



New South Wales

Road Transport Legislation Amendment (Traffic Offence Detection) Bill 2009

Explanatory note

This explanatory note relates to this Bill as introduced into Parliament.

Overview of Bill

The objects of this Bill are as follows:

- (a) to amend the *Road Transport (Safety and Traffic Management) Act 1999* (**the Principal Act**):
 - (i) to enable evidence of the average speed of certain heavy vehicles between detection points to be used to establish that speeding offences involving such vehicles have been committed, and
 - (ii) to provide for the approval of devices for use in obtaining information to calculate the average speeds of such vehicles between detection points and for the use of such information as evidence in proceedings for speeding offences, and
 - (iii) to provide for an inspection period for approved digital red light camera devices that is consistent with other kinds of approved digital camera devices used to detect traffic offences, and
 - (iv) to enable a device to be approved for use in detecting more than one kind of traffic offence,
- (b) to make consequential amendments to certain other Acts and statutory rules.

Outline of provisions

Clause 1 sets out the name (also called the short title) of the proposed Act.

Clause 2 provides for the commencement of the proposed Act on a day or days to be appointed by proclamation.

Schedule 1 Amendment of Road Transport (Safety and Traffic Management) Act 1999 No 20

Use of evidence of average speeds of heavy vehicles

Schedule 1 [1] inserts section 43A in the Principal Act to enable a person who brings proceedings for a speeding offence involving a heavy vehicle to rely on evidence of the average speed of the vehicle between detection points as evidence of the actual speed of the vehicle. The proposed section defines a *speeding offence* to be an offence against the Principal Act or the regulations of failing to obey a speed limit or a speed limiter offence within the meaning of Division 2A of Part 5 of the Principal Act.

The proposed section will apply only in relation to speeding offences involving motor vehicles or trailers with a GVM (Gross Vehicle Mass) greater than 4.5 tonnes.

The proposed section sets out a formula for calculating the average speed of such a heavy vehicle between detection points on a road. In cases where there is more than one speed limit applicable to a driver between detection points, the proposed section provides for the calculation of an average speed limit against which the average speed of a vehicle is to be measured.

If there is more than one driver of a heavy vehicle during the same journey, the proposed section holds each driver accountable for the speeding offence except for any particular driver who can establish any exculpatory ground prescribed by the regulations.

The calculation of the average speed or average speed limit for a heavy vehicle between detection points will be based on the shortest practicable distance between the detection points that could be used by a driver of the vehicle without contravening any road rules. The proposed section enables certificate evidence to be given by registered land surveyors (within the meaning of the *Surveying Act 2002*) concerning such distances.

Approval and use of devices to detect average speeds of heavy vehicles

Schedule 1 [2] inserts section 47A in the Principal Act to enable the Roads and Traffic Authority, by order published in the Gazette, to approve a device as being designed to photograph a vehicle at a point during its journey between different points on a road for use in calculating the vehicle's average speed between those points and to record certain information on any photograph that it takes. Any such approved device will be an *approved average speed detection device* for the purposes

of the Principal Act. **Schedule 1 [12]** makes a consequential amendment to the Dictionary of the Principal Act.

Schedule 1 [2] also inserts section 47B in the Principal Act to provide for the admission and use of photographs taken by approved average speed detection devices in proceedings in which evidence of an average speed is being relied on to establish a speeding offence.

Schedule 1 [5]–[9] make consequential amendments to sections 69E, 69F and 73A of the Principal Act.

Inspection periods of digital red light cameras

Schedule 1 [3] amends section 57 of the Principal Act to enable the regulations to prescribe the period during which a red traffic light camera (called an *approved camera detection device* in the Act) must be inspected before an alleged traffic light offence for the purposes of issuing certificate evidence concerning photographs the device has taken.

Schedule 2.7 [2] inserts clause 156D in the *Road Transport (Safety and Traffic Management) Regulation 1999* to provide that the prescribed period is 30 days (in the case of a digital camera device) and 168 hours (in the case of a non-digital camera device). The period of 168 hours, which is currently the period specified by section 57, was originally inserted for the purposes of non-digital cameras and is no longer appropriate with the advent of digital cameras.

Approval of devices for multiple traffic offence detection purposes

Schedule 1 [4] inserts Division 4 in Part 4 of the Principal Act. The new Division (which contains a section 57C) will enable the same device to be approved under the Act for the purposes of several provisions of the Act dealing with the approval of devices to detect traffic offences. For example, it will be possible under the proposed section to approve a digital camera device for use as both a red light camera and a speed recording camera if the device is designed to perform both kinds of functions.

Savings and transitional provisions

Schedule 1 [10] amends clause 1 of Schedule 2 to the Principal Act to enable the Governor to make regulations of a savings or transitional nature.

Schedule 1 [11] amends Schedule 2 to the Principal Act to insert a new Part that contains provisions of a savings or transitional nature consequent on the enactment of the proposed Act.

Schedule 2 Consequential amendment of other Acts and statutory rules

Schedule 2.1 amends section 283 of the *Criminal Procedure Act 1986*, which deals with the need for, and admissibility of, certain evidentiary matters relating to law enforcement devices. The proposed amendments are consequential on the

amendments made to the Principal Act concerning the approval and use of evidence from approved average speed detection devices.

Schedule 2.2 amends section 38 of the *Fines Act 1996*, which deals with the circumstances in which a person issued with a penalty reminder notice for a vehicle offence detected by an approved camera device is not liable to pay the penalty. The proposed amendment adds offences detected by the use of approved average speed detection devices to the list of devices approved under the Principal Act to which section 38 applies.

Schedule 2.3 amends rule 20 of the *Road Rules 2008* to add a note to the rule indicating that proposed section 43A (to be inserted by Schedule 1 [1] to the proposed Act) will enable the use of average speeds and average speed limits to be used in proceedings for offences against the rule that involve heavy vehicles to which the proposed section will apply.

Schedule 2.4 amends the *Road Transport (Driver Licensing) Regulation 2008* to provide for additional demerit points to be allocated for certain offences against the *Road Rules 2008* committed in an average speed detection zone. An **average speed detection zone** is defined to mean a length of road to which an average speed detection zone sign applies, being a length of road beginning at an average speed detection zone sign and ending 300 metres along the length of road in the direction driven by a driver on the road who faces the sign before passing it. The object of the amendments is to discourage certain contraventions of the *Road Rules 2008* in order to avoid approved average speed detection devices. The amendments are consistent with the allocation of demerit points in connection with the commission of such offences in Safe-T-Cam zones.

Schedule 2.5 amends section 179 of the *Road Transport (General) Act 2005* to expand the enforcement provisions in that section so that the provisions will also apply to a speeding offence detected by use of an average speed obtained from information gathered from approved average speed detection devices. Section 179 provides for the responsible person for a vehicle to be held responsible for camera recorded offences unless the person discloses who the actual offender was by means of a statutory declaration.

Schedule 2.6 amends the *Road Transport (General) Regulation 2005* to provide for additional amounts for penalty notices issued for certain offences against the *Road Rules 2008* committed in an average speed detection zone. The amendments are consistent with the amendments made to the *Road Transport (Driver Licensing) Regulation 2008* by Schedule 2.4.

Schedule 2.7:

- (a) amends clause 156B of the *Road Transport (Safety and Traffic Management) Regulation 1999* to prescribe security indicators for photographs taken by approved average speed detection devices, and
- (b) inserts clause 156D in the Regulation for the purpose described above in connection with the amendment made by Schedule 1 [3], and

Road Transport Legislation Amendment (Traffic Offence Detection) Bill 2009

Explanatory note

- (c) inserts clause 160A in the Regulation to provide for a ground of exculpation for a driver for the purposes of proposed section 43A (3) of the Principal Act if another driver has been held responsible for the speeding offence and a statutory declaration made by the driver seeking exculpation concerning the matter is provided to the State Debt Recovery Office.



New South Wales

Road Transport Legislation Amendment (Traffic Offence Detection) Bill 2009

Contents

	Page
1 Name of Act	2
2 Commencement	2
Schedule 1 Amendment of Road Transport (Safety and Traffic Management) Act 1999 No 20	3
Schedule 2 Consequential amendment of other Acts and statutory rules	13



New South Wales

Road Transport Legislation Amendment (Traffic Offence Detection) Bill 2009

No. , 2009

A Bill for

An Act to amend the *Road Transport (Safety and Traffic Management) Act 1999* and certain other legislation to make further provision with respect to the detection of speeding offences by heavy vehicles and the detection of certain other traffic offences.

The Legislature of New South Wales enacts:	1
1 Name of Act	2
This Act is the <i>Road Transport Legislation Amendment (Traffic Offence Detection) Act 2009</i> .	3 4
2 Commencement	5
This Act commences on a day or days to be appointed by proclamation.	6

Schedule 1	Amendment of Road Transport (Safety and Traffic Management) Act 1999 No 20	1
		2
[1] Section 43A		3
Insert before section 44:		4
43A Average speed of heavy vehicle is evidence of actual speed in certain circumstances		5
		6
(1) When section may be relied on		7
A person who brings proceedings for a speeding offence involving a heavy vehicle may, in accordance with this section, rely on evidence of the average speed of the vehicle between detection points as evidence of the actual speed of the vehicle in order to establish the offence.		8
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(2) Evidence and other matters that may be relied on		13
The following provisions apply in relation to proceedings for a speeding offence involving a heavy vehicle in which the person bringing the proceedings seeks to rely on evidence of the average speed of the vehicle:		14
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(a) the average speed of the heavy vehicle calculated in accordance with this section is admissible and is prima facie evidence of the actual speed at which a driver of the vehicle drove the vehicle on a road between the detection points, and		18
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(b) if there was more than one driver of the heavy vehicle between the detection points—each driver is taken to have driven the heavy vehicle at the average speed of the vehicle calculated in accordance with this section, except as provided by subsection (3), and		23
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(c) if more than one speed limit applied to a driver of the heavy vehicle between the detection points and the speeding offence is not a speed limiter offence:		28
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		30
(i) the average speed limit for the driver on a road between the points calculated in accordance with this section is taken (subject to subsection (8)) to be the speed limit that applied to the driver at all times on the road between those points, and		31
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(ii) a driver of (and any responsible person for) the vehicle may be dealt with under the road transport legislation accordingly, and		36
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- (d) the heavy vehicle and any of its drivers are, for the purposes of calculating the vehicle's average speed and any average speed limit, taken to have travelled between the detection points by means of the shortest practicable distance between those points regardless of the actual route taken by any of the drivers between the points. 1
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- (3) Subsection (2) (b) does not apply in relation to any driver of a heavy vehicle if the driver establishes any ground of exculpation prescribed by the regulations. The regulations may also provide for the kinds of evidence that may be used in connection with establishing any such ground of exculpation (for example, the provision of a statutory declaration). 7
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- (4) **How average speed is to be calculated** 13
- The *average speed* of a heavy vehicle between detection points is to be calculated in accordance with the following formula (and expressed in kilometres per hour rounded down to the next whole number): 14
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- $$\frac{D_T \times 3600}{T}$$
- where: 18
- D_T is the total shortest practicable distance (expressed in kilometres and rounded down to 2 decimal places) that could have been travelled by the vehicle on a road between the detection points. 19
20
21
22
- T is the journey time (expressed in seconds) of the vehicle between the detection points. 23
24
- (5) **How average speed limit is to be calculated** 25
- The *average speed limit* for a driver of a heavy vehicle on a road between detection points in circumstances where more than one speed limit applied to the driver between those points is to be calculated in accordance with the following formula (and expressed in kilometres per hour rounded up to the next whole number): 26
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$$\frac{D_T}{\frac{D_1}{S_1} + \frac{D_2}{S_2} + \dots + \frac{D_n}{S_n}}$$

where:

D_T is the total shortest practicable distance (expressed in kilometres and rounded down to 2 decimal places) that could be travelled by the vehicle on a road between the detection points.

$S_1, S_2 \dots S_n$ are each of the speed limits (expressed in kilometres per hour) that would have applied to a driver of the vehicle if the vehicle were travelling along the shortest practicable distance D_T on a road between the detection points.

$D_1, D_2 \dots D_n$ are each part of the total shortest practicable distance D_T between the detection points (expressed in kilometres and rounded down to 2 decimal places) for the different speed limits $S_1, S_2 \dots S_n$ that would have applied to a driver of the vehicle between the detection points.

(6) **Certificate evidence concerning average speed calculations**

Any certificates purportedly signed by an approved person for the matters concerned that certify any one or more of the following matters may be tendered in proceedings for a speeding offence involving a heavy vehicle in which the person bringing the proceedings seeks to rely on the vehicle's average speed and are admissible in the proceedings and are prima facie evidence of any of the matters that are certified:

- (a) the shortest practicable distance, expressed in kilometres and rounded down to 2 decimal places, that could be travelled by a vehicle on a road between the detection points,
- (b) if more than one speed limit applied to a driver of a vehicle between the detection points (measured along that shortest practicable distance):
 - (i) each distance for which each speed limit applied to the driver, expressed in kilometres and rounded down to 2 decimal places, and
 - (ii) the average speed limit calculated in accordance with this section that applied to the driver between the points (including an average speed limit calculated in accordance with this section using computer programs or electronic equipment),
- (c) the average speed calculated in accordance with this section at which a vehicle travelled between the points (including an average speed calculated in accordance with this section using computer programs or electronic equipment).

- (7) **Section does not exclude other modes of proof of speeding offences** 1
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- This section is in addition to, and does not derogate from, any 3
other mode of proof of the speed of a heavy vehicle. 4
- (8) Without limiting subsection (7), a court in proceedings for a 5
speeding offence in which the person bringing the proceedings is 6
seeking to rely on evidence of the average speed of the vehicle 7
may convict a person of the offence relying on evidence of the 8
actual speed of the vehicle at a particular point of its journey 9
between detection points (instead of evidence of an average 10
speed or average speed limit) if the court is satisfied that: 11
- (a) evidence in the proceedings (other than evidence 12
establishing the average speed) establishes the actual 13
speed at which the driver was driving, and the actual speed 14
limit that applied to the driver, at that point, and 15
- (b) the use of the actual speed and actual speed limit rather 16
than the average speed (and, where relevant, the average 17
speed limit) demonstrates that the driver exceeded the 18
speed limit by a greater speed than that indicated by the use 19
of the average speed or average speed limit. 20
- Note.** Assume, for example, that the average speed of a heavy vehicle 21
calculated in accordance with this section between detection points is 22
120 kilometres per hour along a length of road for which the speed limit 23
is 90 kilometres per hour. The use of the average speed of the vehicle 24
indicates that the speed limit was exceeded by 30 kilometres per hour. 25
- Assume, as well, that a police officer also measured the speed of the 26
vehicle at some point during the same journey at 130 kilometres per hour 27
using an approved speed measuring device. Using the police officer's 28
measurement, the driver was exceeding the speed limit by 40 kilometres 29
per hour at that point. 30
- A court in proceedings to which this section applies may rely on evidence 31
obtained by the police officer rather than the average speed to convict a 32
person of the speeding offence. 33
- (9) **Reliance on average speed does not affect validity of driver 34
licence suspension notices** 35
- For the avoidance of doubt, the validity of a suspension notice 36
given to a person under section 205 or 206 of the *Road Transport 37
(General) Act 2005* for a speeding offence may not be challenged 38
or called into question in any proceedings only because the 39
average speed that is relied on in proceedings or a penalty notice 40
for the offence is less than a speed for which a notice may be 41
issued under section 205 or 206. 42

(10) Definitions	1
In this section:	2
approved person means:	3
(a) in relation to certifying distances for the purposes of this section—a registered land surveyor within the meaning of the <i>Surveying Act 2002</i> , and	4 5 6
(b) in relation to certifying any other matter for the purposes of this section—a person (or a person belonging to a class of persons) authorised by the Authority to issue certificates for the purposes of this section.	7 8 9 10
detection points means the different points on a road by reference to which the average speed of a heavy vehicle is proposed to be calculated for the purposes of this section.	11 12 13
heavy vehicle has the same meaning as in the <i>Road Transport (General) Act 2005</i> .	14 15
journey time , in relation to a heavy vehicle between detection points, means the total time that elapsed between the heavy vehicle passing the first and last detection points.	16 17 18
road transport legislation has the same meaning as in the <i>Road Transport (General) Act 2005</i> .	19 20
shortest practicable distance between detection points on a road means the shortest distance between those points that a driver of a heavy vehicle could have used to travel between the points without contravening any road rules applicable to the driver under this Act.	21 22 23 24 25
speed limiter offence means a speed limiter offence within the meaning of Division 2A of Part 5.	26 27
speeding offence means:	28
(a) an offence against this Act or the regulations of failing to obey a speed limit, or	29 30
(b) a speed limiter offence.	31
[2] Sections 47A and 47B	32
Insert after section 47:	33
47A Approved average speed detection devices	34
In this Act, an approved average speed detection device means a device approved by the Authority by order published in the Gazette as being designed to photograph a vehicle at a point	35 36 37

	during its journey between different points on a road for use in calculating the vehicle's average speed between those points and to record on any photograph that is taken:	1
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	(a) the date on which the photograph is taken, and	4
	(b) the time and location at which the photograph is taken, and	5
	(c) the direction in which the vehicle activating the device is travelling, and	6
		7
	(d) such other information as may be prescribed by the regulations.	8
		9
47B	Photographic evidence for use in proceedings involving average speed	10
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(1)	In proceedings in which evidence of the average speed of a vehicle calculated in accordance with section 43A is relied on:	12
		13
(a)	photographs tendered in evidence as photographs taken by means of the operation, on a day or days specified on the photographs, of approved average speed detection devices installed at the locations specified on the photographs, and as each bearing a security indicator of a kind prescribed by the regulations, are admissible and are to be presumed:	14
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	(i) to have been so taken unless evidence sufficient to raise doubt that they were so taken is adduced, and	20
		21
	(ii) to bear such a security indicator unless evidence that is sufficient to raise doubt that they do so is adduced, and	22
		23
		24
(b)	evidence that a photograph tendered in evidence taken by an approved average speed detection device bears a security indicator of a kind prescribed by the regulations is prima facie evidence that the photograph has not been altered since it was taken, and	25
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		29
(c)	any such photograph is prima facie evidence of the matters shown or recorded on the photograph.	30
		31
(2)	When photographs are tendered in evidence in such proceedings as being taken by approved average speed detection devices, a certificate purporting to be signed by an authorised person and certifying the following particulars is also to be tendered in evidence, and is admissible and is prima facie evidence of those particulars:	32
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(a)	that the person is an authorised person,	38
(b)	that, within 30 days (or such other period as may be prescribed by the regulations) before the time and day	39
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recorded on the earliest of the photographs as the time at which and the day on which that photograph was taken, the person carried out the inspection specified in the certificate on the approved average speed detection devices that took the photographs,	1 2 3 4 5
(c) that on that inspection the approved average speed detection devices were found to be operating correctly.	6 7
(3) If a certificate under subsection (2) is tendered in proceedings for an offence, evidence:	8 9
(a) of the accuracy or reliability of the approved average speed detection devices, or	10 11
(b) as to whether or not the devices operated properly or operate properly (generally or at a particular time or date or during a particular period),	12 13 14
is not required in those proceedings unless evidence sufficient to raise doubt that, at the time of the alleged offence, the devices were accurate, reliable and operating properly is adduced.	15 16 17
Note. See also section 73A.	18
(4) In this section:	19
<i>authorised person</i> means a person (or a person belonging to a class of persons) authorised by the Authority to install and inspect approved average speed detection devices.	20 21 22
[3] Section 57 Photographic evidence of traffic light offences	23
Omit “168 hours” from section 57 (3) (b).	24
Insert instead “the period prescribed by the regulations, whether for a specified kind of device or generally,”.	25 26
[4] Part 4, Division 4	27
Insert after Division 3 of Part 4:	28
Division 4 Approval of devices to detect several kinds of traffic offences	29 30
57C Approval of devices for multiple detection functions	31
(1) The appropriate approval authority may, by order published in the Gazette, approve the same device for use as an approved device for the purposes of 2 or more device approval provisions if the device is designed to perform the detection functions referred to in each of those provisions.	32 33 34 35 36

Road Transport Legislation Amendment (Traffic Offence Detection) Bill
2009

Schedule 1 Amendment of Road Transport (Safety and Traffic Management) Act 1999
No 20

- (2) The *appropriate approval authority* for the purposes of subsection (1) is: 1
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- (a) if the approval authority for each of the device approval provisions concerned is the same person—that person, or 3
4
 - (b) if the approval authority for each of the device approval provisions concerned is a different person—the Governor. 5
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- (3) An order under subsection (1) may extend to devices that have previously been approved under a device approval provision for a particular detection function. 7
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- (4) A device approved under subsection (1) is taken for the purposes of this Act: 10
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- (a) to have been duly approved for the purposes of each of the device approval provisions specified in the order, and 12
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 - (b) to be an approved device of the kind referred to in each of those provisions. 14
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- (5) Evidence concerning, or obtained from, a device approved under subsection (1) that is used for a particular detection function is subject to the same provisions of this Act and the regulations that would have applied to the device if it had been approved only for that purpose under the relevant device approval provision. 16
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- (6) Section 44 (2) extends to the making of an order under subsection (1) that would operate to approve a device for the detection function referred to in section 44. 21
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- (7) Nothing in this section prevents a device from being approved under a device approval provision rather than under this section. 24
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- (8) In this section: 26
- approval authority*, in relation to a device approval provision, means the person who has the function of approving a device for the detection function referred to in that provision. 27
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- detection function* means the detection function for which a device may be approved under any of the device approval provisions. 30
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- device approval provision* means each of the following provisions: 33
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- (a) section 44 (Approved speed measuring devices), 35
 - (b) section 45 (Approved camera recording devices) in its application to the approval of devices by the Governor, 36
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	(c) section 45 (Approved camera recording devices) in its application to the approval of devices by the Commissioner of Police,	1 2 3
	(d) section 47A (Approved average speed detection devices),	4
	(e) section 56 (Approved camera detection device),	5
	(f) section 57A (Approved traffic lane camera devices).	6
[5]	Section 69E Photographic evidence of speed of vehicle	7
	Insert “(or of an average speed calculated from information obtained from approved average speed detection devices)” after “approved camera recording device” in section 69E (1).	8 9 10
[6]	Section 69E (2)	11
	Insert “(or, in the case of evidence of an average speed, section 47B)” after “Section 47 (2)–(7)”.	12 13
[7]	Section 69F Liability of offender for speed offence and giving of evidence of speed unaffected	14 15
	Insert “(or of an average speed calculated from information obtained from approved average speed detection devices)” after “approved camera recording device” in section 69F (b).	16 17 18
[8]	Section 73A Rebuttal of evidence of matters of specialised knowledge	19
	Insert “47B,” after “47,” in section 73A (1).	20
[9]	Section 73A (3), definition of “approved device”	21
	Insert at the end of paragraph (d) of the definition:	22
	, or	23
	(e) an approved average speed detection device.	24
[10]	Schedule 2 Savings, transitional and other provisions	25
	Insert at the end of clause 1 (1):	26
	<i>Road Transport Legislation Amendment (Traffic Offence Detection) Act 2009</i>	27 28

[11] Schedule 2	1
Insert at the end of the Schedule (with appropriate Part and clause numbers):	2
Part Provisions consequent on enactment of Road Transport Legislation Amendment (Traffic Offence Detection) Act 2009	3 4 5
Definition	6
In this Part:	7
<i>amending Act</i> means the <i>Road Transport Legislation Amendment (Traffic Offence Detection) Act 2009</i> .	8 9
Certificate evidence preserved	10
Any certificate issued under section 57 before the amendment of that section by the amending Act continues to be as effectual as it was before the commencement of that amendment (including for the purposes of any evidence in any proceedings).	11 12 13 14
Approval of approved detection devices for multiple uses	15
Section 57C (as inserted by the amending Act) extends to a device that was an approved device for the purposes of a device approval provision (within the meaning of that section) immediately before the commencement of that section.	16 17 18 19
[12] Dictionary	20
Insert in alphabetical order:	21
<i>approved average speed detection device</i> —see section 47A.	22

Schedule 2	Consequential amendment of other Acts and statutory rules	1
		2
2.1	Criminal Procedure Act 1986 No 209	3
[1]	Section 283 Law enforcement devices	4
	Insert “47B,” after “47,” in section 283 (1) (a).	5
[2]	Section 283 (3)	6
	Insert “approved average speed detection device,” before “approved traffic lane camera device” wherever occurring.	7 8
[3]	Section 283 (4)	9
	Insert “47B,” after “47,”.	10
[4]	Section 283 (5)	11
	Insert “ <i>approved average speed detection device</i> ,” before “ <i>approved camera detection device</i> ”.	12 13
2.2	Fines Act 1996 No 99	14
	Section 38 Circumstances in which person issued with penalty reminder notice for vehicle or vessel offence is not liable to pay penalty	15 16
	Insert “approved average speed detection device,” before “approved camera detection device” in paragraph (b) of the definition of <i>vehicle or vessel offence</i> in section 38 (4).	17 18 19
2.3	Road Rules 2008	20
	Rule 20 Obeying the speed limit	21
	Insert after note 4:	22
	Note 5. Section 43A of the Act provides that a person bringing proceedings or issuing a penalty notice in which it is alleged that the driver of a heavy vehicle committed a speeding offence may rely on the average speed at which the vehicle travelled between different points on a road as evidence of the offence.	23 24 25 26 27
	If there is more than one speed limit applicable to the driver between the different points, section 43A of the Act provides that for the purposes of such proceedings the speed limit that applied to the driver between those points is taken to be the average speed limit calculated in accordance with that section.	28 29 30 31 32

2.4 Road Transport (Driver Licensing) Regulation 2008	1
[1] Clause 4 Definitions	2
Insert in alphabetical order in clause 4 (1):	3
<i>average speed detection zone</i> means a length of road to which an average speed detection zone sign applies, being a length of road beginning at an average speed detection zone sign and ending 300 metres along the length of road in the direction driven by a driver on the road who faces the sign before passing it.	4 5 6 7 8
<i>average speed detection zone sign</i> means a traffic sign bearing the words “AVERAGE SPEED”.	9 10
[2] Schedule 2 Additional demerit point offences	11
Insert “or average speed detection zone” after “Safe-T-Cam zone” wherever occurring.	12 13
2.5 Road Transport (General) Act 2005 No 11	14
[1] Section 179 Liability of responsible person for vehicle for designated offences	15 16
Omit “summons” from section 179 (3) (b) (i) and the definition of <i>camera recorded offence</i> in section 179 (12) wherever occurring.	17 18
Insert instead “court attendance notice”.	19
[2] Section 179 (10A)	20
Insert after section 179 (10):	21
(10A) Average speed detected offences	22
The following provisions apply in relation to a penalty notice or court attendance notice for an average speed detected offence involving a heavy vehicle travelling between detection points:	23 24 25
(a) a reference in any other provision of this section to the time of the occurrence of an offence is taken to be a reference to the period during which the heavy vehicle travelled between the detection points,	26 27 28 29
(b) the actual offender for the purposes of this section is taken to be each driver of the heavy vehicle between the detection points,	30 31 32
(c) any obligation under this section of the responsible person for the heavy vehicle to supply the name and address of the person who was in charge of the vehicle at the time the	33 34 35

offence occurred is taken to be an obligation to provide the names and addresses of each of the persons who were in charge of the heavy vehicle between the detection points,

- (d) subsection (2) does not operate to prevent a penalty being imposed on or recovered from each of the drivers of the heavy vehicle between the detection points.

Note. Section 43A of the *Road Transport (Safety and Traffic Management) Act 1999* allows the average speed of a heavy vehicle calculated from the time taken to travel between different detection points to be used as evidence of the actual speed at which the vehicle travelled. Section 43A (2) (b) of that Act (when read with section 43A (3)) provides that if there is more than one driver of the vehicle between the detection points, each driver is taken to have driven the heavy vehicle at the average speed of the vehicle except for any particular driver who can establish any exculpatory ground prescribed by the regulations.

[3] **Section 179 (12)**

Insert in alphabetical order:

average speed detected offence means a speeding offence involving a heavy vehicle in respect of which the penalty notice or the court attendance notice indicates that the average speed of the vehicle was calculated from information recorded by approved average speed detection devices (within the meaning of the *Road Transport (Safety and Traffic Management) Act 1999*).

court attendance notice means:

- (a) in relation to proceedings for an offence commenced in the Local Court—a court attendance notice within the meaning of the *Criminal Procedure Act 1986* issued in respect of the person alleged to have committed the offence, and
- (b) in relation to proceedings for an offence commenced in the Supreme Court in its summary jurisdiction—an application for an order under section 246 of the *Criminal Procedure Act 1986* in respect of the person alleged to have committed the offence.

detection points, in relation to an average speed detected offence, has the same meaning as ***detection points*** has in section 43A of the *Road Transport (Safety and Traffic Management) Act 1999*.

[4] **Section 179 (12), definition of “camera recorded offence”**

Insert at the end of paragraph (d) (ii) of the definition of ***camera recorded offence***:

, or

- (e) an average speed detected offence.

2.6 Road Transport (General) Regulation 2005	1
[1] Clause 168 Definitions	2
Insert in alphabetical order in clause 168 (1):	3
<i>average speed detection zone</i> means a length of road to which an average speed detection zone sign applies, being a length of road beginning at an average speed detection zone sign and ending 300 metres along the length of road in the direction driven by a driver on the road who faces the sign before passing it.	4 5 6 7 8
<i>average speed detection zone sign</i> means a traffic sign bearing the words “AVERAGE SPEED”.	9 10
[2] Schedule 3 Penalty notice offences	11
Insert “or average speed detection zone” after “Safe-T-Cam zone” wherever occurring.	12 13
2.7 Road Transport (Safety and Traffic Management) Regulation 1999	14 15
[1] Clause 156B Security indicators: sections 47B and 57B of Act	16
Omit “section 57B” from clause 156B (1).	17
Insert instead “sections 47B and 57B”.	18
[2] Clause 156D	19
Insert after clause 156C:	20
156D Inspection of approved camera detection devices: section 57 (3) (b) of the Act	21 22
(1) For the purposes of section 57 (3) (b) of the Act, the prescribed period is:	23 24
(a) in the case of an approved digital camera detection device—30 days, or	25 26
(b) in the case of any other kind of approved camera detection device—168 hours.	27 28
(2) In this clause:	29
<i>approved digital camera detection device</i> means an approved camera detection device that is capable of recording images in the form of digitalised, electronic or computer-generated images.	30 31 32

[3] Clause 160A	1
Insert after clause 160:	2
160A Prescribed ground of exculpation: section 43A (3) of Act	3
(1) It is a prescribed ground of exculpation for the purposes of section 43A (3) of the Act in relation to a driver of a heavy vehicle (<i>the driver concerned</i>) involved in a speeding offence if:	4
(a) any other driver of the heavy vehicle:	7
(i) has been convicted, or found guilty, of the speeding offence, or	8
(ii) has paid the whole or any part of the penalty specified in a penalty notice issued to the other driver in respect of the speeding offence, or	10
(iii) has not paid the penalty specified in a penalty notice issued to the other driver in respect of the speeding offence, has not elected to have the matter dealt with by a court and the time for the other driver to have the matter so dealt with has lapsed, and	13
(b) the driver concerned gives the State Debt Recovery Office a statutory declaration made by the driver that states that the driver obeyed all of the speed limits that applied to the driver while he or she was the driver of the vehicle.	18
(2) A reference to speed limits in subclause (1) (b) does not include an average speed limit calculated in accordance with section 43A of the Act.	22
	23
	24