Submission No 2

INQUIRY INTO 2020 REVIEW OF THE COMPULSORY THIRD PARTY INSURANCE SCHEME

Organisation: Australasian College of Road Safety - New South Wales Chapter

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Australasian College of Road Safety

New South Wales Chapter

Submission for the

NSW Legislative Council's Standing Committee on Law and Justice

2020 Review of the Compulsory Third Party insurance scheme

and

2020 Review of the Lifetime Care and Support scheme

October 2020

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1. Executive Summary

The Australasian College of Road Safety (ACRS) is the peak association for road safety professionals, advocates, law enforcement and members of the public who are focused on saving lives and preventing serious injuries on our roads (www.acrs.org.au).

The New South Wales Chapter, Australasian College of Road Safety (ACRS-NSW) maintains a state-wide network of road safety stakeholders, globally acclaimed academic researchers, practitioners, and government officials.

The Compulsory Third Party Insurance Scheme (CTP) and Lifetime Care and Support Scheme (LTCS) are linked to the treatment and care of people injured in road crashes.

At a recent event (*Our Future Transport Mobility Environment* Webinar, 1 September 2020), the NSW Roads Minister, Mr Andrew Constance, placed the cost of road trauma in NSW at $8 billion. More than half of that amount, $5 billion, is attributed to injury crashes.

Nationally, the cost of road trauma to the Australian economy is over $30 billion.

> *Brain injury, quadriplegia, amputations, de-gloving, burns, loss of sight, fractures and dislocations are just some of the life-changing injuries that create an avoidable burden on families, friends, communities, the health sector, insurers and social services.*
>
> Inquiry into the National Road Safety Strategy 2011-2020, p. 4

In the first *United Nations Decade of Action on Road Safety* (2011 to 2020), post-crash care was so important that it was considered the Fifth Pillar of the 'safe system' of road safety.

ACRS-NSW acknowledges the work done by first responders, trauma units, medical professionals, the health sector in general, as well as the significance of the CTP and LTCS schemes in providing immediate, medium-term, and sadly, life-time care to people who have been injured in a road crash.

The best way to sustainably delivery both high-level post-crash care and for road users to enjoy lower CTP premiums, is by reducing the burden on the CTP and LTCS schemes. This can be achieved by reducing, and eventually eliminating road trauma in NSW.

> *Road safety is not solely a transport problem, and transport solutions alone are not enough to realise vision zero. We are seeking support and engagement well outside of the traditional government road agencies to progress road safety outcomes.*
>
> A New National Road Safety Strategy 2021 to 2030 (Outline Paper), p. 4

Global, national, and state road safety strategies commencing as early as 2021 will set goals, targets and require deliverables by government and the private sector. This will require action by stakeholder organisations involved in the CTP and LTCS sectors.

2. Key Issues

2.1. Global, National, and State Road Safety Strategies

The *United Nations Decade of Action on Road Safety 2011-2020* and the (Australian) *National Road Safety Strategy 2011-2020* were written ten years ago and *NSW Road Safety Plan 2021* was released in 2018. In 2020-2021, those strategies will be replaced by new concepts that will define global, national and state road safety in the new decade and beyond.

Milestones already passed in the creation of these new road safety strategies include:

- The Australian Government established the *Office of Road Safety* on 1 July 2019 to provide national leadership and coordination to improve road safety outcomes
- *Stockholm Declaration*, made at the *Third Global Ministerial Conference on Road Safety: Achieving Global Goals 2030* (19-20 February 2020)
- United Nations General Assembly proclamation of 2021-2030 as the *2nd Decade of Action for Road Safety*, preventing 50% of road traffic deaths and injuries (August 2020)
- The Transport Infrastructure Council (of state and national transport ministers, chaired by the Deputy Prime Minister) committed the National Road Safety Strategy to achieving the *vision zero* target by 2050 and the 2030 target of 50% fewer road deaths and serious injuries (22 November 2019)
- *National Road Safety Strategy 2021-2030* and a *National Action Plan* for the first three years is expected to be finalised early 2021.
- Next road safety strategy for NSW is in development (Centre for Road Safety)

Therefore, the ambitious target of the *2nd Decade of Road Safety Action* to reduce road traffic deaths and injuries by 50% by 2030 will be reflected in future national and state road safety strategies and action plans.

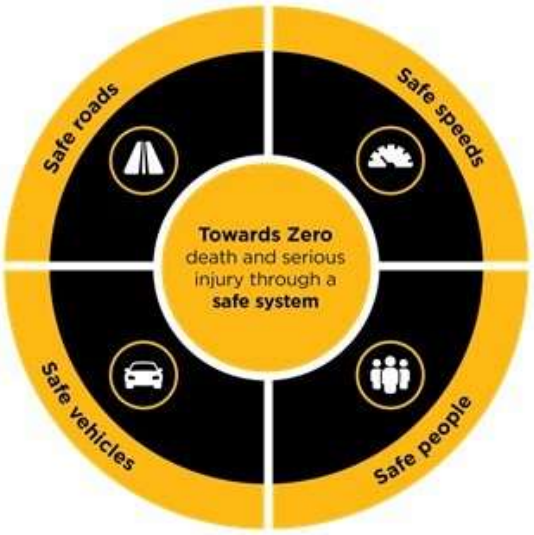


Figure 1: Safe Systems (Towards Zero) from NSW Road Safety Plan 2021. A new strategy is being developed.

The positive impact of these plans, should they succeed, would be felt by the CTP and LTCS Schemes and industry participants.

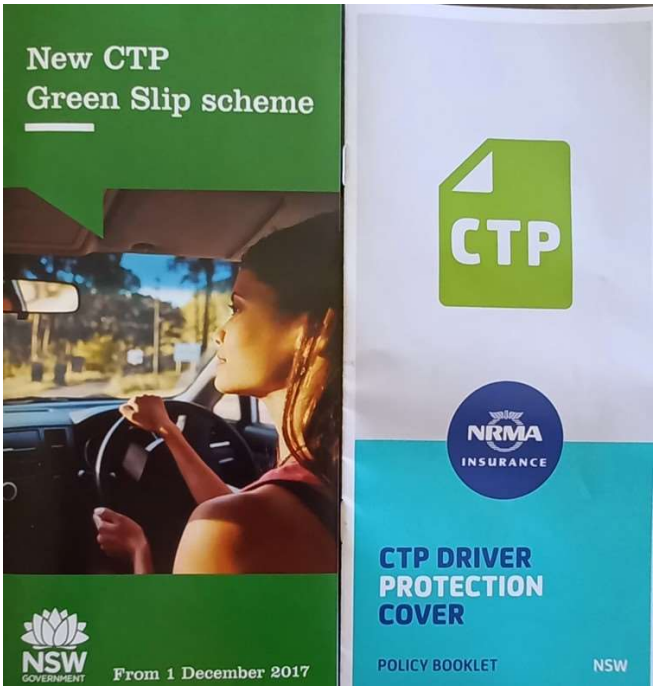
Therefore, stakeholders should ensure global, national, and state road safety targets are reflected in their corporate objectives and published documents.

2.2. CTP and LTCS Stakeholders – Safe Systems Implementation

The CTP and LTCS schemes provide support for people seriously injured in road crashes on a no-fault basis. Nothing in this submission seeks to alter this philosophy. Indeed, *safe systems* accepts that people will make mistakes. The approach does not apportion blame for individual crashes but examines each of the pillars to prevent crashes from occurring or at least, reduce their severity.

Road safety is a shared responsibility, and CTP and LTCS stakeholders can help customers to make the better decisions in that regard.

Whilst preparing this submission, the primary author's CTP Green Slip renewal arrived, followed shortly after by the Certificate of Registration renewal. The following pamphlets were included in those renewals.



New CTP Green Slip Scheme pamphlet (left) came with registration renewal. The CTP insurer, in this case NRMA Insurance provided advice on CTP driver coverage (right). Neither pamphlet contained information on being a safe driver nor preventing crashes.

According to the green slip pamphlet, the premium was determined using factors including:

- Age of the youngest driver
- Number of at-fault collisions in the past two years
- Demerit points accrued in the past three years

Regarding the age of the youngest driver, it is accepted that P1 and P2 licence holders are more likely to be involved in a crash than at other times in their lives. In NSW, initiatives such as graduated licensing schemes and bans on mobile phone use are intended to reduce crash risk for novice drivers. More, however can be done.

> *"In the first year after getting a licence, probationary drivers are more at risk of being involved in a crash than almost any other driver on the road. One way of reducing the impact of a crash, or maybe even avoid a crash, is to ensure your child is driving the safest car in your price range.*
>
> *Australian research estimates that if all young drivers killed or seriously injured in crashes over the past five years had been driving the safest vehicle of the same age as the one they were driving when they crashed, more than 500 young deaths and serious injuries could have been prevented. This is a reduction of deaths and serious injuries of more than 60 percent".*

Quote from: https://www.tac.vic.gov.au/road-safety/safe-driving/parents/helping-p-plate-drivers/vehicle-safety/choosing-a-safe-car-for-your-young-driver

The TAC commentary explains how modern vehicle safety technology has made driving safer. Autonomous Emergency Braking, Electronic Stability Control, Anti-lock Braking Systems, etc, can prevent crashes from occurring and/or, reduce their severity. This is why younger drivers should be driving the safest vehicle they (or their family) can afford.

In terms of the National Road Safety Strategy 2021-2030, there is opportunity to reimagine industry algorithms currently keeping younger drivers out of safer vehicles.

ACRS-NSW believes there are opportunities for stakeholders to devise and implement new initiatives to prevent these crashes from occurring in the first place, thereby reducing demands upon the scheme. Continuing to charge higher premiums to younger drivers could be a self-fulfilling prophecy.

Referencing against 'safe systems' diagram (Figure 1), the factors determining the green slip premium would fit with the pillar of 'safe people'. Yet the safe systems pillars are of equal importance and must be considered as a whole.

> *Of those killed in cars on our roads, around 40 per cent were in cars 15 years or older compared to around 15 per cent in cars less than 5 years old*
>
> NSW Road Safety Plan 2021, p. 21

There is no information in the Green Slip pamphlet about the insured vehicle's ANCAP rating and it appears that no weighting is given towards vehicle safety when determining the premium. Yet 5-Star rated vehicles outperform older vehicles in crash tests and prevent injuries that may otherwise require lifetime care. This places a terrible burden on the LTCS scheme, not to mention family members who have provide that care.

Insurance computer systems that generate a premium based on a person's driving record should also factor ANCAP safety ratings in determining the premium. It is acknowledged that not all Makes/Models have been ANCAP tested but manufacturers that decide not to crash test their vehicles will not be able to market 'cheaper green slips'.

Figure 2: Vulnerable Road User Protection in ANCAPs ratings

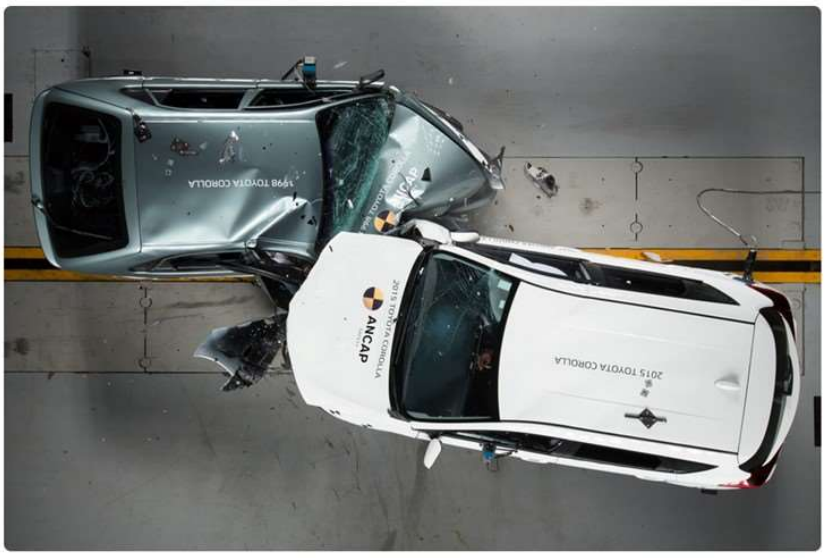
The current Australian vehicle market is dominated by pick-up trucks, dual-cab utilities and SUV/4WD vehicles.

Whilst some of these vehicles have improved their standard safety equipment and ANCAP ratings in recent years, others continue to score lower in terms of vulnerable road user protection compared to, say, conventional sedans.

Included in ANCAP ratings is a score how a vehicle performs in the event of a collision with a pedestrian (Figure 2). As pedestrian crashes are a major concern for CTP and LTCS schemes, this score, at the very least, should be a factor influencing premiums.

Motorcycle safety too is benefiting from a collaboration of Australian and New Zealand road agencies. *MotoCAP* tests and rates clothing and other equipment and provide safety and comfort ratings to help riders make better choices. Advanced technology such as ABS is also appearing on many new motorcycles, presenting additional opportunities for stakeholders to incentivise safety.

No one is going to be denied treatment or be burdened with post-crash care costs. However, there are opportunities for stakeholders to share in the task of reducing and/or preventing injuries from road crashes without compromising the no-fault principle.



1998 Toyota Corolla vs. 2015 Toyota Corolla

Figure 3: ANCAP crash test between 1998 and 2015 model Toyota Corollas (https://www.ancap.com.au/media-and-gallery/releases/new-analysis-fatality-rate-four-times-higher-in-an-older-vehicle-0e2f9e)

Figure 4: Motorcycle rider impact protection zones

2.3. CTP and LTCS Stakeholders – Corporate Policies

The State Insurance Regulatory Authority (SIRA) and icare (the NSW Government compensation scheme operator) maintain websites which provide general information to the public about the CTP and LTCS schemes.

The icare website includes their Paralympian Speakers Program targeting workplace safety through the telling of personal stories https://www.icare.nsw.gov.au/icare-speakers-program, and the SIRA website includes a presentation from the then General Manager of Centre for Road Safety (https://www.sira.nsw.gov.au/corporate-information/ctp-reviews).

The National Road Safety Strategy 2021-2030 will call on those outside of the road safety establishment to join in the task reducing deaths and serious injuries from road crashes. Road Safety needs to be 'business as usual' for all organisations. CTP and LTCS stakeholders should take this as their invitation to take part and schedule activities for coming decade.

Stakeholder websites and printed materials, for example, should convey information on road safety. Information on websites can be in the form of stand-alone pages or links to other websites.

There are examples in Australian and overseas where organisations have made public commitments to road safety through clear statements of intent (see Case Study 2). Setting corporate targets and reporting on outcomes will drive best practice in road crash prevention.

Halving serious injuries would reduce the need for NSW to spend $5 billion each year on hospitalisations. Savings during the life of the National Road Safety Strategy 2021-2030 could be used to create means-tested incentives to purchase safer vehicles.

Corporations could even go so far as to invest savings towards improving road safety outcomes in lower to middle income countries in line with the Second United Nations Decade of Road Safety Action.

2.4. Impact of Automated Vehicles on CTP

Austroads is the collective of Australian and New Zealand transport agencies. Their Future Vehicles & Technology Program focuses largely on Connected and Automated Vehicle Technologies (CAVs), often referred to in the media as 'driverless cars'.

Austroads has examined Registration, Licensing and CTP insurance issues associated with AVs and what this means for the future of CTP schemes.

In 2017, Austroads expressed the view that such schemes will continue to be needed to cover injury arising from crashes or incidents, as it cannot be guaranteed that CAVs will eliminate serious and minor injuries to third parties.

The development of CAVs is an area that requires monitoring as the development of CAVs continues.

The National Transport Commission is also working on an autonomous vehicle that was endorsed by the Transport Infrastructure Council (TIC). This project bears monitoring as it touches on the determination of liability.

> *Transport ministers agreed in August 2019 on a national approach to insurance for automated vehicles that requires existing motor accident injury insurance schemes to provide cover for automated vehicle crash injuries.*
>
> *Ministers responsible for motor accident injury insurance schemes, through the Board of Treasurers, have been asked to endorse the transport ministers' decision.*

Source: https://www.ntc.gov.au/transport-reform/ntc-projects/motor-accident-injury-insurance-and-automated-vehicles

3. Recommendations

ACRS-NSW recognises the work of CTP and LTCS stakeholders and the Standing Committee on Law and Justice, in focusing on the needs of people who have been injured in road crashes.

Preventing deaths and serious injuries on our roads by 50% by 2030 will make a significant impact on road safety and stands to significantly reduce the $5 billion that hospitalisations cost NSW each year.

Stakeholders involved in the CTP/LTCS scheme include SIRA, icare, insures and others. As the Second Decade of Action on Road Safety commences, now is the time for these stakeholders to act.

In the spirit of reducing deaths and injuries from road crashes and the associated costs to the economy, ACRS-NSW makes the following proposals. Some of these measures may already be underway.

3.1. Statement of Intent/Policy Statement and Road Safety Targets

Regulators, insurers and other stakeholders in the CTP/LTSC sector should write a clear Statement of Intent/Policy Statement that recognises the goals contained in the Second Decade of Action on Road Safety 2021-2030, National Road Safety Strategy 2021-2030 and the next NSW Road Safety Plan, and adopt those goals and targets as their own.

The Statement of Intent/Policy Statement should be prominently displayed on corporate websites, annual reports and other corporate documents and publications.

Organisations can then report on what they are doing to help achieve those goals and targets, what community road safety initiatives they have established or supported etc. Short, medium, and long-term milestones can be set and reported against.

3.2. Help customers make better decisions

Financial disincentives are keeping younger drivers out of safer vehicles. This is contrary to the best road safety advice and stakeholders can help customers make better decisions that could deliver benefits in the longer term.

Road safety information should be included in CTP renewal letters. Where known, the ANCAP rating of the insured vehicle should appear on the CTP policy with a suitable message if a vehicle is not 5-Star rated or if it performs poorly in terms of vulnerable road users.

This could be the first step to phasing in a weighting/incentive for safer vehicles during the ten-year life of the National Road Safety Strategy.

Further, motorcycle riders could be incentivised to purchase, and wear MotoCAP-rated (or other high quality) clothing and protective equipment and look for features like ABS.

Finally, key stakeholder websites should convey information to encourage road safety. This can be in the form of stand-alone pages or links to web pages such as:

- Centre for Road Safety
- ANCAP and other pages providing advice on purchasing safe vehicles
- Bicycle and pedestrian safety

3.3. Participate in the development of the next NSW Road Safety Plan

SIRA and icare Stakeholders are at the coalface of post-crash care service delivery. They have expertise and knowledge as to how people have been injured, and possibly, how those injuries could have been lessened or prevented.

The objectives of CTP and LTCS schemes, most notably the delivery of post-crash care, and reduced CTP premiums could be linked to the next NSW Road Safety Plan, solidifying a whole-of-government approach to reducing road deaths and injuries and the importance of post-crash care.

Having worked on the development of the new Road Safety Plan, stakeholders would be better equipped to review their own corporate operations and identify opportunities to implement safe systems strategies.

For example:

- Are they purchasing the safest vehicles for their own people?
- Can meetings be held remotely to remove the need to drive or can public transport options be made available?
- What does the corporate driving policy say about trying to cover too much ground in one day?
- Are employees planning their routes to use high-quality highways or undivided backroads?

3.4. Maintain a watching brief on the development of Automated Vehicles

Stakeholder should engage with local experts (e.g. Austroads) and monitor the development of Connected and Automated Vehicles. This watching brief would include the NTC autonomous vehicle project, criminal and civil prosecutions, financial settlements, ramifications (if any) for fault CTP schemes etc.

5. About the Author

Michael Timms retired from New South Wales Police Force in January 2020 following a 33-year career. Mr Timms has over three decades experience in Highway Patrol and road policing and was a member of the Command Leadership Group, Traffic and Highway Patrol Command.

He holds a Bachelor of Professional Studies (Policing) UNE, majoring in road safety studies and completed the Monash University Road Safety Leadership Program in 2016.

He has written and presented papers at road safety conferences in Australia and overseas and has been a member of the Australasian College of Road Safety for over ten years.

Australasian College of Road Safety – NSW Chapter https://acrs.org.au/chapters/nsw/

This submission has been compiled using the template on the NSW Parliament website.

Case study 1: Reimagine the Premium Algorithm

Conventional Thinking	Safe Systems Approach
Driver age is an important risk factor When you purchase your greenslip, **you are required to advise the age of the youngest driver** of your vehicle. **Driver age is a factor which insurers use to assess risk and determine the price they will charge for CTP green slips**. If the youngest driver is a learner driver, you are still obliged to advise the insurer. **The main reason green slips are more expensive for younger drivers is because they are more likely to be involved in an accident** (sic). Young people are more likely to drive in riskier ways, such as travelling at high speeds or driving too close to the vehicle in front.	**Road safety advocates** have again targeted **older cars** as a key cause behind **young driver deaths**, with figures showing vehicles more than 10 years old are over-represented in fatal crashes. However, despite the alarming statistics being highlighted by authorities for several years, **not one state or territory government has an incentive program that would enable novice drivers to better afford a newer and safer car – instead leaving the financial burden on P-platers and their families.** "We **need to have a co-ordinated approach** to look at reducing the vehicle fleet age and **improving the accessibility of safer vehicles, particular for younger people**." James Goodwin, the (then) CEO of ANCAP
24 September 2020 https://www.greenslips.com.au/about-greenslips/youngest-driver.html	4 September 2019 https://www.caradvice.com.au/789478/safest-used-cars-in-australia-rated-2019-report/

Figure 5: 2015 Corolla (left) Vs 1999 Corolla (right) (https://www.caradvice.com.au/789478/safest-used-cars-in-australia-rated-2019-report/photos/#x3rjkm6boefzyojrrqzt)

Case study 2: Insurance Council of British Columbia, Canada

Retrieved from: https://www.icbc.com/Pages/default.aspx

ICBC is a Crown corporation that provides universal basic compulsory auto insurance. They compete with private insurance companies to offer optional vehicle insurances.

The ICBC 2019/20 – 2021/22 Service Plan includes several corporate strategies. Strategy 3: Reduce injury and death on British Columbia roads links reducing road trauma to claim costs.

> *Strategy 3: Reduce injury and death on B.C. roads.*
> *Road Safety programs are an integral part of ICBC's overall commitment to supporting programs that contribute to reducing crashes and claims costs.*
>
> ICBC 2019/20 – 2021/22 Service Plan, p.9

https://www.icbc.com/about-icbc/company-info/Documents/service-plan-2019-2022.pdf

The ICBC website includes several pages of information on road safety.

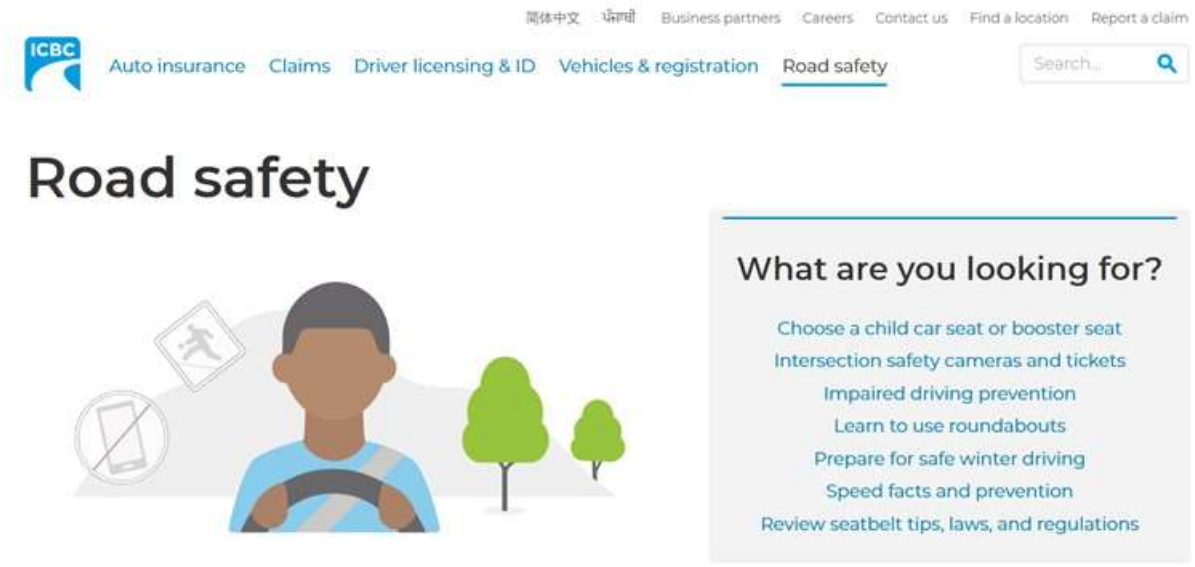


Figure 6: ICBC Road Safety Internet Page

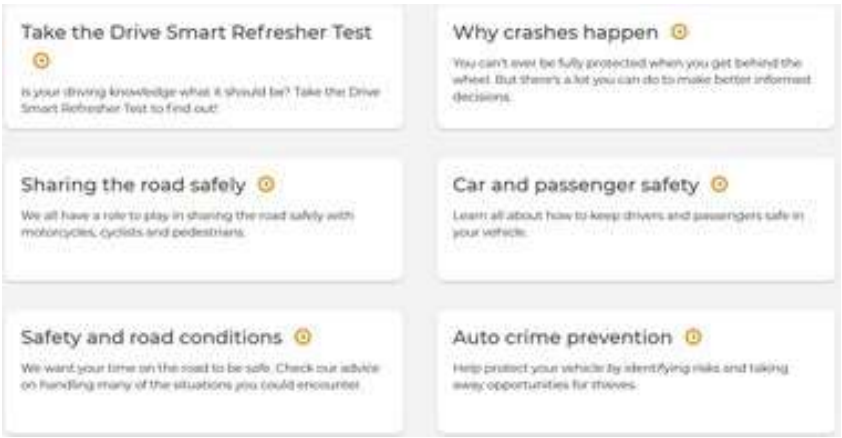


Figure 7: Some of the road safety information available on the ICBC website.

6. Evidence

The information in this section is taken from global, national and state road safety strategies and similar evidentiary sources. The information has been restricted to post-crash care and provides support for the recommendations made by ACRS-NSW.

Stockholm Declaration Third Global Ministerial Conference on Road Safety: Achieving Global Goals 2030, Stockholm, 19–20 February 2020

Extracts retrieved from:
https://www.roadsafetysweden.com/contentassets/b37f0951c837443eb9661668d5be439e/stockholm-declaration-english.pdf

> *We...Acknowledge that the overwhelming majority of road traffic deaths and injuries are preventable and that they remain a major development and public health problem that has broad social and economic consequences which, if unaddressed, will affect progress towards the achievement of the SDGs;*
>
> *We...Acknowledge the lessons learnt from the Decade of Action for Road Safety 2011–2020 such as the need to promote an integrated approach to road safety such as a safe system approach and Vision Zero, pursue long-term and sustainable safety solutions, and strengthen national inter-sectoral collaboration including engagement with NGOs and civil society as well as businesses and industry which contribute to and influence the social and economic development of countries;*
>
> *We…Recognize that advanced vehicle safety technologies are among the most effective of all automotive safety devices; Recognize our shared responsibility between system designers and road users to move towards a world free from road traffic fatalities and serious injuries and that addressing road safety demands multi-stakeholder collaboration among the public and private sectors, academia, professional organizations, nongovernmental organizations and the media*
>
> *Reiterating our strong commitment to achieving global goals by 2030 and emphasizing our shared responsibility, we hereby resolve to:*
>
> - *Ensure that all vehicles produced and sold for every market by 2030 are equipped with appropriate levels of safety performance, and that incentives for use of vehicles with enhanced safety performance are provided where possible*
> - *Ensure timely access to high quality emergency and long-term health care services for the injured and recognize that an effective post-crash response includes also mental, social, and legal support for victims, survivors and families*
> - *Call upon public organisations at all levels to procure safe and sustainable transport services and vehicles and encourage the private sector to follow this example, including the purchase of safe and sustainable vehicle fleets*
> - *Encourage increased investment in road safety, recognizing the high rates of return of road injury prevention projects and programs and the necessity of scaling up activities to meet the road safety related SDGs*

United Nations General Assembly, Global Road Safety - Proclamation of the Second Decade of Road Safety Action, 2021-2030

Extracts retrieved from: https://www.un.org/pga/74/wp-content/uploads/sites/99/2020/08/Draft-Resolution-Road-Safety.pdf

Noting that the overwhelming majority of road traffic deaths and serious injuries are preventable and that, despite some improvements in many countries, including in developing countries, they remain a major public health and development problem that has broad social and economic consequences which, if unaddressed, may affect progress towards the achievement of the Sustainable Development Goals,

Mr Ban Ki-moon, UN Secretary-General

The General Assembly…Expressing its concern that the number of road traffic crashes remains unacceptably high, and that crashes represent a leading cause of death and injury around the world, killing more than 1.35 million people and injuring as many as 50 million people a year.

Proclaims the period 2021–2030 as the Second Decade of Action for Road Safety, with a goal of reducing road traffic deaths and injuries by at least 50 per cent from 2021 to 2030.

The General Assembly:

- *Encourages Member States to ensure political commitment and responsibility at the highest possible level for improving road safety, and to develop and/or implement road safety strategies and plans with the involvement of all relevant stakeholders, including all sectors and levels of government, as appropriate;*
- *Further encourages Member States to strengthen institutional capacity through adequate training and capacity-building with regard to road safety laws and law enforcement, vehicle safety, infrastructure improvements, public transport and post-crash care, and to collect, analyse and disseminate disaggregated data for effective and evidence-based policymaking and their implementation;*
- *Encourages Member States to strengthen pre-hospital care, including emergency health services and the immediate post-crash response, hospital and ambulatory guidelines for trauma care and rehabilitation services, and requests the World Health Organization to support Member States in these endeavours*
- *Also invites Member States to provide early rehabilitation and social reintegration, including in the world of work, to persons with injuries and disabilities caused by road traffic crashes and comprehensive support to victims of road traffic crashes and their families*

Transport Infrastructure Council

Retrieved from:
https://www.transportinfrastructurecouncil.gov.au/sites/default/files/documents/13th-transport-and-infrastructure-council-communique.pdf

MAKING OUR ROADS SAFER

To support Australia in its national commitment to vision zero, Council considered a set of proposed policy priorities to respond to our greatest road safety challenges over the next decade. These key areas of focus for the new National Road Safety Strategy are based on the Safe System approach and Council agreed they be tested further in the Australian context through engagement with the road safety community.

Council agreed that specific and separate targets for the reduction in annual road deaths and the reduction in serious injuries by 2030 should be defined as a percentage per capita as part of the new National Road Safety Strategy, recognising population growth as an upward pressure.

Council acknowledged that in order to be successful in reducing road trauma over the next decade, it must reach beyond traditional transport solutions. Road safety is no longer viewed solely as a transport problem. Policies and action outside the transport sector were signalled as powerful influencers to leverage more effective collaboration across society. Council agreed to adopt a social model approach underpinning the Action Plans that will support the Strategy.

NSW Road Safety Plan 2021

Retrieved from: *https://towardszero.nsw.gov.au/roadsafetyplan*

> *Existing technologies, such as lane keep assist, auto emergency braking and side curtain airbags can reduce the risk of a crash, or the severity of an injury if a crash cannot be avoided. Auto emergency braking has been found to reduce rear end crashes by 38 per cent. However, the deployment of these technologies is mostly in newer vehicles, which is reflected in crash trends. Only 38 per cent of cars and other light vehicles on NSW roads are Australasian New Car Assessment Program (ANCAP) 5-star safety rated.*
>
> *To accelerate consumer uptake of the safest vehicles, the NSW Government is a founding member of ANCAP, which conducts independent testing of safety features in vehicles to promote safer choices for new cars. Often those who most need the safest vehicles, such as less experienced young drivers or more physically frail older drivers, drive the least safe vehicles.*
>
> *What we will do…Investigate with the insurance industry opportunities to reduce premiums for customers who adopt safer vehicle technology and telematics.*

Centre for Road Safety: Road Safety and Your Work: A Guide for Employees

Retrieved from: https://roadsafety.transport.nsw.gov.au/downloads/road-safety-and-your-work.pdf, p. 10

What employers can do

- It is an employer's obligation to ensure, as far as is reasonably practicable, that the workplace is without risks to the safety of any person. This applies to the vehicles you provide for your workers. The vehicle you choose to provide to your workers can be the difference between them avoiding or being seriously injured or killed in a crash.
- Buy 5 star vehicles for your fleet, with either a 5 star Australasian New Car Assessment Program (ANCAP)[3] rating, or a 5 star Used Car Safety Rating with Safe Pick[4]. Vehicles are given up to five stars depending on their ability to avoid a crash, and the levels of protection they provide their occupants and other road users if they do crash.
- Purchase vehicles for your fleet that also have the following safety features:
  - **Seatbelt reminders and seatbelt pre-tension devices:** Reminders alert the driver and passengers if they are not wearing their seatbelt, and pre-tension devices work with airbags to prevent occupants being thrust forwards.
  - **Driver and passenger airbags:** Frontal airbags work with seatbelts to provide an extra level of protection to vehicle occupants in a front-on crash. Side airbags help to protect occupants in side-impact crashes, such as at intersections.
  - **Electronic Stability Control (ESC):** A computer-assisted safety technology that helps drivers stay in control and avoid crashes when swerving or skidding. It also helps correct understeer and oversteer when cornering.
  - **Brake Assist Systems (BAS):** Help the driver use the maximum braking of the car if an imminent crash is detected.
  - **Autonomous Emergency Braking (AEB):** Will initiate braking if the situation is critical and there is no action from the driver.
  - **Lane Support Systems (LSS):** Alerts the driver, or helps the driver to stay in their lane, if they are leaving their lane unintentionally (not signalling).
  - **Reverse Collision Systems (RCS):** A camera or warning device, or combination, that alerts the driver to something at the rear of the vehicle.
  - These safety features have demonstrated safety benefits. For example, ESC has been found to reduce single vehicle crashes by 32 per cent and SUV rollovers by 82 per cent. AEB has been found to reduce rear-end injury crashes by 56 per cent.
- Ensure maintenance and safety checks of vehicles in your fleet are routinely carried out.
- Ensure there is a process in place for workers to report vehicle issues and defects.
- Ensure workers are aware of what to do if their vehicle breaks down or needs maintenance during the trip.

Registration, Licensing and CTP Insurance Issues Associated with Automated Vehicles

Retrieved from: Austroads (2017), p. 79 - *https://austroads.com.au/latest-news/registration,-licensing-and-insurance-issues-with-automated-vehicles*

- Impact on insurance premiums – CTP premiums are linked to the frequency and size and severity of injuries sustained in vehicle crashes. If the number and severity of injuries is reduced, then premiums will likely reflect this reduced risk.
- Vehicle insurers may offer different products (e.g. insurance against cyber-attack) to counteract any possible reductions in CTP insurance premiums.
- Regulators may need to revisit the criteria used to set premiums in relation to the ability of the AV to kill or injure third parties.
- CTP is likely to continue to be needed to cover injury arising from crashes or incidents, as it cannot be guaranteed that CAVs will eliminate serious and minor injuries to third parties.

Transport Infrastructure Council – Future Transport Technology

Retrieved from: https://www.transportinfrastructurecouncil.gov.au/sites/default/files/11th_Council_Communique_2_August_2019.pdf, p. 6

FUTURE TRANSPORT TECHNOLOGY

Council agreed that a national approach should be adopted in relation to automated vehicles and motor accident injury insurance. To this end, Council agreed to advocate that existing motor accident injury and insurance schemes be expanded to cover crashes caused by automated vehicles and that states and territories should review and amend their schemes. Council also agreed to provide recommendations on next steps to the Board of Treasurers for consideration, and to engage with state and territories agencies with responsibility for insurance schemes. Further, Council agreed that the NTC should work with jurisdictions, the Commonwealth and Austroads to analyse future government access and use of Cooperative-Intelligent Transport Systems and automated vehicle data, including for network efficiency, infrastructure investment and road safety.