



Quarterly Report

Australian College Of Road Safety

October 2003

From the President

As you are aware last month I discussed the issue of the national road toll and how I believed that the toll must be engineered down to achieve the reductions being presently demanded. A number of discrepancies and issues were pointed out to me, which I need to relate back to our members.

Firstly, the National Road Safety Strategy and target were adopted by the Australian Transport Council (ATC), which comprises Federal, State and Territory Ministers responsible for transport.

Secondly, the National Strategy is implemented through a series of two-year Action Plans and two such plans have been developed since the Strategy was launched in 2001. The Australian Transport Safety Bureau's (ATSB) role involves monitoring the strategy and coordinating the development of the Action Plans. These functions are carried out mainly through the ATSB's support of the National Road Safety Strategy Panel of which the College is a member.

Thirdly, the correct position is that the National Strategy aims to reduce the number of road fatalities per 100,000 population by 40%, from 9.3 in 1999 (1763 fatalities) to no more than 5.6 in 2010. Hence the graph of the 12 month running average of fatalities that we often see in various presentations at conferences and seminars and on the web, where the 40% target bar for the year 2010 is clearly indicated, requires careful reinterpretation.

For example, over the 1990-2000 decade Australia's population rose by around 3 million. It is estimated that the growth from 2000-2010 will

be around 3.7 million raising the population to approximately 22.8 million. In other words, if the current road toll simply stayed the same (around 1700 fatalities as estimated for the end of 2003) the rate per 100,000 population would drop from 9.3 to 7.5 simply via population growth. To drop the rate by 40% to no more than 5.6 would require a drop in fatalities to around 1280 by the year 2010.

How are we doing so far? Pretty much on target when we look at the statistics. Consider that if we only have 1700 fatalities by the end of this year over an estimated population of around 20.2 million, the rate will be 8.4 per 100,000. This is an improvement of around 0.9 per 100,000 over a 3 year period. We have roughly another 7 years to go and our population will rise to 22.8 million. Hence if we maintain this improvement we will come in at around 5.6 fatalities per 100,000. Smack on the ATC's target!

How do we keep the 0.9 rate drop improvement every three years maintained? That's easy – more speed cameras in all states, introduce more booze buses into rural Australia, introduce speed limits in the Northern Territory, intensify the driver education programs, i.e. do what we are doing now but with a little more effort. By the way the road toll in 2010, if the 40% target is achieved, will be around 200 more than the target I thought had to be met. Anyone else get it wrong like I did?

Can I put it to members that if we did set the toll to an uncompromising 40% drop in fatalities regardless of population growth and vehicle numbers, this would stimulate the engineering solutions I outlined in my previous report – a great benefit to all Australians. Imagine all those extra 200 families that would be grateful if we did.

Raphael Grzebieta, President.

New Website, New Sponsor

The College is very pleased to announce that our website, www.acrs.org.au, has been redesigned and upgraded and will be sponsored for the next three years by 'Saferoads Pty Ltd'. Formerly RubberTough Industries, Saferoads provides it's customers with a diverse range of traffic related products. Visit the Saferoads website at www.saferoads.com.au.

News from the College Chapters

ACT and Region Chapter

The CD Rom of the 3 September seminar on 'Speed' is not yet available from the National Office due to technical problems. Orders may, however, be placed at a cost of \$15 including postage.

NSW (New England) Chapter

A "Code of Practice for School Mini Buses" is being developed. A press release has been prepared on the Road Safety implications of proposals by the state government to eliminate train services to the north west of the state. Agreement has been reached with the New England Division of General Practice to jointly host a seminar to recognise World Health Day 2004 and the road safety theme. The Chapter is networking with Road Safety Officers (employed jointly by NSW RTA & Local Government Councils) in Armidale, Tamworth and Moree.

NSW (Sydney) Chapter

On 6 August the chapter hosted a meeting, attended by over 50 individuals, on Emergency Medical Services for victims of road trauma. This meeting was held in collaboration with the Australasian Trauma Society and the Institute for International Health, University of Sydney. The Chapter also contributed to the planning for the annual Road Safety Research, Policing and Education Conference 24-26 September and many members were in attendance at the conference itself.

The Sydney Chapter, in conjunction with the National Office, will be holding a seminar on 'Roadside Safety Barriers' at Darlingto n on 11 November. The brochure can be downloaded from the College website: www.acrs.org.au.

The Chapter is planning for the election of a new executive, in conjunction with our informal AGM, in December. Lastly, we are in the early stages of discussions concerning our contributions to World Health Day 2004 and hope to facilitate a major event in Sydney on April 7.

Queensland Chapter

The September Meeting of the Chapter viewed a very interesting presentation by Senior Constable John Fisher from one of the Queensland Police Service's Accident Investigation Squads. John has had many years of experience both in Australia and overseas and explained both the process they go through at a site and the reporting that follows. The Seminar was attended by 35 people and was well received.

The Chapter is planning an event to coincide with World Health Day 2004 on 7th April. The Theme chosen by the WHO is road safety. The Chapter is writing to many Government Departments and organisations to seek support for an eve nt.

South Australia Chapter

The South Australian Chapter held a Youth and Road Safety Dialogue on the 9th September. The meeting was attended by a cross section of participants including youth representatives and advocates, road safety practitioners, the Department of Education, Drug and Alcohol Services Council and road safety policy makers. Discussions were extremely valuable and enabled a range of issues such as licence restrictions to be discussed, from a range of perspectives.

The Chapter has been represented on two working parties investigating specific issues for the Road Safety Advisory Council. We were initially involved in a review of the Graduated Licensing Scheme and more recently have become involved in a Speed Management working group.

Victorian Chapter

The Chapter now has its own Newsletter, the first issue being published in September 2003. This may be received by email (pdf format) or by post. To receive the letter by email, write to acrsvic-subscribe@eastprof.com.au with subject heading 'ACRS Victorian Chapter Newsletter'.

Special General Meeting mail vote

Voting forms have been coming in steadily to the National Office covering votes for proposals about

the new draft policies and the change of name to 'Australasian College of Road Safety'. Voting closes on 5 November.

2004 Year Book – 'Towards 2010'

We have started receiving articles for the Year Book, but more are needed. If you would like to submit an article please inform Geoff Horne at the National Office. The National Executive Committee will form the editorial committee. Sorry we cannot pay you a writer's fee, but there will be a prize of \$100 for the best article published.

Skills training for mature riders

The Motorcycle Riders Association of the ACT, together with the NRMA-ACT Road Safety Trust have established a new training course for mature age riders. The course is aimed at riders who are returning to riding after a lengthy absence. Research has indicated that this category of rider is particularly vulnerable to accidents.

Rewards for safe drivers in Victoria

The Victorian Government is offering a 'carrot' to encourage safe driving. Last year more than 150,000 Victorian drivers made the commitment to safe driving by participating in the TAC Drive Right program. The program is being repeated this year, sponsored by Renault and with five new Renault Meganas as major prizes and a further 10,000 minor prizes. To be eligible for a prize a driver must register with the program by 31 October 2003 and maintain safe driving practices through to 30 January 2004 when the program closes. Official spotters (police, fire brigade and ambulance officers) throughout Victoria will identify up to 10,000 Drive Right participants who drive safely and courteously. Participants place a 'Drive Right' sticker on the rear window of their car in order to be identified.

Review of drink driving penalties

The Queensland Government will conduct a major review of drink driving penalties and legislation from early 2004. The review may consider the use of technology to deal with recidivist drink drivers, such as Alcohol Ignition Interlock devices.

Assessing fitness to drive 2003

New national driver medical standards released in September 2003 aim to contribute to improved road safety in Australia by facilitating management of drivers in relation to their health.

The standards are contained in the document '*Assessing Fitness to Drive 2003*', which replaces previous publications for private and commercial drivers. An electronic copy of the standards is available at www.austroads.com.au.

Road Trauma Support Team (Vic)

The RTSTV offers 1) support to the injured person, family members, friends, witnesses of road crashes and drivers; 2) free individual support and counseling with qualified counsellors; 3) volunteer supportive carers; 4) information and referral to supporting agencies; and 5) support and debriefing for groups. A newsletter is available by email. For more information contact rtstv@uunet.com.au.

'RoadWise' development

The journal RoadWise has been included in the Register of Refereed Journals maintained by the Research Programmes and Policy Unit, Innovation and Research Branch, Higher Education Group, Department of Education, Science and Training (and listed on their website)

Transforming Drivers

A new research project partnered by the NRMA Motoring and Services and the Centre for Cultural Research at the University of Western Sydney aims to change the public image of drivers and also the way drivers view themselves. Over a three year period the research will explore driving as a social activity that influences both the culture we live in and our personal lives.

New Zealand Crash Analysis System

The Land Transport Safety Authority's crash analysis system (CAS) is a complex road safety tool that allows road safety practitioners to identify solutions that help save lives on NZ roads. Data from crash reports is filled out manually by police and entered into CAS by the LTSA regional engineering team. Data includes crash location, direction of vehicles involved in the crash, injuries involved, date, time, factors and roles contributing to the crash, objects struck, what kind of curve was involved, wetness of the road surface, light conditions, weather conditions, age of people involved in the crash and many other details.

CAS is used to select crashes for analysis, map location of crashes, view images of crash report diagrams, locate and map crash clusters, monitor

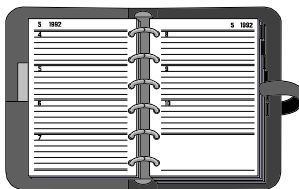
trends at crash sites, automate the production of collision diagrams and identify high-risk locations.

Outside the LTSA, the users of CAS include road controlling authorities, road safety co ordinators, university engineering schools, emergency services and consultants who undertake work for local authorities. New Zealand traffic police use CAS to identify areas needing higher levels of patrol and surveillance. To find out more about CAS contact the CAS helpdesk at itops@registry.co.nz. (Source: LTSA 'Road Safety New Zealand' August 2003)

European Developments

The European Commission has adopted its Third Road Safety Action Program (2003-2010), which aims to halve the number of road fatalities in the European Union by 2010. Unlike the Australian strategy, which is aimed at reducing the rate of fatalities per 100,000 population, the European strategy is aimed at reducing the actual number of people killed. The Action Program aims in particular at 1. Encouraging users to behave better; 2. Making vehicles safer; and 3. Improving road infrastructures. The European Transport Safety Council is, however, dubious that the target can be achieved, "unless the EU takes additional actions that reduce the fatality risk more rapidly than in the past".

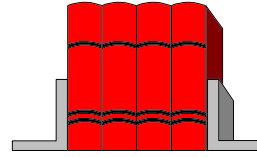
For your Diary



11 November 2003: One-day 'Roadside Safety Barriers' seminar at Darlington, Sydney and optional Technical Tour of Roadside Barriers on 12 November. For more information call tel: 02 - 6290 2509 or email: eo@acrs.org.au.

5 May 2004: Australian Road Safety Inventors Forum, Gardens Theatre, Brisbane. For further information: www.carrsq.qut.edu.au; tel: Judy Williams, 07-3864 4568.

New to the ACRS Library



The following publications have been received recently in the National Office Library. If members would like more information about them, please contact the National Office.

1. **'Scientific Basis for the Strategic Directions of the Safety Camera Program in Victoria'** – Monash University Accident Research Centre, report no. 202, June 2003.
2. **'Proceedings: 2003 Road Safety Research, Policing and Education Conference'** – CD-ROM format.

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