STAYSAFE Committee

DRIVER DISTRACTION

Proceedings of an international conference on distracted driving,
Sydney, Australia, 2-3 June 2005

Chair: Paul Gibson MP

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STAYSAFE 67
TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Recommendations</th>
<th>xx</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chairman's foreword</td>
<td>xx</td>
</tr>
<tr>
<td>Commentary</td>
<td>xx</td>
</tr>
<tr>
<td>Welcoming statements for the first international conference on driver distraction, Sydney, Australia, 2-3 June 2006</td>
<td>xx</td>
</tr>
<tr>
<td>Paul Gibson MP, Chairman, STAYSAFE Committee</td>
<td></td>
</tr>
<tr>
<td>Tony Stuart, Chief Executive Officer, NRMA Motoring &amp; Services</td>
<td></td>
</tr>
<tr>
<td>Raphael Grzebieta, President, Australasian College of Road Safety</td>
<td></td>
</tr>
<tr>
<td>Driver distraction: Reflections on the past, present and future</td>
<td>xx</td>
</tr>
<tr>
<td>Michael Regan, Monash University Accident Research Centre</td>
<td></td>
</tr>
<tr>
<td>Driver distraction: Breakdowns of a multi-level control process</td>
<td>xx</td>
</tr>
<tr>
<td>John Lee, Department of Mechanical and Industrial Engineering, University of Iowa</td>
<td></td>
</tr>
<tr>
<td>Driver distraction countermeasures</td>
<td>xx</td>
</tr>
<tr>
<td>Peter Burns, Chief (Ergonomics and Crash Avoidance Division) Transport Canada</td>
<td></td>
</tr>
<tr>
<td>A meta-analysis of driving performance associated with the use of cellular telephones while driving: Results and methodological implications</td>
<td>xx</td>
</tr>
<tr>
<td>Jeff K. Caird, Cognitive Ergonomics Research Laboratory, University of Calgary</td>
<td></td>
</tr>
<tr>
<td>Chip T. Scialfa, Department of Psychology, University of Calgary</td>
<td></td>
</tr>
<tr>
<td>Geoff Ho, Honeywell</td>
<td></td>
</tr>
<tr>
<td>Alison Smiley, Chief Executive Officer, Human Factors North</td>
<td></td>
</tr>
</tbody>
</table>
Table of Contents

The effects of text messaging on young novice driver performance  xx
Simon Hosking, Kristie Young & Michael Regan, Monash University
Accident Research Centre

An exploration of the role of driver distraction in serious road crashes  xx
Susan McEvoy & Mark Stevenson, George Institute for International Health

Role of mobile phones in motor vehicle crashes resulting in hospital attendance: A case-crossover study
(Reprinted from British Medical Journal, 2005, 331, 428; and including Rapid Response comments and Author's Reply)
Suzanne McEvoy & Mark Stevenson, The George Institute for International Health
Anne McCarrt, Insurance Institute for Highway Safety
Mark Woodward, The George Institute for International Health
Claire Haworth, Peter Palamara & Rina Cercarelli, Injury Research Centre,
University of Western Australia

Key findings from foscus group research on inside-the-vehicle distractions in New Zealand  xx
Chad Barker, New Zealand Ministry of Transport

Drivers' attitudes, awareness and knowledge about driver distractions:
Research from two central Sydney communities  xx
Suzanne Baker, City of Sydney Council
Karen Spina, Marrickville City Council

Regulation by design; not crisis  xx
Jill Jepson, Roy Morgan Research Pty Ltd

Driver distraction related crashes in New Zealand  xx
Craig Gordon, New Zealand Ministry of Transport

Driver distraction – Traffic law enforcement perspectives  xx
John Hartley, New South Wales Police

Crikey, it's cognitively complex!  xx
Martin Langham, TRL Ltd.
Nigel McDonald, ARRB Transport Research

Parliament of New South Wales
Driver distraction: A review of the literature
Kristie Young & Michael Regan, Monash University Accident Research Centre

Low-risk training measures and driver distractions
Jeff McDougall, Australian Driver Trainers Association

‘Visual clutter’ and external-to-vehicle driver distraction
Jessica Edquist, Tim Horberry, Michael Regan & Ian Johnston, Monash University Accident Research Centre

Roadside advertising – A driver distraction by design
Harold Scruby, Pedestrian Council of Australia

Driver distraction – a factor in level crossing fatalities
Phillip Sochon & Steven Davies, Australasian Railways Association
Ian Faulks, STAYSAFE Committee

In-vehicle technologies, advanced driving assistance systems and driver distraction: Research challenges
Chad Brooks & Andry Rakotonirainy, Centre for Accident Research and Road Safety—Queensland

Driver state monitoring to mitigate distraction
Luke Fletcher, Department of Information Engineering, Australian National University
Alex Zelinsky, Seeing Machines Pty Ltd

Technology and driver distraction – The need for industry guidelines
Mike Hammer, Fiona Douglas & Daniel Tobin, Holden Innovation

NOGOS with distraction
Saul Jeavons, TRL Ltd.
Nigel McDonald, ARRB Transport Research

Fatigue and coping with driver distraction
Anne Williamson, NSW Injury Risk Management Research Centre
Investigation of the interaction between visual impairment and multi-tasking on driving performance
Joanne M. Wood, School of Optometry, Queensland University of Technology
Alex Capparo, Department of Psychology, Wichita State University
Trent Carberry, School of Optometry, Queensland University of Technology

Work-related driving and driver distraction: Using the Haddon matrix to identify and manage the distractions
Will Murray, Interactive Driving Systems
Ian Faulks, STAYSAFE Committee
## Membership & Staff

<table>
<thead>
<tr>
<th>Role</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chairman</td>
<td>Mr Paul Gibson MP, Member for Blacktown</td>
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<td>Ms Noreen Hay MP, Member for Wollongong</td>
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<td></td>
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<td></td>
<td>Mr Daryl Maguire MP, Member for Wagga Wagga, Opposition Whip</td>
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<td></td>
<td>Hon. Robert Brown MLC</td>
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<tr>
<th>Role</th>
<th>Name</th>
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</tbody>
</table>

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Terms of reference

The general terms of reference of the STAYSAFE Committee are as follows:

(1) As an ongoing task, the Committee is to-
   (a) monitor, investigate and report on the road safety situation in New South Wales; and
   (b) review and report on counter measures aimed at reducing deaths, injuries, and the social and economic costs to the community arising from road accidents.

Without restricting the generality of the foregoing, the following are to be given urgent consideration -
   (i) countermeasures aimed at traffic accidents associated with alcohol and other drugs.
   (ii) traffic law enforcement measures and their effectiveness.
   (iii) a review of human factors affecting traffic accidents, especially those relating to driver and rider licensing requirements and standards.
   (iv) the social and economic impact of deaths and serious debilitating injuries resulting from traffic accidents.
   (v) heavy vehicle safety.
RECOMMENDATIONS

RECOMMENDATION 1
The Roads and Traffic Authority and the Motor Accidents Authority should conduct research into the relative crash risk associated with different kinds of distracted driving.

RECOMMENDATION 2
The Roads and Traffic Authority should conduct research into methods to protect drivers against the risks of distractions.

RECOMMENDATION 3
The Motor Accidents Authority, in consultation with the Roads and Traffic Authority, needs to conduct research into the personal, social and economic costs of distracted driving.

RECOMMENDATION 4
The Roads and Traffic Authority should conduct research into driver knowledge of and attitudes toward distracted driving, with particular attention to assessing effects on driving while making telephone calls, text messaging, and using other communication or internet devices.

RECOMMENDATION 5
The Roads and Traffic Authority should conduct research to identify factors that would motivate drivers to change their behaviour regarding driver distraction, particularly regarding driving while making telephone calls, text messaging, and using other communication or internet devices.

RECOMMENDATION 6
The Roads and Traffic Authority should develop public awareness and educational campaigns to address the problems of driver distraction, including but not limited to specific targeted programs for young drivers and drivers at work (fleet drivers).

RECOMMENDATION 7
The Roads and Traffic Authority and the Motor Accidents Authority should conduct research into external distractions that affect driving.
RECOMMENDATION 8
The Roads and Traffic Authority should establish mechanisms for ongoing monitoring of new vehicle, electronic and communications technologies that may distract or adversely affect attention to driving tasks, both as original equipment manufacturer (OEM) in new vehicles and as aftermarket fitments.

RECOMMENDATION 9
The Roads and Traffic Authority should establish mechanisms for ongoing monitoring of new vehicle, electronic and communications technologies that may distract or adversely affect safe pedestrian behaviour.

RECOMMENDATION 10
The Roads and Traffic Authority and the New South Wales Police should review the adequacy of existing legislation relating to driver distraction.

RECOMMENDATION 11
The New South Wales Police should review existing enforcement policies and practices relating to driver distraction.

RECOMMENDATION 12
The Roads and Traffic Authority should investigate the potential role of motor vehicle insurers and insurance underwriters in reducing distracted driving.

RECOMMENDATION 13
The Roads and Traffic Authority, in consultation with other States and Territories and the Commonwealth, should establish cooperative methods for research, public awareness, and education about distracted drivers.

RECOMMENDATION 14
The Roads and Traffic Authority, in consultation with other States and Territories and the Commonwealth, should develop appropriate national legislation, standards and guidelines to maximize the safety of new vehicle telematics and aftermarket products that may distract drivers.
RECOMMENDATION 15
The Roads and Traffic Authority, Motor Accidents Authority and the New South Wales Police report to the STAYSAFE Committee within 6 months regarding the above recommendations.
Chairman's Foreword

This report of the STAYSAFE Committee publishes the proceedings of the first international conference on distracted driving, held in Sydney, Australia. On Thursday 2 June 2005 and Friday 3 June 2005, the STAYSAFE Committee welcomed over 100 delegates from New South Wales, Australia, New Zealand, England, Canada and the United States to the first international conference on driver distraction.

A particular focus of much of the debate about driver distraction has been about the use of mobile telephones, or cell phones. The conference was designed to widen the debate on driver distraction to include a wide range of influences that have the potential to impact on drivers, including in-vehicle technologies, external-to-the-vehicle distractions, and social distractions relating to the presence of children, peer passengers, and the workplace. Conference presentations explored driver distractions—both in and out of the car—and the impact of these distractions on drivers' performance behind the wheel, in a series of sessions dealing with mobile telephones and traffic law; data collection issues; external distractions; technology issues; and work-related issues.

Driver distraction is increasingly being recognised as a contributory cause of road trauma. As with driver fatigue, driver distraction is notoriously difficult to define and study. While analysis of recorded road crash data indicates that distractions account for at least two per cent of crashes on New South Wales roads, it is likely that this figure does not truly represent the impact of the multiplicity of distractions on driving performance and on crashes. A significant challenge for road safety workers is to develop a crash data records system that allows for the consistent collection of information relating to the role of driver distractions in road trauma.

In all, over twenty papers dealing with issues associated with driver distraction were presented at the conference. With the tabling of this report of the STAYSAFE Committee, these papers are now in the public domain. The STAYSAFE Committee expects that the publication of these proceedings will assist the ongoing effort involving all Australian jurisdictions to deliver a safe and efficient road transport system to all Australians.

Based on the conference presentations, STAYSAFE Committee has formulated fourteen general recommendations for action by New South Wales government agencies to allow for a better dealing with the problems posed by driver distractions.

Other significant work regarding driver distraction

The STAYSAFE Committee did not seek to provide a definitive account of issues associated with driver distraction. However, the Committee notes that following the conference the Victorian government moved to establish a formal inquiry by the Victorian Parliament's Road Safety Committee—the analogue of the STAYSAFE Committee—into distracted driving. The terms of reference for the Victorian Road Safety Committee's inquiry encompass those issues that were the subject of presentations at the conference. The Road Safety Committee is
required to inquire, consider and make recommendations on the role of driver distraction in causing crashes. In conducting its inquiry, the Road Safety Committee is to seek information from the manufacturers and distributors of mobile telephones and other electronic devices with in-car applications, research organisations, Government and non-government agencies, motoring organisations and the community. In particular, the measures adopted to address the issue of driver distraction in other jurisdictions and countries should be examined. The Road Safety Committee is required to report to the Victorian Parliament by 30 June 2006. The specific heads of inquiry for the Road Safety Committee require consideration of:

- the prevalence of mobile telephone use by drivers and its impact on crash causes;
- the prevalence of in-car video devices, their effect on drivers and impact on crash causes;
- the types of other devices and activities, both inside and outside the vehicle, that may distract a driver's attention from the driving task and lead to unsafe driving;
- the suitability and enforceability of existing laws concerning the use of mobile telephones and other electronic devices by drivers; and
- the possible need for change to legislation or statutory requirements to implement any recommendations made as a result of the inquiry.

The Victorian Parliament's Road Safety Committee has commenced public hearings, and in February 2006 took evidence from representatives of a number of research and consulting bodies, as well as from government agencies in New South Wales, during several days of hearings in Sydney. It is expected that the Committee will report by August 2006.

As well, following the STAYSAFE Committee's conference on driver distraction, the Canadian Automobile Association and the Traffic Injury Research Foundation, also undertook a conference on driver distraction, which was held in Toronto over the period Sunday 2 October 2005 to Wednesday 5 October 2005. The purpose of the Canadian conference was to identify rational and effective programs and policies for controlling the problem of distracted driving, based on solid facts about the magnitude and causes of the problem. Specifically, the objectives were to:

- Determine what is known about the magnitude of the problem, its causes, and consequences;
- Determine what programs and policies can address the problem, and how effective they have been;
- Develop a cooperative plan of action for dealing with distracted driving; and,
- Improve communication, understanding, and awareness of the issue of distracted driving to facilitate cooperation.

The proceedings of this conference, including the conference summary and recommendations arising, have been published on the website of the Traffic Injury Research Foundation:


The Australasian College of Road Safety annual conference program

The Australasian College of Road Safety annual conference program, in contrast to the annual Road safety Research, Enforcement and Education conferences and other regular road safety conferences in Australia and New Zealand, provides an opportunity to focus on,
and evaluate specific topics. Previous conferences conducted by the College have focussed on issues such as young drivers (see, e.g., STAYSAFE 39, 1997) and pedestrian safety.

Acknowledgments

I am pleased to again acknowledge the support of my colleagues on the STAYSAFE Committee. The diversity of views amongst the Committee members fosters and encourages for the exploration of new and important areas of road safety, and which often results in the development of new and exciting policies and programs to further tackle the tragedy of road trauma. I have no doubt that this conference proceedings will be seen to have sparked just such innovation and inquiry.

The STAYSAFE Committee also acknowledges the support of: Motor Accidents Authority; NRMA Motoring & Services; and the Australasian College of Road Safety for their financial and other assistance in the organisation of the conference. These organisations all contributed to the successful staging of the conference. The STAYSAFE Committee is grateful for their assistance.

I wish to thank my Committee Manager, Mr Ian Faulks, who chaired the conference organising committee. In addition to managing the logistics involved in the administration of this international conference, the conference organising committee selected the papers for presentation, and reviewed the manuscripts in accord with the appropriate national tertiary education and research guidelines. It is through his efforts that the conference was such a success. This report of the conference proceedings was edited by Mr Faulks with the assistance of:

- Dr Michael Regan, Monash University Accident Research Centre;
- Mr John Brown, NRMA Motoring & Services;
- Professor Mark Stevenson, The George Institute for International Health;
- Mr Allan Porter, Australian Driver Trainers Association; and
- Dr Julia Irwin, Department of Psychology, Macquarie University.

During the conference, Mr Jim Jefferis, Senior Committee Officer, Ms Millie Yeoh, Assistant Committee Officer, and Ms Ashika Cyril, Assistant Committee Officer, provided administrative assistance, as did Mr Geoff Horne, then Executive Officer of the Australasian College of Road Safety national office. Following the conference, Mr Bjarne Nordin, Senior Committee Officer, and Ms Annette Phelps, again with Ms Yeoh, assisted in the preparation of this report.

Finally, the STAYSAFE Committee acknowledges the contribution of the speakers and participants in the conference on driver distraction. In the end, it was their efforts which made the conference an informative and rewarding experience.
Chapter One – Commentary on driver distraction

Lunacy on the road

This morning I drove seven kilometres along the highway to our rural city [Bathurst]. The person I followed adjusted the rear vision mirror, ate breakfast, attended to her hair and make-up, and answered the obligatory phone call.

We wonder why we have accidents on our highways. No amount of government money can prevent accidents when this type of behaviour is common.

(Letter to the Editor, Sydney Morning Herald, Thursday 25 May 2006, p. 10)

1.1 So wrote a recent correspondent to a major Sydney metropolitan newspaper. Her comments provide a pithy summary of the kinds of behaviour in which drivers after often observed engaging during their trip, and yet they still arrive at their destination after juggling safety and risk on the road. This is the challenge facing road safety workers—drivers are either ignorant of, or discount, the risks to their own safety and the safety of others due to distractions when driving.

1.2 The problems associated with driver distraction is now being recognised as to be an emerging road safety issue. There is now a large and converging body of evidence that indicates that driver distractions of various kinds may, and often do, degrade driving performance, increase crash risk and cause crashes. Driving is a complex task and can be dangerous. Advances in in-car technology do add to driver comfort and improve the conduct of the driving task, but these advances must also improve driver and passenger safety and the safety of other road users, such as cyclists and pedestrians, outside the motor vehicle.

1.3 A general working definition of driver distraction could be:

Distraction involves a diversion of attention from driving, because the driver is temporarily focusing on an object, person, task, or event not related to driving, which reduces the driver’s awareness, decision-making, and/or performance, leading to an increased risk of corrective actions, near-crashes, or crashes.

This definition was developed by Hedlund, Simpson and Mayhew (2006), and seems sufficient to allow further research and debate.

1.4 STAYSAFE notes the expert advice tendered during the conference that different activities by a driver do degrade safe performance of the actual driving task of controlling the safe movement of a vehicle along a roadway. After reviewing the conference presentations, a ranking of distractions deriving from within the vehicle from the most degraded (risky) to least, would likely be:

- vehicle-based internet and email (when widely available, either as onboard displays or a handheld device such as a personal data assistant—PDA).
• mobile telephone – text messaging
• mobile telephone – talking (both hand-held and hands-free)
• DVD displays (if portable and poorly located)
• talking to passengers (if driver is young/older, with increased risk associated with activities such as argument or emotive discussion, location finding, or the management of passengers)
• route navigation (if poorly designed, particularly if a component of a handheld device such as a personal digital assistant—PDA or mobile telephone)
• radio/cassette/CD operations
• in-vehicle climate controls (vents, demisters, air conditioning)
• eating/drinking
• smoking
• adjustment of internal and external mirrors, seating, windows, etc.
• operation of wet weather controls/driving in rainy conditions
• operation of vehicle controls (gears, turn indicators, lighting, cruise control, etc.), particularly during novice driver phase or when using an unfamiliar vehicle
• monitoring of typical cockpit instrumentation (speedometers, tachometers, operational warnings such as fuel, temperature, etc.)

1.5 It is generally agreed that it was not possible to place a ranking for different kinds of external-to-the-vehicle distractions, given how little is actually known about the influence of such distractors on driving behaviour. The recent Canadian conference on driver distraction (Hedlund, Simpson & Mayhew, 2006) concluded:

The available evidence paints a suggestive but incomplete picture of the risks posed by distracted driving.

Laboratory-based simulator studies show that distractors can affect the skills and capabilities needed for driving. Observational studies show that such distractions do occur in real world settings and that they do impact driver performance. Crash-based studies show that distractions are present in a substantial number of collisions.

The convergence of the evidence clearly shows that driver distraction is an important issue for road safety. At the same time, the quality and quantity of the existing evidence is insufficient to state with confidence how risky distracted driving is, and among the many distractions, which pose the greatest risk, and under what circumstances. (Summary of proceedings and recommendations, p.v)

1.6 While there may be insufficient knowledge at this time to allow the development of detailed policies and programs to address driver distraction issues in a comprehensive manner, STAYSAFE notes that some programs are emerging. Some of these are discussed in the papers included in this conference proceedings.
Road safety campaigns relating to driver distraction

1.7 There have, to date, been few road safety campaigns specifically directed to driver distraction issues. However, in the United States, the National Highway Traffic Safety Administration has created a new pilot campaign "Smart Drivers Just Drive" designed to educate young drivers about the causes and consequences of driver distractions, while empowering them to make safe and informed decisions behind the wheel.

1.8 The National Highway Traffic Safety Administration (NHTSA) launched Smart Drivers Just Drive, a campaign to help educate young drivers about the dangers of distracted driving. The campaign website, www.distracteddriving.org, provides young adults with information to make their own decisions behind the wheel. Six cities have been selected in 2005 for the campaign: Sacramento, CA; Austin, TX; Gainesville, FL; Richmond, VA; Sioux Falls, SD; and Springfield, MO. The campaign showcases the stories of young drivers who have had significant or frightening experiences with distractions behind the wheel, and the website offers a place for young adults to share their own personal stories.

1.9 In an accompanying fact sheet, the National Highway Traffic Safety Administration provides the following traffic safety facts to support the 'Smart Drivers Just Drive' campaign:

"The National Highway Traffic Safety Administration (NHTSA) launched Smart Drivers Just Drive, a campaign to help educate young drivers about the dangers of distracted driving. The campaign website, www.distracteddriving.org, provides young adults with information to make their own decisions behind the wheel.

Smart Drivers Just Drive offers concerned partners materials for conducting a safe driving campaign within local communities. Visit www.distracteddriving.org/materials.htm.

NHTSA estimates that distracted driving is a factor in one out of every four automobile crashes. (Source: NHTSA Driver Distraction Research: Past, Present and Future)
Distracted driving is defined as failure to pay attention while driving. It occurs anytime motorists take their concentration away from the road or oncoming traffic hazards.

Some common distractions among young drivers include driving and/or riding with friends, eating, reading, drinking, changing a CD, tuning the radio, talking on the phone, applying makeup, yelling out the window, reaching in the backseat and looking at something or someone outside while driving. (Source: based on research conducted by NHTSA)

Motor vehicle crashes are the leading cause of death for 15-20 year olds, causing roughly one third of all deaths in this age group. (Source: NHTSA Traffic Safety Facts, 2003 Data, Young Drivers (National Center for Statistics and Analysis)

In 2003, 7,884 15-20 year old drivers were involved in fatal crashes – a 5 percent increase from the 7,484 involved in 1993. (Source: NHTSA Traffic Safety Facts, 2003 Data, Young Drivers (National Center for Statistics and Analysis)

In 2003, 3657 drivers 15-20 years old were killed, and an additional 308,000 were injured, in motor vehicle crashes. (Source: NHTSA Traffic Safety Facts, 2003 Data, Young Drivers (National Center for Statistics and Analysis)

Driver fatalities among 15-20 year old motorists increased by 13 percent between 1993 and 2003. (Source: NHTSA Traffic Safety Facts, 2003 Data, Young Drivers (National Center for Statistics and Analysis)

1.10 The National Highway Traffic Safety Administration also provides some suggested Smart Drivers Just Drive awareness activities for those who would like to help spread the word about the dangers of distracted driving:

**Operation Saturation**

This activity may be conducted by an individual or by a group. Download and print out Smart Drivers Just Drive materials from the website and distribute throughout the local community where allowed, such as in shopping centers, schools, community centers, grocery stores, etc. Also, participants can approach local businesses to include Smart Drivers Just Drive flyers with pizza delivery boxes or video store movie rentals. Use your creativity!

**Operation Co-Pilot**

Drivers should turn over distracting activities such as dialing the phone, tuning the radio and changing CDs to the “Co-Pilot,” also known as the front seat passenger. Some ideas for spreading distracted driving awareness include conducting an “Operation Co-Pilot Day” or “Operation Co-Pilot Week” throughout local schools and communities.

**Car Wash**

Partners and volunteers may approach a school, gas station, church or local business about using its parking lot to conduct a Smart Drivers Just Drive car wash, providing a perfect opportunity to distribute distracted driving awareness materials to local motorists. While vehicles are washed, volunteers can conduct a brief distracted driving awareness “tutorial” with car owners. Local sponsors for the event may include law enforcement agencies, automotive dealers and auto supply stores. Keep in mind that conducting a car wash near high-traffic areas can actually cause driver distractions, so plan the proper location accordingly. Car
wash participants are encouraged to publicize the event beforehand through local media outlets such as radio stations or daily newspapers (See “Media Tips” web page for instructions).

**Distracted Driving Presentations**

Student leaders and volunteers at colleges and universities may consider getting in touch with their campus RAs about developing Smart Drivers Just Drive presentations. This presentation may include inviting an Emergency Medical Technician or distracted driving crash victim to speak with college students about the dangers of distracted driving.

**Mock Crash**

Simulate the causes (and potentially deadly effects) of a distracted driving “crash” by arranging four chairs similar to the interior of an automobile. The driver can pretend to be distracted by a variety of factors (answering a cell phone, eating, talking with friends, changing a CD, etc.) while the passengers react to oncoming danger (another vehicle, tree, building, etc.). This skit allows for audience participation with either questions or suggestions on how distracted driving can be avoided.

1.11 STAYSAFE notes that Youthsafe, a not-for-profit organisation focused on the prevention of injury amongst young people, based in New South Wales, has adapted these materials as part of a presentation to teenagers in Years 10-11, through the Rotary Youth Driver awareness initiative.

**Recommendations**

1.12 After reviewing the presentations given at the conference and the summary of the later conference on driver distraction held in Canada, STAYSAFE has formulated the following general recommendations.

**RECOMMENDATION 1**
The Roads and Traffic Authority and the Motor Accidents Authority should conduct research into the relative crash risk associated with different kinds of distracted driving.

**RECOMMENDATION 2**
The Roads and Traffic Authority should conduct research into methods to protect drivers against the risks of distractions.

**RECOMMENDATION 3**
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RECOMMENDATION 9
The Roads and Traffic Authority should establish mechanisms for ongoing monitoring of new vehicle, electronic and communications technologies that may distract or adversely affect safe pedestrian behaviour.

RECOMMENDATION 10
The Roads and Traffic Authority and the New South Wales Police should review the adequacy of existing legislation relating to driver distraction.
CONCLUDING COMMENT

1.13 The first international conference on driver distraction, held in Sydney on 2-3 June 2005, was an opportunity to establish the facts about issues where there has been considerable public and media comment, and, through the mechanism of a report to Parliament, allow those facts to be recorded and disseminated to the wider community, and provided a unique opportunity to bring together researchers and policy makers with expertise in road safety from academe, government, non-government organisations, and advocacy groups from around the world.
Appendix A –
RELEVANT EXTRACTS FROM THE MINUTES OF THE STAYSAFE COMMITTEE REGARDING DRIVER DISTRACTION
STAYSAFE

PROCEEDINGS OF THE
JOINT STANDING COMMITTEE ON ROAD SAFETY

9:00 A.M., MONDAY 21 FEBRUARY 2005
AT PARLIAMENT HOUSE, SYDNEY

MEMBERS PRESENT

*Legislative Council*
Mr West
Mr Tingle

*Legislative Assembly*
Mr Gibson
Mr Barr
Mr Maguire
Mr Bartlett
Mr Hunter
Mr Souris

Also in attendance: Mr Faulks, Manager of the Committee, and Ms Yeoh and Ms Cyril, Assistant Committee Officers.

The Chairman presiding.

1. Apologies

Apologies were received from Ms Saliba, Mr Colless, and Mr Hunter.

3. Chairman's report

... *Distracted driving conference, 2-3 June 2005*

The Chairman reported that as part of the examination of issues arising from the inquiry into drivers' better monitoring, management and control of vehicle speeds, the STAYSAFE Committee, Australasian College of Road Safety, NRMA, and Monash University Accident Research Centre would hold a conference on driver distraction, Thursday 2 June 2005 and Friday 3 June 2005, at Parliament House, Sydney. The Australasian College of Road Safety is undertaking the organisation and administration of the conference, and the NRMA is providing sponsorship monies to support conference expenses and travel for invited keynote speakers. Dr Mike Regan, of the Monash University Accident Research Centre, is providing advice regarding the conference program and speakers.

The week in which the conference is being held is not a Sitting Week.
On the motion of Mr West, seconded Mr Bartlett:

The STAYSAFE Committee, in partnership with the Australasian College of Road Safety, NRMA, and Monash University Accident Research Centre, hold a conference on driver distraction, Thursday 2 June 2005 and Friday 3 June 2005. Passed unanimously.

...  

5. General business

...

There being no further business, the Committee adjourned at 12:15 p.m..

Chairman  

Committee Manager
1. Apologies

Apologies were received from Mr Hunter, Mr Bartlett, Mr Maguire and Mr Colless.

4. Chairman’s report

Conference on driver distraction, Thursday 2 June 2005 and Friday 3 June 2005

The Chairman reported that arrangements for the conference on driver distraction, Thursday 2 June 2005 and Friday 3 June 2005, were well in place. There will be three keynote speakers: Dr Michael Regan (Monash University Accident Research Centre), Professor John Lee (University of Iowa), and Dr Peter Burns (Transport Canada). There are just under thirty general presentations across a diversity of topics in driver distraction, including statistics and documentation, mobile telephone use, Intelligent transport systems (ITS), external-to-the-vehicle distractions, work-related distractions, role of passengers.
6. General business

...  
There being no further business, the Committee adjourned at 12:15 p.m..

Chairman  
Committee Manager
STAYSAFE

PROCEEDINGS OF THE
J OINT STANDING COMMITTEE ON ROAD SAFETY

9:00 A.M., THURSDAY 9 JUNE 2005
AT PARLIAMENT HOUSE, SYDNEY

MEMBERS PRESENT

Legislative Council
Mr West
Mr Tingle
Mr Colless

Legislative Assembly
Mr Gibson
Ms Hay
Mr Souris
Mr Bartlett
Mr Hunter
Mr Maguire

Also in attendance: Mr Faulks, Manager of the Committee, Mr Jefferis, Senior Committee Officer, and Ms Yeoh and Ms Cyril, Assistant Committee Officers.

The Chairman presiding.

1. Apologies

Apologies were received from Mr Barr

...

3. Chairman's report

...

Driver distraction conference, 2-3 June 2005

The Chairman reported on the driver distraction conference, held at Parliament House, Sydney, on Thursday 2 June 2005 and Friday 3 June 2005.

The STAYSAFE Committee, in a joint effort with the Australasian College of Road Safety and with the Monash University Accident Research Centre, successfully held the first major international conference to examine driver distraction. The conference was made possible...
through the principal sponsorship of NRMA Motoring & Services, aided by the Motor Accidents Authority and the Australian Driver Trainers Association.

Over 120 delegates heard from more than 25 speakers on a diversity of topics in driver distraction, including:

- Text messaging
- Mobile telephone use
- Traffic law and driver distraction
- Telematics
- Advanced driver assistance systems
- Innovation in motor vehicle cockpit design
- Driver gaze monitoring
- Roadside advertising
- Railway level crossings and driver distraction
- Fatigue, monotony and driver distraction
- Work-related issues in driver distraction
- Age-related issues in driver distraction

6. General business

There being no further business, the Committee adjourned at 10:25 p.m..

Chairman

Committee Manager
STAYSAFE

PROCEEDINGS OF THE
JOINT STANDING COMMITTEE ON ROAD SAFETY

9:45 A.M., TUESDAY 19 JULY 2005
AT PARLIAMENT HOUSE, SYDNEY

MEMBERS PRESENT

Legislative Council
Mr Colless
Mr Tingle

Legislative Assembly
Mr Gibson
Mr Souris
Mr Maguire

Also in attendance: Mr Faulks, Manager of the Committee.

The Chairman presiding.

1. Apologies

Apologies were received from Ms Hay, Mr West, Mr Bartlett, Mr Hunter and Mr Barr.

5. General business

Driver distractions

The Committee deliberated on driver distraction issues. It was noted:
- Complexity of modern vehicle dashboards means that drivers must engage in visual search to find relevant controls
- Dirty windcreens are an external distractor
- Multitude of speed limit changes on roads are a distractor

There being no further business, the Committee adjourned at 10:15 a.m..

Chairman Committee
Committee Manager
STAYSAFE

PROCEEDINGS OF THE
JOINT STANDING COMMITTEE ON ROAD SAFETY

1:00 P.M., THURSDAY 22 SEPTEMBER 2005
AT PARLIAMENT HOUSE, SYDNEY

MEMBERS PRESENT

Legislative Council
Mr Colless
Mr Tingle
Mr West

Legislative Assembly
Mr Gibson
Mr Souris
Mr Maguire
Ms Hay
Mr Hunter
Mr Barr

Also in attendance: Mr Faulks, Manager of the Committee, and Ms Yeoh and Ms Cyril, Assistant Committee Officers.

The Chairman presiding.

1. Apologies

Apologies were received from Mr Bartlett.

...

3. Chairman's report
...

Conference on driver distraction, 2-5 October 2005, Toronto
The Chairman noted that a conference on driver distraction is to be held on 2-5 October 2005, at Toronto. The conference will attempt to identify rational and effective programs and policies for controlling the problem of distracted driving, based on solid facts about the magnitude and causes of the problem. The objectives are to:
• Determine what is known about the magnitude of the problem, its causes, and consequences;
• Determine what programs and policies can address the problem, and how effective they have been;
• Develop a cooperative plan of action for dealing with distracted driving; and,
• Improve communication, understanding, and awareness of the issue of distracted driving to facilitate cooperation.

...  

8. General business  

...  

There being no further business, the Committee adjourned at 1:35 p.m..

Chairman

Committee Manager
STAYSAFE

PROCEEDINGS OF THE
JOINT STANDING COMMITTEE ON ROAD SAFETY

1:00 P.M., WEDNESDAY 1 MARCH 2006
AT PARLIAMENT HOUSE, SYDNEY

MEMBERS PRESENT

Legislative Council
Mr Colless
Mr West
Mr Tingle

Legislative Assembly
Mr Gibson
Mr Souris
Mr Hunter
Mr Maguire
Ms Hay

Also in attendance: Mr Faulks, Manager of the Committee, Ms Phelps, Committee Officer, and Ms Yeoh, Assistant Committee Officer.

The Chairman presiding.

1. Apologies

Apologies were received from Mr Barr and Mr Bartlett.

...

9. Proceedings of the conference on driver distraction, 2-3 June 2005

The Chairman noted that the draft final report of the conference proceedings would be circulated to Members.

...

11. General business

...
There being no further business, the Committee adjourned at 1:45 p.m..

Chairman

Committee Manager
STAYSAFE

PROCEEDINGS OF THE JOINT STANDING COMMITTEE ON ROAD SAFETY

10:00 A.M., THURSDAY 29 JUNE 2006
AT PARLIAMENT HOUSE, SYDNEY

MEMBERS PRESENT

Legislative Council
Mr West
Mr Brown
Mr Colless

Legislative Assembly
Mr Gibson
Mr Souris
Mr Hunter
Mr Maguire
Mr Barr

Also in attendance: Mr Faulks, Manager of the Committee, Mr Nordin, Senior Committee Officer, and Ms Phelps, Committee Officer.

The Chairman presiding.

1. Apologies

Apologies were received from Mr Bartlett and Ms Hay.

...  

5. Consideration of Chairman's draft report: 'Driver distraction—Proceedings of an international conference on distracted driving, Sydney, Australia, 2-3 June 2005'

The Chairman presented the draft report: 'Driver distraction—Proceedings of an international conference on distracted driving, Sydney, Australia, 2-3 June 2005'.

The draft report was accepted as being read.

The Committee proceeded to deliberate on the draft report:

...
On the motion of Mr Colless, seconded Mr Hunter:
That the draft report: 'Driver distraction—Proceedings of an international conference on distracted driving, Sydney, Australia, 2-3 June 2005' be accepted as a report of the STAYSAFE Committee, and that it be signed by the Chairman and presented to the House.
Passed unanimously.

On the motion of Mr Colless, seconded Mr Hunter:
That the Chairman and Committee Manager be permitted to correct any stylistic, typographical and grammatical errors in the report.
Passed unanimously.
...

8. General business
...

There being no further business, the Committee adjourned at 11:20 a.m.