 17-25 years)	469	382	-18.6
Number of older driver and motorcycle rider deaths (aged 65+ years)	114	121	+6.1
Number of deaths from crashes involving an older driver or motorcycle rider (aged 65+ years)	207	226	+9.2
Number of motorcyclist deaths	234	199	-5.6
Number of bicyclist deaths	32	33	+3.1
Number of pedestrian deaths	186	174	-6.5
Number of deaths from crashes involving a heavy vehicle	252	266	+5.6
Safe people – irresponsible road use⁵			
Number of drivers and motorcycle riders killed with a blood alcohol concentration (BAC) above the legal limit	186 ⁶	130 ⁶	-30.1
Number of deaths from crashes involving a driver or motorcycle rider with a blood alcohol concentration (BAC) above the legal limit	263 ⁶	170 ⁶	-35.4
Number of deaths from crashes involving an unlicensed driver or motorcycle rider	174	152	-12.6
Number of vehicle occupants killed who were not wearing a restraint	216	154	-28.7

⁵ Fatality counts for each of the following indicators are lower-bound estimates – due to a substantial number of cases with unknown values.

⁶ Excludes data from Victoria.