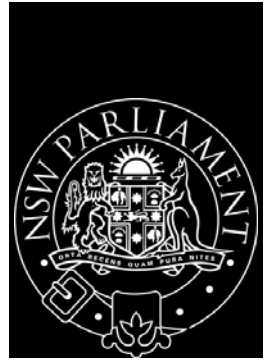


PARLIAMENT OF NEW SOUTH WALES



STAYSAFE Committee

INQUIRY INTO ROAD SAFETY ADMINISTRATION AND MID-TERM REVIEW OF THE NEW SOUTH WALES ROAD SAFETY 2010 STRATEGY

Report of an inquiry into actions undertaken
by the WorkCover Authority to address the
road safety situation in New South Wales, 2000-2005

(STAYSAFE 73)

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Table of Contents

Membership & Staff	
Terms of reference	
Chairman’s Foreword	
Executive Summary	
Recommendations	
Chapter One – Introduction	
Chapter Two –	
Chapter Three –	
Chapter Four –	
Witnesses appearing before the STAYSAFE Committee	
Submissions received by the STAYSAFE Committee	
Appendix A—Extracts from the minutes of the STAYSAFE Committee regarding the	
Appendix B—Reports of the STAYSAFE Committee, 1982-2006	

Membership & Staff

Chairman	Mr Paul Gibson MP, Member for Blacktown
Members	Mr David Barr MP, Member for Manly
	Mr John Bartlett MP, Member for Port Stephens
	Ms Noreen Hay MP, Member for Wollongong
	Mr Jeff Hunter MP, Member for Lake Macquarie
	Mr Daryl Maguire MP, Member for Wagga Wagga (Opposition Whip)
	Hon. George Souris MP, Member for Upper Hunter
	Hon. Rick Colless MLC
	Hon. Robert Brown MLC
Staff	Hon. Ian West MLC (Vice Chairman)
	Mr Ian Faulks, Committee Manager
	Mr Jim Jefferis, Senior Committee Officer
	Ms Elayne Jay, Senior Committee Officer
	Ms Annette Phelps, Committee Officer
Contact Details	Ms Millie Yeoh, Assistant Committee Officer
	STAYS SAFE Committee
	Legislative Assembly
	Parliament House
	Macquarie Street Sydney NSW 2000
Telephone	(02) 9230 2161
Facsimile	(02) 9230 3309
E-mail	staysafe@parliament.nsw.gov.au
URL	www.parliament.nsw.gov.au

Terms of Reference

The STAYSAFE Committee

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.

CHAIRMAN'S FOREWORD

Paul Gibson MP
Chairman, STAYSAFE Committee

This inquiry by the STAYSAFE Committee documents the actions undertaken by the WorkCover Authority to address the road safety situation in New South Wales, 2000-2005, and also examines issues associated with road safety administration in New South Wales and progress in implementing the Road Safety 2010 strategy.

At the commencement of the 53rd Parliament in early 2003, the STAYSAFE Committee resolved to continue its past practice of reviews of the road safety situation in New South Wales. The New South Wales government's Road Safety 2010 strategy identifies and endorses the need for ongoing review of programs. The government has established targets for a 40% reduction in road trauma arising from road crashes by the year 2010. The achievement of this target requires a sustained effort that addresses road safety and the reduction of road trauma across the full complexity of a dynamic and constantly evolving road transport system in New South Wales.

The review process conducted by the STAYSAFE Committee enables a periodic 'snapshot' of the road safety situation, and is of valuable assistance in the development of a road transport system in New South Wales that provides for safer roads, safer vehicles, and safer road users.

In fulfilment of the STAYSAFE Committee's terms of reference to monitor, investigate and report on the road safety situation in New South Wales, the Committee has conducted annual reviews of road safety, with Questions on Notice submitted to Ministers with portfolio responsibilities in the road transport area or in areas involving the use of roads or motor vehicles, and a public hearing to examine specific aspects of road safety arising from the answers received. The review process has been a successful device to obtain and maintain a detailed record of road safety-related activities in New South Wales.

The STAYSAFE Committee conducted six formal reviews of the annual road safety situation in New South Wales to date (1994-1999). The Committee had commenced a review of the 2000 road safety situation in New South Wales when the then Minister for Roads, the Hon. Carl Scully MP, announced that he was establishing a Ministerial Road Safety Task Force. In January 2001, the Road Safety Task Force was established to examine issues relating to an increase in road fatalities during the 15-day Christmas/New Year holiday period, and annual increases in the road toll in 1999 and 2000. The Task Force was specifically convened to:

- bring individual views, experience, knowledge and skills to this examination from a group of road safety experts, and
- make recommendations for improving the effectiveness of road safety interventions and initiatives in reducing the road toll over time and in avoiding a further rise in the toll.

The Ministerial Road Safety Task Force reported in May 2001, and released a series of recommendations for action.

The STAYSAFE Committee decided to defer its examination of the road safety situation to allow the implementation of the Ministerial Road Safety Task Force recommendations, and to report on the road safety situation in New South Wales over the period 2000-2005, which covers the period from the commencement to the mid-term of the Road Safety 2010 strategy as well as the implementation period for the Task Force recommendations.

The inquiry commenced in mid 2006. The terms of reference established for the inquiry into the road safety situation in New South Wales, 2000-2005, were:

The STAYSAFE Committee has written to relevant portfolios requesting advice regarding activities over the period 2000-2005 to improve road safety in New South Wales. Questions on notice have been forwarded to:

- Roads
- Police
- Health
- Education and Training
- Transport
- Special Minister of State (Motor Accidents Authority)
- Minister for Commerce (WorkCover Authority)
- Attorney General
- Environment (Environment Protection Authority)

As well, a general query letter will be forwarded to:

- Agriculture
- Fair Trading

The inquiry will review, where relevant to findings and recommendations arising from the reports released in the 52nd Parliament (STAYSAFE51 - STAYSAFE 60).

The inquiry will not be advertised generally.

Concurrently, in 2004 the STAYSAFE Committee commenced an inquiry into the Roads and Traffic Authority and road safety administration in New South Wales. The inquiry examined:

- The role of the Roads and Traffic Authority in road safety activities in New South Wales
- The responsibilities of government agencies, other than the Roads and Traffic Authority, and non-governmental organisations in improving the road safety situation in New South Wales
- The relationships between the Roads and Traffic Authority and other government agencies and non-governmental organisations involved in road safety activities
- and any other related matters

Over 2004-2006, the STAYSAFE Committee has taken evidence relating to several program areas within the overall road safety effort in New South Wales, including:

- Road trauma and road safety statistics and information;;
- Traffic enforcement activities;
- Road safety education;
- Heavy vehicle safety;
- Local government road safety; and
- Young drivers

These inquiries are now merged, with the release of a series of portfolio reports assessing the road safety situation in New South Wales over the 2000-2005 period, a mid-term review of the Road Safety 2010 strategy, and aspects of road safety administration in New South Wales.

This report of the examination of the Commerce portfolio, and specifically the WorkCover Authority, will be valuable in allowing the community to gain a better appreciation of the New South Wales government's priorities for road safety programs and policies.

Acknowledgments

As the end of the 53rd Parliament approaches, I am mindful of the care and diligence of my colleagues on the STAYSAFE Committee in conducting one of the most important of tasks faced by a Member of Parliament in New South Wales—addressing the unnecessary (and, in my view, avoidable) tragedy of road trauma associated with the operation of our State's road transport network.

Finally, on behalf of the Members of the STAYSAFE Committee, I wish to thank my Committee Manager, Mr Ian Faulks, for the exemplary manner in which he has conducted the administrative, procedural and research activities required of this inquiry, and for the way he, assisted by, has prepared this review report. I thank also Mr Jim Jefferis, Senior Committee Officer, Ms Elayne Jay, Senior Committee Officer, Ms Annette Phelps, Committee Officer, and Ms Millie Yeoh, Assistant Committee Officer, for their administrative assistance. Ms Ashika Cyril, previously Assistant Committee Officer also provided assistance during 2005.

EXECUTIVE SUMMARY

In this report, STAYSAFE has examined the key initiatives and activities of the WorkCover Authority in relation to road safety over the period 2000-2005.

Since 1994, systematic reviews of the road safety situation in New South Wales have satisfied the STAYSAFE Committee's terms of reference to monitor review and investigate road safety matters. In keeping with these requirements, STAYSAFE reports have focused on the themes that underpin the work of the Committee: transparency, accessibility, and accountability.

The review process involves examining the road safety activities of selected agencies and organisations, in particular the Roads and Traffic Authority, which is the lead agency for road safety in New South Wales.

STAYSAFE conducted its monitoring and review procedures by first asking the agencies a series of questions. Formal written briefs were provided in response from the Minister. Formal hearings were then held where agency representatives had the opportunity to respond in more detail regarding Workcover's road safety activities and initiatives between 2000 and 2005.

WorkCover has undertaken activities in the following key areas which directly relate to road safety issues:

Long distance truck driver fatigue

As part of implementing the findings of the Quinlin report on the safety of long distance trucking, WorkCover undertook consultation as part of the development of the Occupational Health and Safety Amendment (Long Distance Truck Driver Fatigue) Regulation in 2005. This Regulation introduced changes designed to save lives and prevent injuries to both long distance truck drivers and other road users. Under this Regulation, employers, head carriers and large consigners and consignees are required to assess the risk of harm from fatigue.

WorkCover has also been involved in the development of interagency guidelines for key Government agencies involved in the investigation of incidents in the long haul truck industry.

Carriage of unrestrained people in moving vehicles

WorkCover has developed the *Code of Practice for the Collection of Domestic Waste* in consultation with the Transport Workers Union, local government unions and the New South Wales Road Transport Association. This was in response to an earlier recommendation made by the STAYSAFE Committee as part of its inquiry and report

on car surfing and the carriage of unrestrained and unprotected passengers on motor vehicles.

Transport of dangerous goods

WorkCover has interagency protocols with NSW Police, the Department of Environment and Conservation, and the Roads and Traffic Authority for the transport of dangerous and hazardous goods.

Drug Driving

WorkCover continues to update guidance material designed to assist people manage the issue of drug and alcohol use in the workplace.

Interagency Relationships

STAYSAFE notes that interagency relationships apply to the majority of its activities and initiatives in the area of road safety. These agencies include the Roads and Traffic Authority, the Department of Environment and Conservation, New South Wales Police and the Director of Public Prosecutions.

Chapter One—

INTRODUCTION

1.1 The STAYSAFE Committee's terms of reference require that:

"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 countermeasures aimed at reducing deaths, injuries, and the social and economic costs to the community arising from road accidents."

1.2 In reports issued over the past decade, STAYSAFE has discussed the strong themes that underpin the work of the STAYSAFE Committee: transparency, accessibility, and accountability. Systematic reviews of the road safety situation in New South Wales both satisfy the terms of reference from Parliament for STAYSAFE to monitor, review and investigate road safety matters, and serve to address the themes of transparency, accessibility, and accountability identified by STAYSAFE.

1.3 Commencing with an examination of the road safety situation in New South Wales in 1994, STAYSAFE has conducted reviews on a regular basis. The review process involves examining the road safety activities of selected agencies and organisations, and, in particular, examining the road safety activities of the Roads and Traffic Authority. The Roads and Traffic Authority is the lead agency for road safety in New South Wales.

1.3 STAYSAFE conducted annual reviews of the road safety situation in New South Wales, covering the years 1994-1999, issuing six reports:

Review of the road safety situation in 1994	STAYSAFE 31 (1996)
Review of the road safety situation in 1995	STAYSAFE 41 (1996)
Review of the road safety situation in 1996	STAYSAFE 42 (1996)
Review of the road safety situation in 1997	STAYSAFE 47 (1996)
Review of the road safety situation in 1998	STAYSAFE 51 (1996)
Review of the road safety situation in 1999	STAYSAFE 55 (1996)

1.4 A review of the reviews of the road safety situation in New South Wales in 2000 was commenced, but was discontinued. The end of 2000 saw what was widely perceived as a 'road safety crisis'. The road toll during the Christmas-New Year holiday period in New South Wales was 38 deaths. This was the worst holiday road toll in New South Wales for a decade, and comprised just under half of the 80 road deaths nationally for the 2000 holiday period.

1.5 Moreover, the total number of road deaths in New South Wales for the 2000 calendar year was 603, exceeding 600 for the first time since 1995. This was a

serious failure of the Road Safety 2000 strategy, as the then Premier, the Hon. Bob Carr MP, had committed to a target of less than 500 road deaths. And the shorter term trend was ominous, as road deaths in New South Wales had increased by around 4% each year since 1998.

1.6 The then Minister for Roads, the Hon. Carl Scully MP, announced in early January 2001 that he had established a Ministerial Road Safety Task Force.

1.7 The Ministerial Road Safety Task Force (2001) clearly placed its work in the context of the Road Safety 2010 road safety strategy for New South Wales:

The comments, perceptions and conclusions in this report reflect the intent and framework of Road Safety 2010 and recognised strategies being developed internationally. (p.9)

1.8 The Ministerial Road Safety Task Force (2001) formulated 31 recommendations across four broad areas: driver and rider education and behaviour; technology; enforcement and deterrence; and, monitoring and evaluation.

Review activities of the STAYSAFE Committee

1.9 This section describes the process whereby STAYSAFE conducts a systematic review of the road safety situation in New South Wales, and indicates the presentation format of the outcomes of the review. STAYSAFE conducts its monitoring and review activities by first asking a number of agencies involved in road safety a series of general questions about their calendar year activities, with the responses requested as formal written briefings from the responsible Minister or chief executive. STAYSAFE then holds a public hearing where representatives of these agencies can answer further, more specific questions related to the matters raised in the written briefings. The general questions address such issues as the nature of any research projects concerning road safety or traffic management; details of community surveys; details of published research, standards, codes of practice, and guidelines; details of speeches given by officials on road safety and traffic management topics; summaries of road safety curriculum development activities; summaries of road safety community awareness activities; and details of advertising, publicity and community relations activities. The further questions asked in public hearings relate to specific issues raised in the written briefings, to questions of clarification, or to relevant matters arising from previous inquiries and other research activity undertaken by STAYSAFE.

1.10 This report addresses both general and specific aspects of the road safety situation in New South Wales over the period 2000-2005 as it pertained to the WorkCover Authority which falls within the portfolio of the Minister for Commerce. The following chapter and appendices of the report document the information forwarded to STAYSAFE through written responses from the Minister for Commerce and the testimony of Departmental officials in public hearings to gather further specific information.

1.11 STAYSAFE forwarded a series of questions to the Minister for Education and Training, requesting written briefings. Subsequently, representatives of the Department of Education and Training attended a public hearing where more specific questions relating to matters raised in the written briefings are canvassed. The following chapter contains an edited record of both the written and verbal responses. The material is organised as follows:

- The general subject being examined is indicated, for example:
Provision of advice concerning road safety legislation
- The written questions (if any) asked by STAYSAFE are indicated with the prefix: **QUESTION**
- The Minister's written briefings received in answer to the questions are prefixed: **RESPONSE**
- Specific questions asked in the hearings seeking a verbal responses are indicated by prefixing them with the name of the STAYSAFE Member asking the question, for example, **Mr GIBSON (CHAIRMAN)**
- Answers to the specific questions asked in the hearings are indicated by prefixing them with the name of the witness answering the question, for example, **Ms THOMAS**.

Chapter Two—

ROAD SAFETY ACTIVITIES AND INITIATIVES BY WORKCOVER, 2000-2005

Introductory remarks

The following WorkCover witnesses appeared before STAYSAFE on Monday 25 September 2006, representing the Honourable John Della Bosca, Minister for Commerce:

Mr Leslie Blake, Industry Team Manager, Retail Wholesale Transport and Storage Team, WorkCover Authority

Ms Jennifer Thomas, Director, Industry Programs Group, Occupational Health and Safety Division, WorkCover Authority

Research projects involving WorkCover

QUESTION: The research projects commenced, completed or otherwise in progress over the period 2000-2005 commissioned by or involving agencies with WorkCover which concern or which have major implications for road safety, organised under subcategories of:

- the terms of reference of the research project;
- brief background notes to inform the STAYSAFE Committee of the information or events which led to the research project;
- a status report of the current position and any proposed actions so that the STAYSAFE Committee is aware of the intended direction of the research project;
- the resources required for the research project;
- the project manager, and consultant (if any).

RESPONSE: No response

QUESTION: Surveys of attitudes, knowledge or beliefs about road safety conducted over the period 2000-2005, not otherwise mentioned as research projects in Question 1.

RESPONSE: No response

Relevant training or rehabilitation programs involving WorkCover

QUESTION: Details of any training or rehabilitative programs conducted, sponsored or supported by agencies within WorkCover, over the period 2000-2005 that explicitly targeted attitudes, knowledge or beliefs about road safety.

RESPONSE:

WorkCover consultation on the development of the *Occupational Health and Safety Amendment (Long Distance Truck Driver Fatigue) Regulation 2005* (see response to question 8 below) was accompanied by seminars and information sessions that commenced in late-2005.

The Road Freight Safety Summit provided an opportunity for over 100 industry partners representing employers, unions and Government to demonstrate a single commitment to improving safety in the industry.

Community awareness activities involving WorkCover

QUESTION: Road safety community awareness activities undertaken by officers employed by the agencies within WorkCover, or consultants contracted to WorkCover, over the period 2000-2005, including policy and campaign launches, speaking engagements, etc.

RESPONSE:

No response.

Long-distance Truck Driver Fatigue Regulation

Mr GIBSON MP (CHAIRMAN):...I will ask the first question. Over the past five or six years what have been the highlights for the WorkCover Authority in addressing road safety?

Ms THOMAS: I suppose the major one of most interest to the Committee is the gazetting and commencement of the Long-distance Truck Driver Fatigue Regulation, which forms part of the wider Occupational Health and Safety Regulations [OHS] 2001. The regulation was established following extensive stakeholder consultation, and introduces sensible changes to save lives and prevent injury to both long-distance truck drivers and other road users. It places responsibilities on employers, which was

already the case under our OHS legislation, head carriers, and large consignors and consignees. They are required to assess the risk of harm from fatigue of drivers. The other special component of that regulation is that transport operators need to have driver fatigue management plans in place for their drivers; and consignors and consignees with more than 200 employees having the additional responsibility of ensuring they do not impose unreasonable deadlines for freight deliveries.

Going into a little bit more detail, it is looking at trip schedules, driver rosters, training for drivers on fatigue issues, the effect of loading schedules, et cetera—all the things we know can contribute to crashes in the long-distance industry. It was gazetted in June 2005 and there was a transition phase before commencement in March this year. Part of a transition phase involved education and awareness raising amongst the stakeholders, plus extensive consultation in the development of guidance material that provided some practical assistance to each of those duty holders I have just named. I have those facts sheets here to table, plus further information about the driver fatigue management plans—what it means and how you do it.

Mr GIBSON MP (CHAIRMAN): There been any major prosecutions?

Ms THOMAS: Aside from Hitchcock, which is one you are well aware of.

Mr GIBSON MP (CHAIRMAN): Which was before the introduction of the regulation.

Ms THOMAS: Yes. Under the current regulation, which commenced in March—I will ask Les to explain to you the verification program that commenced in August whereby we visit transport operators to make sure that they have in place their driver fatigue management plans and the systems they need to have in place to manage fatigue. Les will get you a rundown on that verification.

Mr BLAKE: Before I get into that, it is worthwhile mentioning the educative phase that we went through. Once the regulation was introduced we worked with the Road Transport Association. We have spoken to more than 2,500 people across New South Wales, and have spoken at forums in other jurisdictions—Victoria, Queensland and South Australia. We are running this verification program across New South Wales. What the verification program has consisted of is that we have written to 350 transport operators in New South Wales to raise awareness, so far as the regulation is concerned, to highlight responsibilities under the regulation and to flag the prospect that we will be coming to visit the industry. As you can imagine we will be unable to get to all 250 but we will take a selection or snapshot of that 350 operators and carrying out verification inspections across New South Wales. We are working in conjunction with our country teams and we will be running the verification program in the metropolitan area.

Mr GIBSON MP (CHAIRMAN): For identification, although the law has been in place since March, and there have been no prosecutions?

Mr BLAKE: Not at this stage.

Mr GIBSON MP (CHAIRMAN): Is there any reason for that?

Mr BLAKE: I am not aware of any matter that has been brought to our attention that would warrant that type of action.

Mr GIBSON MP (CHAIRMAN): If the industry was in this position before we had need to price new legislation, what has happened since the new legislation was introduced that there have been no prosecutions in light of that extra power?

Ms THOMAS: I guess that has to do with the fact that industry has been quite co-operative and collaborative. We have worked with both the Transport Workers Union and the Road Transport Association in developing the guidance material and telling people what it is we expect to see. I think it has been a quite successful exercise in that, whereas there was a great deal of resistance initially and concern about the actual implementation, with the education, awareness raising and the development of this guidance material it has given industries some comfort and assurance about the fact that it is not that hard—"If we do this we are on our way to compliance". So I think it is a positive in that respect because people are taking it up and implementing obligations.

Mr GIBSON MP (CHAIRMAN): Have there been any bridge reports, notifications or any audit kept on people who may have breached the new law?

Mr BLAKE: There have not been any matters brought to our attention to date about instances where the regulation is not being applied.

Ms THOMAS: Aside from the regulation, I wonder whether your question may relate to whether we are continuing to investigate instances where long-distance trucks crash. I can assure you that we are; that is an ongoing activity that Les's team oversees. We are notified of all crashes involving long-haul trucks. I think I have explained before the process that we have in place whereby, in the first instance, the police are the lead agency. Based on their investigation of the matter, we look into whether fatigue may be an issue. That is where we step in and continue further investigations. For all the long-distance truck crashes that occur we undertake an investigation, or a preliminary investigation, to see whether it falls in our jurisdiction.

QUESTION: What has been the response of the heavy vehicle industry to the issues arising from the prosecution of the principals of Hitchcock Haulage (Sayogi Pty Limited)?

RESPONSE: After an initial period of resistance to the introduction of the *Occupational Health and Safety Amendment (Long Distance Truck Driver Fatigue) Regulation 200*, there has been recognition of the need by industry, and willingness, to improve the management of fatigue in long haul trucking. Through WorkCover's interaction with the New South Wales Road Transport Association and the Transport Workers Union, there are indications that a significant body of work has been undertaken in the transport industry to introduce methods that ensure work related fatigue is appropriately managed in New South Wales. Given that a number of

transport operators cross a range of States and Territories, many have opted to apply the New South Wales requirements to their organisation's national operations.

Quinlan report into the safety of long-distance trucking

The Hon. ROBERT BROWN MLC (STAYSAFE): Can you inform the Committee of any progress in implementing the findings and recommendations of the Quinlan report into the safety of long-distance trucking?

Ms THOMAS: I can. In fact, the legislative change was one of them. I think that was about recommendation No. 2 of the 13 recommendations in Quinlan. A number of the other ones relate to better co-ordination between the regulatory agencies—the four of us—and the interagency guidelines.

The Hon. ROBERT BROWN MLC (STAYSAFE): There is the Roads and Traffic Authority, you—

Ms THOMAS: The Department of Environment and Conservation, and WorkCover. There are four of us.

Mr BLAKE: And NSW Police.

Ms THOMAS: Yes, how could I forget the police? There are the interagency guidelines and the legislative change. The other thing we have is the road freight memorandum of understanding between the signatory authorities. So the industry plus the unions plus the regulators developed a memorandum of understanding in late 2003 or early 2004, and it has been finalised only recently. That is the other thing.

QUESTION: Following a question from Mr West, can the WorkCover Authority please advise the committee what actions from the preliminary report on the Quinlan Inquiry, which was established in 2000, have been established?

RESPONSE: The report from the Quinlan Inquiry made a number of recommendations, touching on:

- Conditions, practices and behaviours within the long haul trucking industry that are largely responsible for safety risks encountered by long haul trucking drivers;
- The effectiveness of existing regimes for the regulation of the industry and of safety within the industry;
- The effectiveness of voluntary codes of practice;
- How the industry, and safety within the industry, might best be regulated;
- Devices or mechanisms that might be employed to improve the regulation and enforcement of legislation applicable to the long haul trucking industry
- Modification of certain provisions of the Occupational Health and Safety Act 2000; and
- The need for improved coordination of the regulatory efforts of all relevant agencies.

In response to these recommendations WorkCover implemented a number of safety initiatives. Some of these are detailed below.

Amendment of the *Occupational Health and Safety Regulation 2001*

Changes were made to the *Occupational Health and Safety Regulation 2001* to incorporate provisions regarding the chain of responsibility in long haul trucking through the introduction of the *Occupational Health and Safety Amendment (Long Distance Truck Driver Fatigue) Regulation 2005*, which came into effect from 1 March 2006. The Regulation requires that employers, in consultation with affected employees, develop Driver Fatigue Management Plans, to appropriately manage the risk of fatigue. Additional responsibilities have been placed on consignors and consignees and the chain of responsibility, in relation to driver fatigue, has also been clarified through the provisions of the regulation.

Interagency Guidelines

WorkCover was responsible for the development and implementation of interagency guidelines and operational protocols for the prevention and investigation of Long Haul Trucking incidents. The guidelines were developed between NSW Police, the Roads and Traffic Authority, the Department of Environment and Conservation and WorkCover. These Interagency Guidelines set the basis for these agencies working together and where appropriate, with non-government organisations to enhance the safety of all road users, and of long haul truck drivers. They cover matters such as the exchange of information; systems for notification of incidents; co-ordination of enforcement strategies; and the development of education and awareness raising strategies. The development of these Guidelines aligns with road safety initiatives put forward by national transport bodies.

Road Freight Industry Safety Forum

WorkCover sponsored a Road Freight Industry Safety Forum, held in November 2004. It was attended by more than 100 delegates from all sections of the road freight sector including employer and industry associations, unions, government agencies and the National Transport Commission. The forum provided an opportunity for the sector as a whole to discuss and agree on actions that could be taken to improve safety for long haul truck drivers.

Memorandum of Understanding

Arising out of the Road Freight Industry Safety Forum, a draft Memorandum of Understanding (MOU) was developed between the NSW Government and signatory road freight operators with the support of the road freight industry sector, trade unions and employer associations. The draft MOU has seven strategies to improve safety in the long haul trucking industry including, the promotion of effective consultation, occupational health and safety training for operational managers and supervisors,

induction training for all employees, encouraging the inclusion of occupational health and safety and injury management responsibilities when preparing Tender documents and assisting industry to implement relevant Government supported initiatives.

Fatigue Code of Practice

In response to concerns raised by the Quinlan report regarding the effectiveness of voluntary codes of practice, WorkCover, along with the Roads and Traffic Authority commenced work with the National Transport Commission to develop a Fatigue Code of Practice for the heavy vehicle industry. The Code of Practice will provide practical steps to help drivers and transport operators to better manage fatigue.

More recently, the compliance campaign below has been developed to address risks prevalent at road worksites.

Safety at Road Worksites

New South Wales, through the Heads of Workplace Safety Authorities is leading the National campaign, "Mobile Plant - Civil Construction Project".

The campaign aims to improve safety at road worksites and will focus on the safety risks that can arise from the presence of mobile plant at a road worksite, and will include traffic control issues adjacent to roadways where mobile plant is in use.

Drug driving

Mr MAGUIRE MP (STAYSAFE): I left the room briefly so this question may have been asked already. Do you envisage the new program to drug-test drivers will have any implications for WorkCover? For example, drivers may be impinged and a myriad issues may arise.

Ms THOMAS: Yes. Of course drug and alcohol use in the workplace has been a significant issue for many years now. WorkCover has had guidance material out since the mid-1990s, and we are just about to finalise the latest draft, which provides more clarity, understanding and assistance to people about how to manage that difficult issue. I understand that we will be represented on the drug and alcohol task force to do with long-distance drivers that the Government announced on the weekend. Does that answer your question?

Mr MAGUIRE MP (STAYSAFE): Partly, but I thought you may have considered the consequences and the issues that might evolve when a driver is impinged on the side of the road for having drugs in his body, and some of the wider issues that might be highlighted. I think this new program will have other consequences.

Ms THOMAS: I guess it relates to the employer or the transport operator having a system in place to check for impairment—whether it is impairment caused by fatigue or impairment caused by drug and alcohol use. It is WorkCover's expectation that

there will be some sort of system in place in a workplace in order to prevent that occurring.

Mr MAGUIRE MP (STAYS SAFE): Do you get involved in that process?

Ms THOMAS: I am sorry; I have missed the point. You are asking whether we would become involved after a driver is picked up. That is a very good question and probably the task force will discuss and determine what our role will be.

Mr MAGUIRE MP (STAYS SAFE): I asked that question because the use of illegal substances in the trucking industry has long been talked about and is widely recognised. There are some pretty alarming statistics about the use of drugs. I believe concerns will be raised on a myriad issues. That was one issue. Another is that employers will have vehicles sitting on the sides of roads with potentially perishable goods and the drivers will not be allowed to drive. A whole range of things will need to be dealt with quickly and efficiently. The trucking industry is large and we depend upon it. Businesses, too, will have to put appropriate processes in place. That is why I am wondering where WorkCover will fit into that process, what issues you envisage arising and what models you, as an organisation, is putting forward to deal with it.

Ms THOMAS: I think our role is after the event, when someone is pulled over and retained by the police. It is the same thing. We would expect that, as part of our interagency protocols, where they think there has been a failure of a system of work we would be informed and make a judgment call as to whether that falls within our jurisdiction. I think one of the best ways to approach it is by providing practical advice and assistance and guidance materials to industry to let them develop the safe work procedures and the kinds of systems they will need to pick that up before that person gets out on the road.

Mr MAGUIRE MP (STAYS SAFE): Yes.

High visibility clothing for roadside workers and truck drivers

Mr GIBSON MP (CHAIRMAN): Every road worker you see today and most truckies are wearing very conspicuous clothing. What led to the introduction of this clothing? What factors were involved? Did the workers just start wearing this clothing or was there a push from you? Has it been responsible for reducing the incidence of road trauma?

Ms THOMAS: In terms of work on road sites, no. In fact, WorkCover is co-ordinating a national safety compliance campaign to look at work practices on roadwork sites. So, no, I cannot say that the high-visibility vests have had a significant impact there. The fact that everywhere you look these days you see a truck driver wearing a bright orange or bright yellow shirt—

Mr MAGUIRE MP (STAYS SAFE): And builders too.

Ms THOMAS: Yes. It is nothing that WorkCover has actually driven but it is about employers and someone taking responsibility and adopting a risk-based approach—looking at the risks that are prevalent. It might be that drivers walking around depots are not visible. I think it is also to do with the fact that in the olden days they used to wear those big vests over the top. They used to get caught on things and they were not popular. So the employers are implementing their risk-management responsibilities. Having said that, the provision of that kind of clothing is what we know as personal protective equipment. In terms of a sophisticated risk-management approach issue, it is at the lowest level of the risk-control hierarchy.

Mr GIBSON MP (CHAIRMAN): It is good to think that the employer is doing that without being pressured by Government and authorities. Hopefully we are all moving in the one direction.

Mr BLAKE: Some of it has been driven by local government and the standardisation approach by many local governments so far as their outdoor workers are concerned, and the others may well have been driven through the industry associations and the unions.

Driver wellbeing and safety

Mr MAGUIRE MP (STAYSAFE): With regard to WorkCover—I know this may not be specific to your area—in the heavy trucking industry we have had representations made to this Committee about food, the availability of good quality food and that that can have an effect on wellbeing and driver safety. Do you have any into discussions with industry about improving the lifestyle of drivers, which ultimately improves their safety and wellbeing?

Ms THOMAS: Yes. In a less than direct way. We are part of a National Transport Commission's heavy vehicle regulatory reform very long working group. That is one of the things that has come up—giving advice to drivers as well about looking after themselves and their lifestyle. Their lifestyle impacts on fatigue, external lifestyle can also have an impact on fatigue, the food they eat, et cetera, but in making sure the service station at Upper Cumbukta West is not serving Chiko Rolls, no, we do not have a direct input into that.

Mr MAGUIRE MP (STAYSAFE): Who does?

Ms THOMAS: The market determines that.

Mr MAGUIRE MP (STAYSAFE): I ask that question because it appears the media and others are quick to pick on McDonald's and KFC who, to their credit, are moving quickly to provide other types of food that are sensible and more in keeping with a healthy lifestyle, but there is whole range of places that truckies frequent—perhaps they are not big enough or they are not organisations such as McDonald's, who makes a great target—where there should be emphasis there too to provide healthy lifestyle foods.

Ms THOMAS: Yes, it is a good point.

Mr MAGUIRE MP (STAYSAFE): But no-one appears to be doing it. McDonald's always appears to be in the sights of some organisations.

Seat belts

The Hon. ROBERT BROWN MLC (STAYSAFE): I have a question that follows on from the one related to drivers and roadside workers wearing gear designed to improve their safety. It appears to me there is a problem with truck drivers not wanting to wear seat belts. We have a current campaign saying that it means you too. Has WorkCover ever had any involvement in trying to find out why specifically truck drivers do not like wearing seat belts? It does not appear to be a problem across drivers generally, and I know from anecdotal evidence that truck drivers do not like wearing seat belts. Some of them said it increases their chances of being killed in an accident. I do not know where they get that from. Has any research being done?

Ms THOMAS: Not from WorkCover's perspective. The wearing of seat belts has to do with road safety. Everybody needs to wear their seat belts. My experience over the past six years or so with the trucking industry, like you I have heard all the regular reasons as to why people cannot wear them. But the Roads and Traffic Authority, I know, has done quite a bit of work and research into why people are not wearing their seat belts. From memory, it relates to a discomfort factor and suspension of trucks.

The Hon. ROBERT BROWN MLC (STAYSAFE): Do you feel employers are giving this enough attention?

Ms THOMAS: Well, employers express their frustration.

Carriage of unrestrained people in moving vehicles

MR GIBSON MP (CHAIRMAN): What action has WorkCover taken in relation to some of the recommendations made by this Committee in the carriage of unrestrained people on moving vehicles?

Ms THOMAS: I think at the time of that inquiry WorkCover was developing a code of practice for the collection of domestic waste. We were asked to come along and talk about garbage truck personnel riding unrestrained. Again, our view is that the ideal is not to have that occur at all but where it does occur we expect that people would have suitable practices to make sure where they are riding unrestrained they are doing so in the safest manner possible. The code of practice for the collection of domestic waste, which I have a copy of here, works through a number of scenarios about how to manage those risks, et cetera, and that code was developed in consultation with the transport workers union, the local government unions, plus the New South Wales Road Transport Association and local government. So, it was quite an extensive consultation and came up with some ways—relating to safe work procedures mostly—to manage that. But we considered the STAYSAFE Committee's findings and took them into account in the code.

Pedestrian safety

Mr BARR MP (STAYSAFE): Pedestrians in the workplace, and I guess you would consider the garbage people in that, have you considered any strategies regarding safety of pedestrians?

Ms THOMAS: No specific information or specific document I can name, but it is all again that risk-based approach. For instance, in the construction industry, with trucks leaving construction sites or where they are crossing public footpaths, we are very clear about traffic control of work sites. The Roads and Traffic Authority has a good management system where people need to attend, people working on work sites, and WorkCover sent our people along to that and we insist there is appropriate traffic control at work sites to take into account inadvertent contact with pedestrians.

Mr BARR MP (STAYSAFE): Would that include pedestrians at shopping malls, for instance? It seems to me there is quite significant risk where you get a mix of trolleys, pedestrians, sometimes dogs, but people walking around cars manoeuvring one way or another. There are risks there.

Ms THOMAS: Yes, there are risks there, and we expect that those risks are identified and managed by the employer or the operator. We took it into account when we developed the code of practice for cash in transit, because a number of concerns were raised about those big cash in transit vans. Because of the security of the load they need to get as close to the bank or the financial institution or wherever they were picking up the money, but in doing that they often need to park on footpaths. Pitt Street Mall, for instance, was identified as an issue. We met with Sydney City Council as well. That code of practice takes into account pedestrian safety or watching out for pedestrians and trying to do it in a way that organises their work so they are reducing the number of pedestrians that are around—night-time pick-ups or out of peak hour pick-ups. Alternatively, it might be they need traffic control to stop the pedestrians coming into contact.

QUESTION: In the United Kingdom, the Work-related Road Safety Task Group identified pedestrian safety issues for people at work as a problematic area. Has WorkCover developed a work-related pedestrian safety strategy?

RESPONSE: WorkCover recognises that risks to safety arise wherever people and machinery interact. These can include the presence of forklift trucks and other mobile plant where there are pedestrians, at workplaces such as road worksites and distribution centres. The risks associated with moving plant requires that employers implement appropriate traffic management procedures associated with work related activities. Safety measures to reduce the risks associated with pedestrians and mobile plant include pedestrian exclusion zones and traffic control procedures. The use of personal protective equipment, such as high visibility vests, should be only be used as an additional control measure to support more appropriate risk control measures.

Policing and safety in the workplace

MR GIBSON MP (CHAIRMAN): What action have you taken to resolve something the police mentioned about some of the policing activities as far as safety aspects in the workplace are concerned?

Ms THOMAS: In terms of police safety themselves?

MR GIBSON MP (CHAIRMAN): Yes.

Ms THOMAS: We have had a couple of prosecutions against NSW Police in terms of its management of people's safety. We work very closely with them now in terms of their undertaking the roadside speed testing using LIDAR—the hand-held speed detection, and also their roadside random breath testing. You will notice now that they all have their high visibility clothing on, that traffic cones are out and that they are thoughtful about where they place the testing stations. I think they are the major areas in our knowledge of where they are at highest risk.

MR GIBSON MP (CHAIRMAN): You mentioned prosecutions. Was there a prosecution in the Jim Affleck situation in which he was killed on duty while deploying road spikes?

Ms THOMAS: Not to the best of my knowledge.

Other significant road safety matters involving WorkCover

QUESTION: Are there any other matters relating to activities over the period 2000-2005 relevant to the STAYSAFE Committee's terms of reference to monitor the road safety situation in New South Wales that have not been addressed in the preceding questions? If so, please indicate these matters briefly.

RESPONSE: WorkCover recognises that risks to safety arise wherever people and machinery interact. These can include the presence of forklift trucks and other mobile plant where there are pedestrians, at workplaces such as road worksites and distribution centres. The risks associated with moving plant requires that employers implement appropriate traffic management procedures associated with work related activities. Safety measures to reduce the risks associated with pedestrians and mobile plant include pedestrian exclusion zones and traffic control procedures. The use of personal protective equipment, such as highvisibility vests, should be only be used as an additional control measure to support more appropriate risk control measures.

Occupational Health and Safety Amendment (Long Distance Truck Driver Fatigue) Regulation 2005

Occupational Health and Safety Amendment (Long Distance Truck Driver Fatigue) Regulation 2005 was gazetted on 10 June 2005 and came into effect on 1 March 2006.

Established following extensive stakeholder consultation, the Fatigue Regulation introduces sensible changes designed to save lives and prevent injuries to both long distance truck drivers and other road users.

For the first time in New South Wales, employers, head carriers and large consignors and consignees are required to assess the risk of harm from fatigue. They are also required to have Fatigue Management Plans in place for their drivers, while consignors and consignees with more than 200 employees have the additional responsibility of ensuring they do not impose unreasonable deadlines for freight deliveries.

The new regulation enables WorkCover to investigate whether trip schedules, driver rosters, inadequate training for drivers on fatigue issues or loading schedules have contributed to incidents involving long haul trucks.

The Regulation forms part of the Government's wider strategy aimed at improving occupational health and safety in the road freight industry, which includes the *Road Transport (General) Act 2005*.

As a part of the process of developing the Regulation, the Road Freight Safety Summit provided an opportunity for over 100 industry partners representing employers, unions and Government to demonstrate a single commitment to improving safety in the industry.

Interagency Guidelines

WorkCover was also involved in the development and introduction of Interagency Guidelines for key Government agencies involved in the investigation of incidents in the long haul truck industry, including WorkCover, NSW Police, the Roads and Traffic Authority and the Department of Environment and Conservation.

Code of Practice for the Collection of Domestic Waste

WorkCover consulted with key industry and agency stakeholders to develop the *Code of Practice for the Collection of Domestic Waste*, which highlights the need to conduct risk assessments and put in place control measures and specifically draws attention to the need to control hazards associated with riding on and alighting from moving vehicles. The Code was developed in response to Recommendation 4 of the STAYSAFE Committee's *Report on car surfing and the carriage of unrestrained and unprotected passengers on motor vehicles*.

Code of Practice – Cash in Transit

Code of Practice – Cash in Transit relates to road safety only in so far as reducing the risk to the public from incidents involving armed hold up on public roads, reducing risk of hijacking, proper route selection.

The Taxi industry OHS Disputes resolution protocols

The protocols were published in conjunction with industry associations and unions. The protocols outlined procedures for drivers to resolve concerns of safety issues that can include taxi rank safety and driver safety.

Legislative advice concerning road safety or the social and economic costs of road crashes by WorkCover

QUESTION: General details of the circumstances where officers employed by agencies within WorkCover have provided advice on proposed legislation/ discussion papers, etc., on road safety over the period 2000-2005.

RESPONSE:

WorkCover has provided advice to the STAYSAFE Committee on car surfing and unrestrained travel on vehicles and the dangers of using on board computers in taxis, trucks and other vehicles. WorkCover officers have also testified before the Committee, the last time being 20 June 2005.

Chapter Three—

GOVERNANCE AND ADMINISTRATION ISSUES RELATING TO ROAD SAFETY FOR WORKCOVER, 2000-2005

Interagency relationships

Mr GIBSON MP (CHAIRMAN): Do you work with the State Coroner? Do you pass on information?

Ms THOMAS: Not directly, no. Can you explain what you mean by "passing on information"?

Mr GIBSON MP (CHAIRMAN): If you investigate a crash, for example, do you share your findings with the Coroner?

Ms THOMAS: No. We have a protocol between the police, the Director of Public Prosecutions and WorkCover in relation to the investigation of workplace fatalities, not just transport fatalities. But at this stage I am not aware that we have a relationship with the Coroner.

The Hon. ROBERT BROWN MLC (STAYSAFE): To make sure I am clear, do you investigate every large vehicle accident and major occurrence?

Ms THOMAS: We conduct a preliminary investigation.

The Hon. ROBERT BROWN MLC (STAYSAFE): Based on recommendations by one of the other bodies.

Ms THOMAS: Yes, the police or the Roads and Traffic Authority, or even the Department of Environment and Conservation where it relates to the transport of dangerous goods. The department has the lead agency status over WorkCover because road safety has a greater safety imperative than the facet of workplace safety, which is only part of that road safety imperative.

The Hon. ROBERT BROWN MLC (STAYSAFE): Let us say that there is a truck smash on a major highway and the type of crash barrier was a factor in that accident. I am trying to figure out how WorkCover would get involved and how you would conduct that investigation.

Ms THOMAS: That is what I mean about the preliminary investigation. We leave it to the experts—the police and the Roads and Traffic Authority—and if fatigue or the potential failure of a workplace system or the lack of a workplace system or a system of work may have led to it, then we step in.

The Hon. ROBERT BROWN MLC (STAYSAFE): I will call it inside the cab—in other words, the driver, the type of operation and the sorts of things that you have been talking about in terms of the agreements that have been made. It is not so much external factors.

Ms THOMAS: No.

Mr GIBSON MP (CHAIRMAN): What is speed limiting classified as?

Ms THOMAS: From WorkCover's perspective, speed limiting falls under the regime of road safety, and therefore would fall to the police and the RTA in the first instance.

Mr BARR MP (STAYSAFE): What is your relationship with the EPA concerning the transport of hazardous materials? What sorts of protocols are in place?

Ms THOMAS: We have got the interagency guidelines that explain those. I have a copy with me if you would like to see them.

Mr BARR MP (STAYSAFE): Are they to be tabled for the Committee?

Ms THOMAS: I have tabled them before but I am happy to do so again. I have brought a selection of paperwork. It is the same kind of thing where it is to do with the transport of dangerous goods—you will recall that in the past couple of days there was a crash around Nabiac, where a petrol tanker went over. We leave that to the Environment Protection Authority, the NSW Police, and the Roads and Traffic Authority. If they make a determination that a breakdown in the system of work led to that crash, they will talk to us about it and we might conduct further investigations.

Interagency relationships for the transport of dangerous and hazardous goods

The Hon. IAN WEST MLC (STAYSAFE): Is it possible for the witnesses from WorkCover to give us a description or discuss the relationship between WorkCover and the Environmental Protection Authority in the area of the transport by road of dangerous or hazardous goods?

Ms THOMAS: We have the interagency protocols with NSW Police, the Department of Environment and Conservation, Roads and Traffic Authority and WorkCover. That sets out the arrangement that is in place where the Department of Environment and Conservation looked after the transport of dangerous goods. Where an incident occurs and they think there has been a failure of the system of work or a work systems breakdown, they can contact us. The interagency guidelines are in the documentation.

The Hon. IAN WEST MLC (STAYSAFE): Is that in a memorandum of understanding or a formal agreement?

Ms THOMAS: Yes, a formal agreement. That is due to be reviewed. I think there is a tentative meeting next month.

The Hon. IAN WEST MLC (STAYSAFE): You are proposing to tender those?

Ms THOMAS: Yes, you can have all of those.

The Hon. IAN WEST MLC (STAYSAFE): Which includes the long distance truck haulage information?

Ms THOMAS: Yes.

Road Safety 2010 and WorkCover Strategic Planning

QUESTION: How has the WorkCover Authority, integrated the Road Safety 2010 strategy into its own strategic planning and implementation processes?

RESPONSE: The Road Safety strategy is an overarching framework that has significance to workplace safety in the context of those who drive in the course of their work. WorkCover's primary role as a regulator is workplace health and safety. The type of work conducted by bus, taxi and truck drivers creates 'mobile' workplaces, which can impact on public safety. Although public safety, in connection with road users, is to some extent incorporated into workplace safety legislation, other agencies hold primary responsibility in this area, primarily the Roads and Traffic Authority and NSW Police.

The issue of truck driver fatigue has been of significant concern to WorkCover and consequently, legislative change has occurred with the introduction of the Occupational Health and Safety Amendment (Long Distance Truck Driver Fatigue) Regulation 2005. As with the introduction of any new piece of occupational health and safety legislation a significant body of work has occurred to promote the Regulations intent and to carry out verification inspections to secure industry compliance.

WorkCover Strategic Planning and Road Safety

QUESTION: Has the WorkCover Authority developed a work-related road safety strategy in its own strategic planning and implementation processes?

RESPONSE: WorkCover expects that all risks created by businesses as a result of their undertakings will be identified, assessed and controlled. Road safety issues that arise in relation to work conducted by businesses form a small part of WorkCover's overall business as the regulator of workplace safety. Of the road safety risks that arise through particular kinds of work-related activities, fatigue is of the most concern. WorkCover has developed a staged verification program, based on the requirements of the Occupational Health and Safety Amendment (Long Distance Truck Driver Fatigue) Regulation 2005, to be delivered across New South Wales, which is intended to check industry compliance and provide a benchmark of industry performance with respect to fatigue in the long haul trucking sector. This action will be in addition to the

investigation of matters, including incidents and complaints, brought to the attention of WorkCover.

Chapter Four—

ROAD SAFETY PUBLICATIONS, SPEECHES AND PRESENTATIONS BY WORKCOVER, 2000-2005

Road safety publications involving WorkCover

QUESTION: Bibliographic details of monographs, reports, chapters, journal articles, or pamphlets on road safety written by officers of agencies within WorkCover, or consultants contracted to WorkCover, that were published over the period 2000-2005.

RESPONSE: No response.

Road safety speeches and presentations involving WorkCover

QUESTION: Details of papers, seminars and speeches delivered over the period 2000-2005 by officers employed by agencies within WorkCover, or consultants contracted to WorkCover, that addressed topics in road safety.

RESPONSE: No response.

REFERENCES

STAYSAFE 31 (1996).

WITNESSES WHO TESTIFIED IN PUBLIC HEARINGS BEFORE THE STAYSAFE COMMITTEE FOR THE INQUIRY INTO ROAD SAFETY ADMINISTRATION AND MID-TERM REVIEW OF THE ROAD SAFETY 2010 STRATEGY

Monday 18 September 2006

Mr Les Wielinga, Roads and Traffic Authority

Mr Michael Bushby, Roads and Traffic Authority

Dr Soames Job, Roads and Traffic Authority

Mr Jim Glasson, Ministry of Transport

Mr Roy Wakelin-King, Ministry of Transport

Mr Robert Randall, Department of Education and Training

Mr Paul Doorn, Department of Education and Training

Ms Beryl Jamison, Department of Education and Training

Ms Pam Albany, New South Wales Health

Monday 25 September 2006

Kathy Hayes, Motor Accidents Authority Of New South Wales

Gillian Browne, Motor Accidents Authority Of New South Wales

Ronald Dorrough, Traffic Service Branch, New South Wales Police

John Hartley, Traffic Service Branch, New South Wales Police

Leslie Blake, WorkCover Authority

Jennifer Thomas, WorkCover Authority

Craig Lamberton, Department Of Environment And Conservation

Alan Ritchie, Department Of Environment And Conservation

Geoffrey Mellor, Manager, Department Of Environment And Conservation

Ernest Schmatt, Judicial Commission Of New South Wales

Hugh Donnelly, Judicial Commission Of New South Wales

Laura Wells, Criminal Law Review Division, New South Wales Attorney General's
Department

Jacqueline Fitzgerald, Deputy Director, Bureau Of Crime Statistics And Research

SUBMISSIONS RECEIVED BY THE STAYSAFE COMMITTEE FOR THE INQUIRY INTO ROAD SAFETY ADMINISTRATION AND MID-TERM REVIEW OF THE ROAD SAFETY 2010 STRATEGY

- MTR 001 Hon. John Della Bosca MLC, Special Minister of State, Level 30, Governor Macquarie Tower, 1 Farrer Place, SYDNEY NSW 2000, regarding road safety activities by the Motor Accidents Authority over the period 2000-2005. (STC243, C06/2255, IF)
- MTR 002 Hon. John Watkins MP, Deputy Premier, Minister for Transport, Level 30, Governor Macquarie Tower, 1 Farrer Place, SYDNEY NSW 2000, regarding road safety situation in New South Wales over 2000-2005. (STC240, C06/2490, MY)
- MTR 003 Hon. Eric Roozendaal MLC, Minister for Roads, Level 30, Governor Macquarie Tower, 1 Farrer Place, SYDNEY NSW 2000, regarding road safety situation in New South Wales over 2000-2005. (STC238, C06/2493, IF)
- MTR 004 Hon. Carmel Tebbutt MP, Minister for Education and Training, Level 33, Governor Macquarie Tower, 1 Farrer Place, SYDNEY NSW 2000, regarding road safety situation in New South Wales over 2000-2005. (STC242, C06/2495, MY)
- MTR 005 Mr Matt Monahan, Office of the Director-General, NSW Health, Locked Mail Bag 961, NORTH SYDNEY NSW 2059, regarding road safety situation in New South Wales over 2000-2005. (STC241, C06/2496, MY)
- MTR 006 Mr Brendan Stone, Criminal Law Review Division, NSW Attorney General's Department, GO Box 6, SYDNEY NSW 2001, regarding road safety situation in New South Wales over 2000-2005. (STC241, C06/2532, AP)
- MTR 007 Hon. Carl Scully MP, Minister for Police, Level 36, Governor Macquarie Tower, 1 Farrer Place, SYDNEY 2000, regarding road safety situation in New South Wales over 2000-2005. (STC239, C06/2536, MY)
- MTR 008 Hon. Bob Debus MP, Minister for the Environment, Level 36, Governor Macquarie Tower, 1 Farrer Place, SYDNEY NSW 2000, regarding road safety situation in New South Wales over 2000-2005. (STC246, C06/2538, IF)
- MTR 009 Hon. John Della Bosca MLC, Special Minister of State, Level 30, Governor Macquarie Tower, 1 Farrer Place, SYDNEY NSW 2000, regarding road safety activities by the WorkCover Authority over the period 2000-2005. (STC247, C06/2560, MY)

Appendix B –

Extracts from the minutes of the STAYSAFE Committee regarding the inquiry into road safety administration and mid-term review of the Road Safety 2010 strategy

This appendix contains relevant extracts from the minutes of STAYSAFE Committee meetings of:

- Friday 15 December 2006

regarding the inquiry into road safety administration and mid-term review of the Road Safety 2010 strategy.

STAYSAFE

PROCEEDINGS OF THE JOINT STANDING COMMITTEE ON ROAD SAFETY

11:30 A.M., FRIDAY 15 DECEMBER 2006
AT PARLIAMENT HOUSE, SYDNEY

MEMBERS PRESENT

Legislative Council

Mr West
Mr Colless

Legislative Assembly

Mr Gibson
Mr Maguire
Mr Barr

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

The Chairman presiding.

1. Apologies

Apologies were received from Mr Souris, Mr Bartlett, Mr Hunter, Ms Hay and Mr Brown.

2. Previous minutes

On the motion of Mr Colless, seconded Mr Barr, the minutes of Meeting No. 52 held on Monday 13 November 2006 was accepted as a true and accurate record.

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7. Consideration of Chairman's draft report: 'Inquiry into road safety administration and mid-term review of the New South Wales Road Safety 2010 strategy: Report on actions undertaken by the WorkCover Authority to address the road safety situation in New South Wales, 2000-2005'

The Chairman presented the draft report: 'Inquiry into road safety administration and mid-term review of the New South Wales Road Safety 2010 strategy: Report on actions undertaken by the WorkCover Authority to address the road safety situation in New South Wales, 2000-2005'.

The draft report was accepted as being read.

The Committee proceeded to deliberate on the draft report:

Chapter 1

Paras. 1.1 – 1.12: read and agreed to

Chapters 2-4: read and agreed to

Appendix 1-2: read and agreed to

The following motions are required:

On the motion of Mr Maguire, seconded Mr West:

That the draft report: 'Inquiry into road safety administration and mid-term review of the New South Wales Road Safety 2010 strategy: Report on actions undertaken by the WorkCover Authority to address the road safety situation in New South Wales, 2000-2005' be read and agreed to.

Passed unanimously.

On the motion of Mr Maguire, seconded Mr West:

That the draft report: 'Inquiry into road safety administration and mid-term review of the New South Wales Road Safety 2010 strategy: Report on actions undertaken by the WorkCover Authority to address the road safety situation in New South Wales, 2000-2005' 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 Maguire, seconded Mr West:

That the Chairman and Committee Manager be permitted to correct any stylistic, typographical and grammatical errors in the report.

Passed unanimously.

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17. General business

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There being no further business, the Committee adjourned at 12:30 p.m..

Chairman

Committee Manager

Appendix B—

Reports of the STAYSAFE Committee 1982-2006

STAYSAFE 1 (1982)	Alcohol, drugs and road safety.
STAYSAFE 2 (1984)	Car driver licensing and road safety.
STAYSAFE 3 (1984)	Motorcycling safety.
STAYSAFE 4 (1985)	Is there a police quota system?
STAYSAFE 5 (1985)	Traffic law enforcement.
STAYSAFE 6 (1985)	The administration of random breath testing.
STAYSAFE 7 (1986)	Police hot pursuits.
STAYSAFE 8 (1986)	Speed control.
STAYSAFE 9 (1986)	Safe speed and overtaking on 100 km/h roads.
STAYSAFE 10 (1986)	Radar detectors and jammers.
STAYSAFE 11 (1987)	Safety of 2-lane country roads.
STAYSAFE 12 (1988)	Bicycle safety.
STAYSAFE 13 (1989)	Immediate and certain loss of licence for extreme drink-driving.
STAYSAFE 14 (1989)	Malpractice in driver licence testing.
STAYSAFE 15 (1989)	Alert drivers, and safe speeds for heavy vehicles.
STAYSAFE 16 (1990)	B-Doubles.
STAYSAFE 17 (1990)	Novice drivers: the student's view.
STAYSAFE 18 (1990)	Steering novice drivers towards safety.
STAYSAFE 19 (1992)	Alcohol and other drugs on New South Wales roads. I. The problem and countermeasures.
STAYSAFE 20 (1993)	Alcohol and other drugs on New South Wales roads. II. Offences, penalties, and the management of convicted drivers.
STAYSAFE 21 (1992)	Culpable driving.
STAYSAFE 22 (1992)	Towing caravans and trailers safely.
STAYSAFE 23 (1992)	A decade of the STAYSAFE Committee 1982-1992.
STAYSAFE 24 (1992)	Livestock warning signs: Road safety implications of the draft Rural Lands Protection (Amendment) Bill 1992.
STAYSAFE 25 (1994)	Death and serious injury on New South Wales roads: An examination of the provisions of the Crimes Act 1900 (NSW) regarding dangerous driving.
STAYSAFE 26 (1994)	Pedestrian safety. I. School children around buses.
STAYSAFE 27 (1994)	Traffic stops, police chases and police pursuits of motor vehicles.
STAYSAFE 28 (1995)	Sleep disorders, driver fatigue and safe driving.
STAYSAFE 29 (1995)	Pedestrian safety. II. Cleaning windscreens and other itinerant commercial activities on or alongside the roadway.
STAYSAFE 30 (1996)	Pedestrian safety. III. Bicycle courier activities in the Sydney central business district.
STAYSAFE 31 (1996)	Review of the road safety situation in New South Wales in 1994.
STAYSAFE 32 (1996)	Aspects of road safety administration in New South Wales.
STAYSAFE 33 (1996)	Responses to recommendations in STAYSAFE reports of the 50th Parliament.
STAYSAFE 34 (1996)	A 50 km/h general urban speed limit for New South Wales.
STAYSAFE 35 (1997)	The Traffic Amendment (Street and Illegal Drag Racing) Act 1996 - A report into the sunset provision.

- STAYSAFE 36 (1997) Drivers as workers, vehicles as workplaces: Issues in fleet management.
- STAYSAFE 37 (1997) Driver licensing in New South Wales: First entry into the driver licensing system.
- STAYSAFE 38 (1997) Report of the 2nd meeting of Australasian Parliamentary road safety committees and Ministerial nominees, Parliament House, Sydney, Wednesday 2 April 1997 and Thursday 3 April 1997.
- STAYSAFE 39 (1997) Young drivers - Proceedings of a seminar at Parliament House, Sydney, 30 April 1997.
- STAYSAFE 40 (1997) A 50 km/h general urban speed limit for New South Wales: Progress report and edited minutes of evidence.
- STAYSAFE 41 (1998) Review of the road safety situation in New South Wales in 1995.
- STAYSAFE 42 (1998) Review of the road safety situation in New South Wales in 1996.
- STAYSAFE 43 (1998) Electronic drivers licences.
- STAYSAFE 44 (1998) Developing safer motor vehicles for Australia.
- STAYSAFE 45 (1998) Injury prevention and infection control in the taking of blood samples from drivers suspected of alcohol or other drug impairment.
- STAYSAFE 46 (1998) Falling asleep at the wheel C Legal and licensing implications of driver fatigue.
- STAYSAFE 47 (1998) Review of the road safety situation in New South Wales in 1997.
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