

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
in the Environment portfolio to address the
road safety situation in New South Wales, 2000-2005

New South Wales Parliamentary Library cataloguing-in-publication data:

New South Wales. Parliament. Legislative Assembly. STAYSAFE Committee

Inquiry into road safety administration and mid-term review of the New South Wales Road Safety 2010 strategy: Report on actions undertaken in the Environment portfolio to address the road safety situation in New South Wales, 2000-2005. STAYSAFE Committee, Parliament NSW Legislative Assembly. [Sydney, NSW] : STAYSAFE Committee, 2006, 154 p.; 30cm

Chair: Paul Gibson MP, Chairman

December 2006

ISBN 0 xxxx xxxx x

1. STAYSAFE—New South Wales
2. Road safety administration in New South Wales.
3. Mid-term review of the New South Wales Road Safety 2010 strategy
4. Report on actions undertaken in the Environment portfolio to address the road safety situation in New South Wales, 2000-2005.

I Title.

II Series: New South Wales. Parliament. Legislative Assembly. STAYSAFE Committee; STAYSAFE 74; Report 18/53

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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 in the Environment and Conservation portfolio 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 Environment and Conservation portfolio, and specifically the Environment Protection 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 actions undertaken by the Environment and Conservation portfolio to address the road safety situation in New South Wales.

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 the Environment and Conservation portfolio's road safety activities and initiatives between 2000 and 2005.

The Environment and Conservation portfolio aims to contribute to the reduction of road trauma and reducing detriment to public health and the environment by funding road safety and training programs to facilitate the safe transportation of waste, hazardous waste and dangerous goods.

The DEC has conducted 21 targeted campaigns on particular issues in the last five years, including a recent blitz on the waste industry. The campaigns are often run in conjunction with the Roads and Traffic authority and the Police. The campaigns are run with the assistance of about 200 officers across the state who perform a wide range of functions. It has resulted in the

In 2004, a survey commissioned by DEC found that road traffic noise had the highest impact on the community. A further survey in 2005 revealed that 96% of respondents thought that covering waste loads was important.

DEC makes presentations to the transport industry on the safe transport of hazardous and dangerous goods. Dangerous goods are defined as materials that present an immediate hazard to public health or the environment. They are goods that will hurt, kill, burn or corrode. Hazardous materials are a much wider group. They may be detrimental to humans or the environment but they will not kill straight away. An example cited is carcinogens which may not be toxic or cause an acute incident but may have a detrimental impact at a later time.

Since 2000, DEC has published brochures addressing the responsibilities of the primary participants in the road transport of dangerous goods. These are the consignors (goods owners), prime contractors (transport operators), vehicle owners and drivers. DEC has also given about 25 presentations and talks to industry seminars

and conferences addressing dangerous goods transport issues. Further useful information is accessible on the Department's website.

DEC is alerted to breaches in a number of ways. Litter and rubbish falling from vehicles is poorly regarded by the public and the Department has around 200 officers around the State who follow up reported incidents. Roads and Traffic Authority officers and the police also notify incidents as well as staff at landfills and liquid waste treatment plants. DEC also installs video monitoring on overhead bridges on major arterial roads and stops or follows up with a penalty notice at a later time. Penalty notices range from \$1,000 to \$15,000 for breaches of the dangerous goods law. The Act allows for up to \$125,000.

Other matters of interest to DEC are the safe transport of hazardous and dangerous goods in road tunnels and the regulation of noisy vehicles and air pollution from motor vehicles.

A number of different agencies, in addition to DEC are responsible for the roads within or traversing lands preserved under the National Parks and Wildlife Act. These include the Roads and Traffic Authority and various local councils and pertain to both through roads and roads for park access only. It is DEC's policy to retain only those roads that are required for the delivery of services, such as management or visitor access. Roads are generally retained in accordance with the original design parameters until such time as they can be upgraded to DEC design criteria, within the constraints of design criteria, funding, environmental damage, practical engineering design etc.

Other significant road safety matters involving the portfolio area of Environment and Conservation include vehicle standards; driver licensing criteria; noise regulations; noise enforcement activity; noise testing; waste transport; waste spills; protection of waste loads; radioactive substances and regulatory activity.

An important matter for consideration is measuring performance in the administration of road and rail transport of dangerous goods legislation. One difficulty in accurately measuring performance is DEC's lack of a large enough statistical base to have a reliable quantitative measure. The Department relies instead on a qualitative measure, that of the increasing difficulty in finding breaches during inspections. The Committee is of the opinion that it would prove valuable for reliable statistical information on the reduction or otherwise of the number and seriousness of hazardous incidents to be gathered.

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.

1.4 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)

1.5 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.

1.6 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.

1.7 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.

1.8 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)

1.9 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

1.10 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.

1.11 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 Environment and Conservation portfolio. The following chapter and appendices of the report document the information forwarded to STAYSAFE through written responses from the Minister for the Environment and the testimony of Departmental officials in public hearings to gather further specific information.

1.12 STAYSAFE forwarded a series of questions to the Minister for Environment and Conservation, requesting written briefings. Subsequently, representatives of the Department of Environment and Conservation 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, **Mr LAMBERTON.**

Chapter Two—

ROAD SAFETY ACTIVITIES BY THE ENVIRONMENT AND CONSERVATION PORTFOLIO, 2000-2005

Introductory remarks

The following Environment and Conservation witnesses appeared before STAYSAFE on Monday 18 September 2006, representing the Honourable Bob Debus, Minister for Environment and Conservation:

Craig Lamberton, Department of Environment and Conservation

Alan Ritchie, Department of Environment and Conservation

Geoffrey Mellor, Manager, Department of Environment and Conservation

Highlights in Road Safety for the Environment and Conservation Portfolio, 2000-2005

Mr GIBSON MP (CHAIRMAN): Would you summarise what you consider to be the highlights of your department's initiatives to address road safety issues over the past five to six years?

Mr LAMBERTON: In our department we have merged a number of related functions that have good synergy—waste, hazardous waste, transportation of dangerous goods, a lot of the chemically related functions. We now have some synergy, so when we run campaigns we can look at a number of aspects in the way that hazardous materials are being handled. We ran a campaign about two weeks ago where 22 officers drawn from a number of areas conducted a blitz on the waste industry. We looked at dangerous goods, transport waste issues and the like. We have done something in the order of 21 campaigns in the last five years, that is, targeted campaigns for particular issues. They are often run in conjunction with the Roads and Traffic Authority and NSW Police, typically at either the destinations where we expect these loads to go, or at the Roads and Traffic Authority inspection stations where it gives us a good opportunity to go over vehicles with the Authority's experts.

We have also trained our regional officers. We have about 200 officers across the State who perform a wide range of functions. We run training for them so that if they observe a potential breach of dangerous goods legislation they can alert us and we can take regulatory action. We have inspected about 5,300 vehicles over the last five years. That has given rise to something in the order of 90 penalty infringement notices and 15 prosecutions. We have also run a number of education campaigns. We prefer

accidents not to happen. So we put a fair bit of effort into raising awareness. We give an average of about four workshops to the dangerous goods transport industry, the chemical industry, the plastics industry and the like so that they are aware of their obligations under the legislation and are aware of any new changes coming through the system. We also produce brochures, some of which are attached to our submission, which outline the nature of the responsibilities of the various players in the transportation game.

Peripheral to their road safety responsibilities, they also have an environmental responsibility. Sometimes traffic accidents lead to spillages of dangerous goods, which have an effect on public health and the environment. After an initial period of warning we advise the industry that if they cause these incidents through negligence, then as well as the cleanup costs, which can be quite substantial—hundreds of thousands of dollars is not at all unusual—they may also be prosecuted for a breach of the environment legislation additional to any breaches of dangerous goods or road safety legislation.

Problematic road safety areas for portfolio area of Environment and Conservation

QUESTION: Are there any road safety issues that have been problematic for the Department of Environment and Conservation over the past 5-6 years, and if so, how have these issues been addressed and dealt with appropriately?

RESPONSE: There have been no problematic road safety issues for the Department of Environment and Conservation (DEC).

Research projects involving the portfolio area of Environment and Conservation

QUESTION: The research projects commenced, completed or otherwise in progress over the period 2000-2005 commissioned by or involving agencies with within the portfolio area of Environment and Conservation 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: DEC does not undertake research on these road safety matters.

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: Although not directly related to road safety, in 2004 DEC commissioned a community survey on attitudes to neighbourhood noise as part of a review of the Protection of the Environment (Noise Control) Regulation 2000. With regard to motor vehicle noise the survey found that road traffic noise was the main area of impact reported (46 percent). Road traffic noise, motorcycles and modified vehicles featured as the sources of noise with the highest reported levels of impact (Q4b). The community noise survey was published on DEC's website in March 2005.

A survey of the waste industry in March 2005 revealed that 96% of respondents thought that covering waste loads was important and 41% had observed enforcement officers conducting surveillance of uncovered trucks. There have been no surveys relating to the transport of dangerous goods.

Relevant training or rehabilitation programs involving the portfolio area of Environment and Conservation

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

RESPONSE: DEC requires drivers of bulk dangerous goods vehicles to be licensed. A licence can only be issued to a driver who has successfully completed a driver training course provided by training providers using training courses approved by DEC.

Community awareness activities involving the portfolio area of Environment and Conservation

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

RESPONSE: DEC makes presentations to the transport industry on DEC regulatory programs.

Distinction between hazardous goods and dangerous goods

Mr GIBSON MP (CHAIRMAN): What is the difference between hazardous goods and dangerous goods? Is there a distinction?

Mr RITCHIE: Hazardous goods are effectively a much wider group. Hazardous materials are in a much wider group of materials. Dangerous goods are by definition those materials that present an immediate hazard to people and the environment.

They are material that will seriously hurt you, kill you, burn you or corrode you then and there. Hazardous materials tend to be materials that may will hurt you but they will not kill you straight away. They will cause damage to the environment but they will not kill the fish straight away. The fish will go away and they will die two years down the track. The hazardous waste we look after are materials that are not that dangerous that they will cause an immediate damage but they will cause some damage that will impact further down the track.

Mr LAMBERTON: An example is a carcinogen. Therefore the community is concerned about exposure to it, but it may not necessarily have properties that are toxic or cause an acute incident. We regulate the broader range of hazardous materials.

Regulation of the road and rail transport of dangerous goods

QUESTION: With regard to the Department of Environment and Conservation's administration of legislation covering the road and rail transport of dangerous goods, has the department undertaken targeted education or awareness raising campaigns to communicate responsibilities under the Road and Rail Transport (Dangerous Goods) Act 1997?

RESPONSE: Since 2000, DEC has published brochures addressing the responsibilities of the primary participants in the road transport of dangerous goods, namely the consignors (goods owners), prime contractors (transport operators), vehicle owners and drivers as well as brochures on vehicle warning signs and shipping documents (load manifests). Also, DEC has given about 25 presentations and talks to industry seminars and conferences addressing dangerous goods transport issues. DEC has on its website much useful information relating to the transport of dangerous goods, including frequently asked questions.

Mr GIBSON MP (CHAIRMAN): Did you say there have been only 15 prosecutions in the last five years?

Mr LAMBERTON: That is correct.

Mr GIBSON MP (CHAIRMAN): Is there any reason why that number is so low? I think back to a few years ago when hospital contaminated waste was being transported all over the city. I even followed a vehicle from Sydney to Canberra where the waste was to be incinerated. That vehicle was dropping liquid nearly all the way from here to Canberra, spreading it over windscreens. When it rains and you get all that muck on your windscreen, you realise it is not just dirt from the road.

Mr LAMBERTON: The 15 that I referred to were breaches of the dangerous goods transport legislation. I have not got the statistics with me to tell you how many waste breaches there were. But I have been involved in prosecutions where people have carried liquid waste, for example, in open vessels and when they have gone around roundabouts it has spilled over the side. We get calls from the community through our pollution line and we follow up on those. Often people at the depots who receive those things are aware that these people give the industry a bad name and they give us tip-offs about those people. We run campaigns on covered loads because not only is it the

fact that large obstacles fall out of the vehicles, there is dust and material dripping on the road. We have run several campaigns.

In 2004 we ran a campaign from which found there was only about a 45 per cent compliance. We issued 52 penalty infringement notices in that campaign. In the next year we ran an education campaign with the Roads and Traffic Authority. You might see them sometimes on the side of the M4 about covered loads and litter. In 2005 we ran a survey looking at awareness. We found that there was a very high level of awareness—96 per cent of the operators were aware of their obligations to cover loads. It becomes an ongoing issue. We put a lot of emphasis on the appropriate transport of waste in addition to the dangerous goods obligations.

Mr GIBSON MP (CHAIRMAN): On a daily basis do you have any way of picking up people who do not have their loads covered properly? Do you patrol the roads, or do you wait for breaches to be reported or do you just come across them?

Mr LAMBERTON: A number of ways: First of all, the public notify us through our pollution line. You would be well aware there are a number of things in the community that are poorly regarded and litter and rubbish falling off vehicles is one that a lot of people report to us. We follow those up. We have about 200 officers around the State who have been trained in this area and they are aware of what to look for. The Roads and Traffic Authority will alert us if they observe a vehicle and the police are aware. We have campaigns, as I said, that we run from time to time. We might install video monitoring on an overhead bridge on a major arterial road. We take information of the vehicle and we either stop them or follow them up later on and issue a penalty notice. As I said, in the industry they realise that these people give the industry a bad name, so often at landfills and liquid waste treatment plants they will tip us off about examples of that.

Mr GIBSON MP (CHAIRMAN): What sorts of fines are imposed?

Mr LAMBERTON: Alan might be able to fill you in on the exact details.

Mr RITCHIE: Most of the dangerous goods fines for penalty notices going to companies are between \$1,000 and \$3,000. For prosecutions the fines are between \$1,000 and the biggest one was \$45,000. Most of the maximum penalties for breaches of our dangerous goods law are \$15,000. Under the Act it is up to \$125,000.

Mr GIBSON MP (CHAIRMAN): What about fines for dumping?

Mr LAMBERTON: Dumping starts at \$1,500 up to \$5,000, I think, maximum penalty notice. Then prosecution can go up to \$1 million plus imprisonment. We have had some fines in the order of several hundred thousand dollars, community service orders and the like. We get a lot of support from the community for that because dumping is poorly regarded in the community. We recently had an enhancement of our resources in the waste dumping area to deal with the problem of people dumping in the bush. I guess the industry has an unsavoury element that is keen not to follow the appropriate rules.

The Hon. ROBERT BROWN MLC (STAYSAFE): You said that most of the work is done for you by the public because dumping of waste is socially unacceptable. I note that all dangerous goods transport vehicles have to have signage and an emergency number to call. It may be a good idea to add your pollution hotline number.

Mr LAMBERTON: I am sure they would be thrilled with that! It is a good idea. I have noticed that a number of companies are now putting their number on as well, so that the drivers realise they can potentially be reported to their employer. We run campaigns quite widely to let the community know where to report these matters. That is something we can investigate and take up with the vehicle owners.

Hazardous and dangerous goods in road tunnels

Mr GIBSON MP (CHAIRMAN): In relation to hazardous and dangerous goods not being allowed into road tunnels, how do you enforce that? I am certain I have seen that nearly on a daily basis.

Mr RITCHIE: Anecdotally, people keep saying that, but all of road tunnel operators have video monitoring of the tunnels. One of the things they are doing is checking for vehicles running through the tunnels with dangerous labels on them, and they are not finding it. There are signs that look rather like "dangerous goods" signs—trucks carrying diesel loads, for example—and those vehicles are permitted through the tunnel. If people report a vehicle and we investigate it, that is what people are seeing; they are not seeing the dangerous goods signs.

Mr GIBSON MP (CHAIRMAN): So we are leaving it to the tunnel operators to police it. I would have thought the tunnel operators would be happy if they get the toll, so that would be the end of the matter for them. Do you not have a blitz on that, or do you not look at that from time to time?

Mr RITCHIE: From time to time, we do.

Mr GIBSON MP (CHAIRMAN): When was the last time you looked at it?

Mr RITCHIE: I do not have the data with me.

Mr GIBSON MP (CHAIRMAN): Would it be within years?

Mr RITCHIE: It would have been this year.

Mr GIBSON MP (CHAIRMAN): Can you come back to us on that data, and how often you do that?

Mr RITCHIE: Yes.

QUESTION: When was the last time DEC undertook an enforcement campaign addressing the transport of dangerous goods through tunnels in Sydney?

RESPONSE: The last enforcement campaign for the transport of dangerous goods was held on the Sydney M5 tunnel in July 2004.

Protection of the Environment Operations (Noise Control) Regulation 2000

QUESTION: In its 2004-2005 Annual Report, the Department of Environment and Conservation makes reference to reviewing the Protection of the Environment Operations (Noise Control) Regulation 2000 to ensure it has an appropriate balance between providing the community with adequate protection from undue noise and allowing legitimate activities. The annual report also stated that representatives of local government and police are included in the regulatory review working group to ensure it has the input of its primary enforcement agencies. Could you please advise the Committee on the progress of this review?

RESPONSE: The Noise Control Regulation is due to be reviewed and remade by September 2007 with public consultation on a draft RIS planned for April 2007. The Noise Control Regulation is designed to address neighbourhood noise and includes noise requirements for motor vehicles including exhaust noise emission limits, anti-tampering requirements for vehicle silencing system, offensive noise for off-road vehicles, motor vehicle horns and vehicle sound systems. The DEC is well advanced in developing a draft regulation for community consultation. In relation to motor vehicle noise potential areas for inclusion in the draft regulation include incorporating the maximum noise levels contained the new Australian Design Rule 83/00 and provisions to address the practice of temporarily modifying a motor vehicle to pass a noise test.

Regulation of noisy vehicles

QUESTION: In 1997 the STAYSAFE Committee conducted an inquiry into car hoons, drag racing and burnouts, where there were issues of road safety and noise identified. What key activities and initiatives have the Department of Environment and Conservation undertaken over the last 5-6 years in the regulation of noisy vehicles?

RESPONSE: The *Protection of the Environment Operations (Noise Control) Regulation 2000* (clause 17A) was gazetted in 2002 following liaison with Police and the Roads & Traffic Authority (RTA), aimed at strengthening requirements to limit offensive noise from motor vehicle sound systems. The addition allowed for demerit points to be recorded against the licence of a driver who is fined for causing offensive noise from their vehicle's sound system.

DEC published the *Managing vehicle noise* brochure in June 2004, aimed at informing community of the range of motor vehicle noise offences (eg: exhaust noise, off-road vehicles, vehicle sound systems, etc). A copy was provided in DEC's initial written submission to the committee.

DEC continued to conduct compliance activities for noisy vehicles including on-road enforcement activities, such as joint operations with NSW Police and RTA. In the last two years 29 joint operations have been carried out at known trouble spots. DEC uses a range of responses for non-compliant vehicles. In the period 2000-06 DEC issued over 3000 penalty notices for motor vehicle noise offences. DEC also issues defective

vehicle notices, requiring owners to fix noisy vehicles. In 2005-06 1123 defective vehicle notices were issued. Failure to comply with a defective vehicle notice may result in the vehicle's registration being suspended or cancelled. Between July 2003 and June 2005 Council, Police and DEC issued around 800 infringement notices for offensive noise from motor vehicle sound systems.

A proposed regulation for a noise testing and anti-tampering inspection scheme for motor vehicles (*Protection of the Environment Operations (Vehicle Testing and Inspection) Regulation*) is currently being developed. The noise testing scheme is designed to supplement existing on-road enforcement activities by DEC and Police. Essentially a limited number of existing RTA Authorised Unregistered Vehicle Inspection Stations (AUVIS) will be approved by the DEC to conduct statutory tests for noise emission and inspections against tampering with pollution control devices. Prerequisites for approval will include possession of suitable equipment and training. The aim is to have sufficient inspection stations approved around NSW so that there is increased availability to testing for the community and to extend compliance activities. Gazettal of the regulation is planned for October 2006 and follows a successful pilot and consultation. The scheme will be progressively rolled-out over 12 months with inspection stations in Sydney followed by NSW regional areas.

Mr BARR MP (STAYSAFE): What is your relationship with the RTA on noise matters as regards traffic, particularly with regard to noise abatement barriers?

Mr MELLOR: I suppose the Department of Environment and Conservation has a fairly wide range of responsibilities across noise. That ranges from regulations that deal with neighbourhood-type noise issues, through to issuing licences for the construction of things like freeways. One area where we intersect with the Roads and Traffic Authority on the issue of noise barriers is that the construction of freeways is scheduled under the Protection of the Environment (Operations) Act, and there is a requirement there to get a licence for the construction of a freeway. Typically, that would include consideration of noise impacts and looking at what sort of noise levels would occur from the traffic volumes that were predicted to use the road, and providing those barriers along the roadway is a condition of the licence to construct.

Mr BARR MP (STAYSAFE): For works under construction, you would insist that there be barriers there if there is going to be sufficient quantity of traffic to justify that? What about roads where, at the time they were constructed, there was not this requirement, or where the volume of traffic has so increased? Do you monitor that at all?

Mr MELLOR: The Department of Environment and Conservation has produced a guideline to assess the impacts of road traffic noise; that is the environmental criteria for road traffic noise. The primary use of that is for the construction and development of new barriers, but it also underpins a system that the Roads and Traffic Authority has developed, which is in a document they call their environmental noise manual. Part of that process that the Roads and Traffic Authority administers is a noise abatement program. As I understand it, the Roads and Traffic Authority looks at existing levels of noise and, on a priority basis, will examine the levels in an existing area and provide either barriers or possibly even treatment to buildings.

Mr BARR MP (STAYSAFE): Do you know how much they spend a year on retrofitting barriers?

Mr MELLOR: No, I do not.

Mr BARR MP (STAYSAFE): It is not very much, I think. I think there are quite a large number of areas where there is sufficient road noise that fits their criteria, which I think is 65 decibels in certain circumstances, but where they are only priority listed; it may take a long time for a barrier or some alleviation measure to be put in place. You do not have any input into that?

Mr MELLOR: No direct input, no. That is a system that is administered by the RTA. I suppose our focus is on providing guidance on what constitutes a reasonable level of noise and a framework for addressing that through new road projects. The existing noise level is something that is dealt with by the RTA. The studies that have been done showed that there are extensive levels of noise impacts out there. I guess the process they have of addressing that on a priority system is a reasonable way to deal with it.

Regulation of air pollution from motor vehicles

Mr BARR MP (STAYSAFE): With regard to the pollution hotline and the issue of dirty engines causing environmental concerns, your campaign to force people to get their cars serviced properly seems to have died off. Is that so?

Mr LAMBERTON: I do not have the statistics with me to be able to compare. However, we still run campaigns, we take reports from the community, we have a specialist group who do inspections, and we run blitzes with the police.

Mr BARR MP (STAYSAFE): As I say, I get the impression that it has died off a little. Is that the case?

Mr LAMBERTON: I cannot say quantitatively, but I suspect that we are not getting the same frequency of observations. I know from my own experience, I do those observations, and I do not see them as often as I used to. Your observation could well be true.

Road safety issues for the NSW National Parks and Wildlife Service

QUESTION: Roads located in New South Wales National Parks often include unusual terrain and are subject to adverse climatic conditions, making for unfamiliar driving conditions for road users. These roads are also frequently used by different groups for day-trips and longer 'runs' by motorcyclists, holiday makers, etc.. What are the road safety issues that the NSW National Parks and Wildlife Service faces now and is likely to face in the future as part of its responsibility for roads located in New South Wales National Parks?

RESPONSE:

Ownership generally

Roads within or traversing lands reserved under the National Parks and Wildlife Act (Park) are owned by a number of different agencies in addition to Dept of Environment and Conservation, and include the Roads and Traffic Authority (RTA) and various local councils. These roads include both through-roads and roads used only for park access only.

Management of Park roads by DEC

Inherited infrastructure

The majority of roads in parks were originally part of the inherited infrastructure that existed on the land when it was declared as a park eg. former State Forests .

Service delivery

It is the policy of DEC to retain only those roads and trails that are required for the delivery of services, such as visitor/management access and fire management access. Where possible, roads identified as essential for the delivery of services are maintained in accordance with the original design parameters, until such time as resources become available for a major upgrade. At that time the roads are rebuilt to comply with the DEC road design criteria (Austroads - Guide to Rural Road Design or NPWS Road Design Manual – same geometric design criteria) within the constraints of funding, environmental damage, practical engineering design etc.

Road Maintenance Expenditure

DEC's total expenditure on the maintenance of 'roads and other access' (as defined in its assets register) was \$5.5 million in 2003/04 and \$6.7 million in 2004/05. It is noted that this includes not only formed vehicular roads, but also a large number of fire trails and walking tracks. Since 2004/05 these cost figures have been published in DEC's annual reports. Prior to that year, they may be found in the annual reports of the National Parks and Wildlife Service.

Road Maintenance Systems

DEC is currently implementing a statewide computerised Asset Maintenance System (AMS). The AMS utilises NSW Government endorsed 'Plant Maintenance Module' of the SAP business software. The AMS will allow the use of cyclic maintenance plans which prescribes, schedules and records maintenance on all assets, particularly roads, trails and tracks. Road maintenance is currently prioritised locally, utilising wherever possible, inputs such as geographic conditions (soil types, rainfall, topography etc), visitation numbers, traffic types, visitor expectations and available funding. System generated Cyclic Maintenance Plans within the AMS will consider all these factors in determining the resources required and the frequency of maintenance.

The AMS will assist in providing a better picture of overall maintenance liabilities and reduce the likelihood of over-maintaining / under-maintaining various assets. It will also highlight any liability from maintenance not able to be carried out within available resources.

Restricted / Controlled access

There are roads within Parks that are difficult to improve to the standards required for normal public access but still provide a valuable community and tourist access across or into a Park or precinct within a Park. An example is the Barraba Track in Mt.Kaputar National Park. This track is a tourist route that runs from Barraba across the park to Narrabri. Road safety on this road is managed by:

- designating the road as four wheel drive access only
- ensuring one-way traffic, running from Barraba to Narrabri
- installing locked gates and users must pick up a key from the Barraba Tourist Information Centre to gain access to the road. Users then either post the key back or drop it off at the Narrabri Tourist Information Centre. Keys cannot be obtained from the Narrabri end
- closing the road when weather conditions result in high risk road conditions
- regular road inspections by local staff

Road accident claims history

Since December 2002, there have been only eight successful claims on DEC's insurance (Treasury Managed Fund). These claims relate to vehicle damage and range from \$800 to \$5,800. These claims do not necessarily reflect personal injury claims which may have been made through CTP insurance.

Road Signs on Park Roads

Road signs are installed by local Park managers. Signs deal with issues faced by all road authorities, and typically include speed limits, slippery roads, steep grades, loose surfaces, narrow roads, overtaking on narrow bridges etc. DEC has a significant ongoing cooperative relationship with RTA for signposting in Parks. DEC is currently negotiating with the relevant RTA committee, TASAC (Tourism Attraction Signposting Assessment committee) some new procedures to improve communication between both our agencies.

Speed limits on Park roads

Speed limits on Park roads are mostly lower than surrounding local government or RTA roads of similar standard. The reasons for lower speed limits include among other things:

- protection of endangered wildlife species,
- higher incidence of pedestrians (particularly when pedestrians in parks are often strolling about in 'holiday' mode) and
- the relatively high concentration of vehicles towing boats, trailer and caravans.

For instance, in many areas, the local roads are speed limited to 50 or 60 km/h, while Park roads that connect to council/RTA roads are often 40km/h. A major issue associated with all speed limits within parks is the ability to adequately enforce those speed limits.

Risk management approach

DEC will shortly commence its Risk Management Implementation Plan – Phase 1 – Public Safety. This plan will use the risk management framework outlined in

Australian Standard AS4360:2004 - Risk Management. Implementation of formal risk management processes will enable the systematic assessment of risks associated with roads, including risks to road users.

Future issues for DEC - Levels of Service

DEC is currently developing a process that will allow levels of service to be set for each Park, especially visitor services.

This process will reflect current national best practice and set benchmarks for the quantity and quality of infrastructure and standards of maintenance of that infrastructure for each Park.

For roads and trails, this means that variables such as:

- traffic volumes
- nature of visitation (day visitors, bus groups, campers, boating etc)
- visitor expectations
- types of traffic (cars, buses, campervans etc)
- the quality of other adjacent roads used to access the Park road etc.

May be applied uniformly across the state to assist in determining the design standards for a Park road, its corresponding level of maintenance and seeking appropriate levels of funding. It may also mean that Parks designated for high visitation will over time have access appropriate to the level of visitor service expected.

Management of Park roads by others

DEC also owns Park roads that are managed by others. In some parts of NSW, DEC has in place memoranda of understanding (MoU) agreed with local councils and government agencies, notably the Roads and Traffic Authority (RTA) and Forests NSW. Under these MoU, other agencies may maintain various park roads on behalf of DEC. It is also noted that these MoU are reciprocal and DEC may undertake maintenance work (such as grading) on roads for which other agencies have overall responsibility. These arrangements are generally put in place to provide a whole-of-government approach to resourcing and subsequent reduction of costs by sharing local resources.

Some of the Park roads in this category have many associated safety issues. A typical example of such a road is the Pilliga No.1 Break (Fire Trail), a public accessible fire trail which crosses Pilliga Nature Reserve, Timallallie National Park and continues onto and through Baradine State Forest. The DEC section of the fire trail is managed by Forests NSW (funded by DEC) by way of a MoU. This road in particular has several issues associated with its use as a public road:

- This DEC/Forests NSW owned fire trail has for many years been signposted by the RTA as a route from the Newell Highway to Barradine.
- The fire trail is increasingly being used by larger B-double trucks. This has a major effect on the safety of the road, in that these trucks cause significant dust clouds which reduce visibility for other users and they increase the rate of surface deterioration which not only affects other users but also increases maintenance costs.

- DEC receives no funding for keeping this route open to public/commercial traffic, and closing the route is not an acceptable option for the local community.
- DEC is ultimately responsible for Parks sections of this road.

Management of public roads owned by others

Many through roads with high traffic volumes and some high traffic park access roads are owned and managed by the RTA or local government. These roads are gazetted public roads. Typical examples of such roads are:

- Putty Road – Wollemi NP
- Sir Bertram Stevens Drive – Royal NP
- Alpine Way – Kosciuszko NP
- Kosciuszko Road – Kosciuszko NP
- Ku-ring-gai Chase Road – Ku-ring-gai NP
- West Head Road (park access road) - Ku-ring-gai NP

As mentioned previously, in some cases DEC may actually carry out the physical maintenance for parts of these roads on behalf of the owning agency through MoU. This may include such activities as snow clearing and grading etc. However, the responsibility for safety related matters such as signposting, guideposts, safety barriers, surface type and condition remains with the owning agency.

Safety related issues that impact DEC on these roads include, but are not limited to:

- Resourcing required to clear vegetation off road verges – in some cases these roads are poorly surveyed and the land description documents often only refer to the route itself as being a gazetted public road which exists, with little or no description about the easement width. Although it is accepted practice that to assume an easement width of one chain (20.1m), DEC is often required to clear from the pavement edge or gutter, back. DEC is required to resource this clearing of vegetation which in almost every other case in NSW would be the responsibility of the road owner. The reverse of this can also be problematic however, where road authorities have cleared excessively and adversely affected the environmental values associated with the park.
- Various vehicle manufacturers have and continue to use these park access roads for vehicle test days, where they pay a single entry fee for each vehicle and regardless of the manufacturer's representative's instructions to drivers, the vehicles are usually driven at high speeds by a number of drivers. When DEC has attempted to control this activity, the manufacturer's representatives advise that it is an RTA road, that park entry fees have been paid in accordance with the law and that DEC has no jurisdiction over this activity. When DEC becomes aware of such days, this information is often then referred to the NSW Police for possible enforcement.

Mr GIBSON MP (CHAIRMAN): What about road safety features of the roads in national parks and wildlife areas that are used for myriad different reasons: for picnickers, for transporting, and whatever? What role have you played there?

Mr LAMBERTON: Again, this is not my division, but our parks service colleagues are now very aware of their obligations to ensure road safety. They have a large number of roads and trails. Upgrading roads so they are suitable, in consultation with the Roads and Traffic Authority, is an important part of their work. Unfortunately, the detail of that work, I cannot provide you.

Mr GIBSON MP (CHAIRMAN): If you could take that on notice.

Mr LAMBERTON: Certainly.

Alternative fuels and the safe transport of alternative fuels

Mr GIBSON MP (CHAIRMAN): What about alternative fuels, such as hydrogen and others in respect of which it is speculated that they may be the alternative fuels of the future? Have you given that any consideration at this stage?

Mr LAMBERTON: We have as an agency, because obviously that is consistent with some of our objectives, as well as ourselves buying hydro vehicles and vehicles that are using alternative fuels. We have programs to encourage that. In the case of hydrogen, which is a dangerous good, there will be quite a challenge, I imagine, through the Australian Design Rules about the safety of the transport of that material in the vehicle itself. I do not believe we have had a role beyond the promotion of those alternative fuels.

Mr GIBSON MP (CHAIRMAN): We had the opportunity of going to Iceland and having a look at it. Buses in Iceland run on hydrogen fuel. Shell came into partnership with the hydrogen people. In the largest city in Iceland, in Reykjavik, at a large Shell service station you can get petrol at one end of the service station and hydrogen gas at the other end. It is in the middle of the city, and it poses no problem at all as far as the gas itself is concerned. I note that Perth has had three buses running on hydrogen gas for the past year. We have done nothing along those lines?

Mr LAMBERTON: I am not aware of any such programs. As you would be aware, we are promoting that. I am not aware of any such vehicles available yet in New South Wales. But we would be keen to get one as soon as they are available, as we did when the first prototypes of dual-fuel vehicles and hydro vehicles were available in New South Wales.

Mr BARR MP (STAYS SAFE): As an agency, have you looked into the issue of whether you think we have reached peak oil?

Mr LAMBERTON: The people from air policy would probably be better to advise you on that. But we are very mindful of this as an important issue.

Mr BARR MP (STAYS SAFE): Being mindful of it, as all of us are these days, what input are you having to the Roads and Traffic Authority and to government bodies such as the Department of Planning in terms of looking at things like the fuels we will be looking at in the future, the way we design our cities, and the fact that we cannot continue to rely on road-based transport if fuel is running out? I would think the Department of Environment and Conservation would have a view on this sort of issue.

Mr LAMBERTON: And we do. We provide input to the metro strategies and other higher-level planning documents, encouraging public transport use and encouraging alternative fuels. We provide input also on air pollution monitoring, and where we believe are the better or poorer areas to locate industry and residents, to minimise any harm from air pollution. In terms of greenhouse, that is headed by the Cabinet Office of New South Wales. We, along with Planning and other agencies, have an input into shaping government policy, but we do not do that directly ourselves.

Mr BARR MP (STAYSAFE): Would you agree we have a long way to go?

Mr LAMBERTON: It is one of the major challenges for the community in the next few decades.

Impact of increase in the number of trucks on NSW roads

Mr GIBSON MP (CHAIRMAN): With regard to planning, as has been suggested, by 2020 we are going to see another 50,000 trucks in New South Wales alone. Do you have any thoughts about what you would hope for?

Mr LAMBERTON: I guess you are outside the area of my expertise, except to say that—

Mr GIBSON MP (CHAIRMAN): Apart from pollution, the rest of it is not; it is right in your bailiwick.

Mr LAMBERTON: It certainly is in our agency. We do run campaigns, and we provide input into various processes to raise the issue about encouraging the use of rail, public transport, and things like that, because we are quite concerned, like you are, about the inevitable growth in the number of private vehicles—

Mr GIBSON MP (CHAIRMAN): But have you had any input into the possibility of another 50,000 trucks by 2020?

Mr LAMBERTON: Yes, but it is not a role that I am directly involved in, so I cannot speak on behalf of the agency on that.

Other significant road safety matters involving the portfolio area of Environment and Conservation

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: There are several matters directly relevant to road safety not addressed above.

Vehicle standards. Dangerous goods transport legislation requires that bulk tank vehicles are constructed in accordance with particular Australian Standards and carry

certain safety equipment (such as fire extinguishers, manifests and warning placards) in order to minimise as far as possible the risk of transporting substances which may be flammable, toxic or corrosive and to reduce the risks when such vehicles are involved in accidents.

As part of the process of licensing bulk tank vehicles for the transport of dangerous goods, a check is undertaken that they are built to an approved design, which confirms that they should comply with relevant Standards. Bulk tank vehicles (including vehicles carrying waste dangerous goods) and required safety equipment are also physically checked in the course of on-road regulatory activity by DEC officers.

Driver licensing criteria. Drivers licensed by DEC to drive bulk dangerous goods tank vehicles must provide evidence of a satisfactory driving history and pass a comprehensive medical assessment. The criteria for a satisfactory driving history are similar throughout Australia. An applicant who provides a driving history with licence suspensions or cancellations may be refused a dangerous goods bulk driving licence. A driver with a particular medical condition may be refused or granted only a conditional dangerous goods bulk driving licence, based on the recommendation of their doctor.

Remaking noise regulations. DEC administers the Protection of the Environment (Noise Control) Regulation 2000. The Noise Control Regulation is due to be reviewed and remade by September 2007 with public consultation on a draft Regulatory Impact Statement planned for April 2007.

The Noise Control Regulation is designed to address neighbourhood noise and includes noise requirements for motor vehicles including exhaust noise emission limits, anti-tampering requirements for vehicle silencing system, offensive noise for off-road vehicles, motor vehicle horns and vehicle sound systems.

Noise enforcement activity. In the period 2000-05 DEC issued around 1500 penalty notices to owners of motor vehicles with faulty noise control equipment and around 1200 penalty notices to owners of vehicles that were noise tested and failed to meet exhaust noise emission limits. There were 16 joint motor vehicle compliance operations carried out by DEC, NSW Police and RTA in 2004-05.

Between July 2003 and June 2005 Council, Police and DEC issued around 800 infringement notices for offensive noise from motor vehicle sound systems.

Noise testing and anti-tampering inspection scheme. A proposed regulation for motor vehicles (to be called the Protection of the Environment Operations (Vehicle Testing and Inspection) Regulation) is being developed. The noise testing scheme is designed to supplement existing on-road enforcement activities by DEC and Police. Essentially, a limited number of existing RTA Authorised Unregistered Vehicle Inspection Stations will be authorised by DEC to conduct statutory tests for noise emission and inspections against tampering with pollution control devices. A prerequisite for authorisation will be possession of suitable equipment and training. The aim is to have sufficient inspection stations authorised around NSW so that there is reasonable access to testing for the community and Police. Gazettal of the

regulation is planned for October 2006 and follows a successful pilot and consultation. The scheme will be progressively rolled-out over 12 months with inspection stations in Sydney followed by NSW regional areas.

Waste Transport. The Protection of the Environment Operations (POEO) Act requires businesses which transport the more hazardous types of waste to hold a licence. Currently around 550 businesses hold waste transport licences.

DEC has undertaken four inspection campaigns on waste transporters between 2004 and 2006. Compliance rates have improved considerably during this period.

The most recent campaign, Operation Valdez, was undertaken on 14-15 September 2006. DEC officers inspected liquid waste tankers at 6 waste depots in Sydney, Newcastle and Wollongong and 3 RTA checking stations. 63 tankers were inspected. While most were satisfactory, some tankers were found to have missing equipment or incorrectly identified waste. DEC is considering appropriate regulatory action in relation to the operators of these tankers.

Waste spills. POEO licences for waste transport include conditions designed to minimise the risk of waste spills. Licensees are also required to have spill kits on their vehicles so that, in the event of a spill, the spill can be contained.

Prevention and containment of waste spills contributes to road safety, especially in the case of liquid waste spills (e.g. waste oil) which can make roads slippery. DEC undertakes spot checks on licensed waste transporters to ensure that they comply with licence conditions, including those designed to minimise and contain spills.

Covering waste loads. The POEO (Waste) Regulation establishes various requirements to ensure that waste is transported safely. This includes the need to secure and cover loads of waste. Transporting waste without a cover can generate litter and dust along our roads and impact on the safety of other road users.

In September 2003, DEC commenced a surveillance program of waste trucks in the Sydney region. The program found that 45% of waste transporters did not cover their load and 52 (\$500) penalty infringement notices were issued.

DEC developed educational material in 2004 to communicate the 'cover your load' message to industry. The brochure 'Important information for waste transporters and the waste industry' was distributed to licensed and non-licensed waste transporters.

A survey of the waste industry in March 2005 revealed that 96% of respondents thought that covering waste loads was important and 41% had observed enforcement officers conducting surveillance of uncovered trucks. Subsequent compliance inspection programs have seen an improvement in the number of waste trucks covering their loads.

Compliance has improved since the initial campaign, but DEC continues to conduct inspection programs to ensure that waste transported on our roads is covered.

Radioactive substances. DEC has separate legislation covering the transport of radioactive substances. As with the dangerous goods legislation, this legislation adopts a national code for the safe transport of these materials and primarily ensures these materials are so well contained that they will not provide any additional risks to those that occur in any motor vehicle transport or incident involving a vehicle which is not transporting radioactive substances.

Regulatory activity. Targeted transport enforcement campaigns are being conducted by DEC. These campaigns ensure the transport industry is aware of its responsibilities.

A total of 21 major dangerous goods campaigns were carried out in NSW in 2000-2005, such as at Coonabarabran, Albury, Narrandera (twice), West Wyalong, Marulan, Newcastle and Broken Hill. As well there is general enforcement activity in the Sydney metropolitan area.

In addition to formal campaigns, DEC operations officers are given a level of training that allows them to identify potential breaches of the dangerous goods and hazardous waste transport legislation that they may come across consequential to their normal duties.

In 2000-2005 about 5300 dangerous goods vehicles were inspected, resulting in about 90 penalty notices and 15 court prosecutions.

Legislative advice concerning road safety or the social and economic costs of road crashes by the portfolio area of Environment and Conservation

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

RESPONSE:

Dangerous goods. The dangerous goods transport legislation is uniform throughout Australia and is based on a legislative package now managed by the National Transport Commission. An update of this legislation is being finalised by this Commission in consultation with all States and Territories. DEC has coordinated the NSW response to this process.

A new national uniform legislative package is scheduled to be published by the National Transport Commission in 2007. DEC has new dangerous goods transport legislation on its legislative program and expects a new NSW dangerous goods Act and Regulations to be in operation by 2008. These will be based on the national model.

Vehicle noise. In relation to motor vehicle noise law, DEC has made submissions to the National Transport Commission in two relevant areas:

- The new Australian Design Rule 83/00 – External Noise for motor vehicles was gazetted in March 2003 and commenced to take effect from 2005. Essentially DEC supported the lower noise emission limits in the new ADR83.

- In June 2006 the Commission released a draft Regulatory Impact Statement (RIS) on engine brake noise from heavy vehicles for comment. DEC supported the recommended actions in the draft RIS for new noise tests to identify noisiest engine brakes and for a process to allow exclusion zones to be established where use of noisy engine brakes could be excluded.

Chapter Three—

GOVERNANCE AND ADMINISTRATION ISSUES RELATING TO ROAD SAFETY FOR THE ENVIRONMENT AND CONSERVATION PORTFOLIO, 2000-2005

Coordination between the Department of Environment and Conservation and the Roads and Traffic Authority

Mr GIBSON MP (CHAIRMAN): Do you work with the Roads and Traffic Authority in relation to rail? Do you work closely with the RTA?

Mr RITCHIE: We do not work closely with the Roads and Traffic Authority with regard to rail because the Authority does not have any involvement with rail.

Mr GIBSON MP (CHAIRMAN): The goods still have to go from point A to point B by rail.

Mr LAMBERTON: That is right. For the road part of the transport, yes, we work in with the Roads and Traffic Authority. Our enforcement and liaison work is done with the Roads and Traffic Authority and with the Independent Transport Safety and Reliability Regulator, which is the primary body now looking after the administration of rail safety. They have a memorandum of understanding with us and WorkCover regarding the administration of dangerous goods transport. They do the rail safety enforcement work for us, making sure that rail safety is done properly as well as the handling of dangerous goods.

The Hon. ROBERT BROWN MLC (STAYSAFE): For example, probably the biggest chunk of dirty stuff that gets transported on our rail system would be the stuff that Collex takes to Woodlawn. Huge trainloads go down there. But that is not hazardous material; it is ordinary waste, is it not?

Mr RITCHIE: That is right.

Mr LAMBERTON: It has special precautions. For example, I know from past involvement that they have odour-suppressant seals filters on them, so they do not give rise to odours if they are standing in a marshalling yard.

Measuring performance in the administration of road and rail transport of dangerous goods legislation

The Hon. ROBERT BROWN MLC (STAYSAFE): In relation to measuring your performance, you have talked about a number of prosecutions, fines and so on. How does the Department of Environment and Conservation measure its performance in relation to the administration of the legislation covering the road and rail transport of dangerous goods? Is it only by prosecutions or do you use some other measure?

Mr LAMBERTON: We do not have a large enough statistical base to have a very good quantitative measure. What we have is a qualitative measure. One of the things we find is it is almost a difficulty finding breaches. The nature of the transport industry, particularly the dangerous goods transport industry, has improved quite a bit over the last few years.

The Hon. ROBERT BROWN MLC (STAYSAFE): You can see that from the statistics you have available?

Mr LAMBERTON: No, we cannot, but we find that it is much harder, if you like. When you do inspections, breaches are far fewer. The breaches we found before may have been more significant. Now it is technically a breach but it is not a major issue. It is the case that the breaches are smaller. Unfortunately I cannot give you statistics to back that up.

The Hon. ROBERT BROWN MLC (STAYSAFE): Anecdotally you feel that the danger level of the incidents is reducing?

Mr LAMBERTON: That is right. We have also found that through our after hours emergency unit—we run a 24-hour Hazmat advice unit—people like the Fire Brigades and Police report accidents to us that involve hazardous materials. This is anecdotal but in my observation over the last 14 years working with the agency we have fewer major incidents than we had in the past.

The Hon. ROBERT BROWN MLC (STAYSAFE): It would be good to capture those sorts of facts statistically, provided the cost is not too high.

Mr LAMBERTON: Yes, we capture statistics on those. It is a bit hard. Sometimes you are comparing apples with oranges from year to year. Yes, you are quite right, it would be good.

Mr GIBSON MP (CHAIRMAN): Is the trend today to put dangerous goods on the rail or is the majority of it being transported on the road system?

Mr RITCHIE: We do not have good data to indicate which it is. But we know the majority of the big transport companies these days have rail offshoots. So they put onto whichever mode they find the most appropriate for their particular loads. The Toll- and Patrick-type people have got rail infrastructure as part of their operations. They use rail where they deem it appropriate.

Mr GIBSON MP (CHAIRMAN): Does that come under your jurisdiction as well?

Mr RITCHIE: It comes under our jurisdiction as well.

Department of Environment and Conservation involvement in the Revision of the Australian code for the transport of dangerous goods

The Hon. ROBERT BROWN MLC (STAYSAFE): I note that the Department of Environment and Conservation is a member of the Advisory Committee for the Transport of Dangerous Goods. Could you tell us what has been the Department's role in the revision of the Australian code for the transport of dangerous goods, and in particular the seventh edition of that code?

Mr RITCHIE: We are in the process of reviewing a draft right at this moment. The Department of Environment and Conservation has been a member of the committee doing the drafting. In fact, for a period of two years I was the chairman of the drafting committee of that committee, doing all the preliminary work that was being done as to what needed to be changed between 1986 and 1987.

The Department of Environment and Conservation was a member of the steering committee that was appointed by the advisory committee to directly advise the National Transport Commission on the things that should and should not be in ADG7, as well as the regulations and the model legislation that will go with that. So we have had a long and quite significant input into the whole process for the new regulations.

The Hon. ROBERT BROWN MLC (STAYSAFE): And you are happy with the speed of generation of the codes?

Mr RITCHIE: Because the code generation is very much a national consultative process, it takes a lot longer than anyone would prefer. But, recognising that we have to go through a process, and recognising the amount of interest that people had with regard to the public draft that came out last year and the amount of comment that was made, we are satisfied that it is going as fast as it can.

The Hon. ROBERT BROWN MLC (STAYSAFE): ADG7 is due in March 2007. Would you like to comment on whether you believe that is still a realistic date?

Mr RITCHIE: I believe it is very likely that it will be published by then.

Chapter Four —

ROAD SAFETY PUBLICATIONS, SPEECHES AND PRESENTATIONS BY THE ENVIRONMENT AND CONSERVATION PORTFOLIO, 2000-2005

Road safety publications involving the portfolio area of Environment and Conservation

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

RESPONSE: DEC has published several brochures relating to waste, noise and dangerous goods. These documents are detailed in Appendix 1 and are attached.

Road safety speeches and presentations involving the portfolio area of Environment and Conservation

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

RESPONSE: DEC does not deliver papers, speeches or seminars that address the topics of road safety specifically, however DEC does undertake education activities, in its role as regulator of hazardous materials transport, designed to protect public safety and the environment.

Dangerous goods education activity in 2000-2005 has generally focussed on explaining existing or upcoming dangerous goods transport law to industry and other agencies and results of campaigns, including the management of incidents involving the transport of hazardous materials.

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 Dorrrough, 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 A –

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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8. 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 in the Environment portfolio 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 in the Environment portfolio 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: to be read and agreed to

Chapters 2-4: to be read and agreed to

Appendix 1-2: to be read and agreed to

The following motions are required:

On the motion of Mr West, seconded Mr Maguire:

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 in the Environment portfolio to address the road safety situation in New South Wales, 2000-2005' be read and agreed to.

Passed unanimously.

On the motion of Mr West, seconded Mr Maguire:

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 in the Environment portfolio 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 West, seconded Mr Maguire:

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.
- STAYSAFE 48 (1998). Pedestrian safety. IV. Child pedestrian safety in New South Wales.
- STAYSAFE 49 (1998). Comments concerning the development of uniform traffic law in Australia—the Australian Road Rules.
- STAYSAFE 50 (2000). Speech by Grant McBride MP, STAYSAFE Chairman, in opening the 4th Local Government Road Safety Conference, Millennium Hotel, Kings Cross, 11-13 August 1999.
- STAYSAFE 51 (2000) Review of the road safety situation in New South Wales in 1998.
- STAYSAFE 52 (2001) Responses of Government agencies to recommendations in STAYSAFE reports of the 51st Parliament.
- STAYSAFE 53 (2001) Traffic control and safety around schools - Part 1 - Major recommendations and summary.
- STAYSAFE 53 (2002) Traffic control and safety around schools - Part 2 -Responses of government agencies to the major recommendations and summary.
- STAYSAFE 53 (2002) Traffic control and safety around schools - Part 3 -The evidence.
 VOLUME 1 – The testimony of school communities in 2000.
 VOLUME 2 – The testimony of school communities in 2001.
 VOLUME 3 – The testimony of representatives of government agencies.
 VOLUME 4 – The testimony of representatives of local councils.
 VOLUME 5 – The testimony of bus and taxi operators, representatives of non-government organisations, private citizens and Members of Parliament.
- STAYSAFE 53 (2002) Traffic control and safety around schools - Part 4 - Summaries of submissions received from government agencies, non-government organisations, and the community.
- STAYSAFE 54 (2002) Road safety and street design in town centres: Towards best practice in traffic control and safety for main streets in New South Wales: Proceedings of a conference held at Parliament House, Sydney, 31 July - 1 August 2000.
- STAYSAFE 55 (2002) Review of the road safety situation in New South Wales in 1999.
- STAYSAFE 56 (2004) Railway level crossings: Improving safety where railways and roads intersect at the same level.
- STAYSAFE 57 (2002) Work-related road safety. Proceedings of a seminar held at Sydney, Thursday 8 February 2002.

- STAYSAFE 58 (2002) Bullying, abuse, intimidation and assault on the road – selected Australasian research on ‘road rage’ and aggressive driving.
- STAYSAFE 59 (2002) On strategic planning for road safety in New South Wales.
- STAYSAFE 60 (2002) A decade of the STAYSAFE Committee, 1992-2002.
- STAYSAFE 61 (2004) Car surfing and the carriage of unrestrained and unprotected passengers on motor vehicles.
- STAYSAFE 62 (2004) “Road safety is no accident”: Proceedings of a seminar for World Health Day, 7 April 2004.
- STAYSAFE 63 (2004) Road crash statistics in 2002
- STAYSAFE 64 (2004) Road crash statistics in 2003
- STAYSAFE 65 (2005) Aspects of motorcycle safety in New South Wales—Proceedings of seminars on issues in motorcycle safety held at Sydney, Friday 3 December 2004 and Tuesday 4 May 2005, and other selected papers.
- STAYSAFE66 (2005) Repairing to a price, not a standard: Motor vehicle smash repairs under the Insurance Australia Group (NRMA Insurance) Preferred Repairer Scheme and its implications for roadworthiness, crashworthiness, and road safety.
- STAYSAFE 67 (2006) Driver distraction: Proceedings of an international conference on distracted driving, Sydney, Australia, 2-3 June 2005
- STAYSAFE 68 (2006) Improving the health of the motor vehicle insurance and smash repair industries: Shifting the focus to public safety—Report of a review of progress in implementing the findings and recommendations of an inquiry into motor vehicle smash repairs under the Insurance Australia Group (NRMA Insurance) Preferred Repairer Scheme
- STAYSAFE 69 (2006) Brief comments on organ and tissue donation
- STAYSAFE 70 (2006) Road safety: From local to global perspectives. Proceedings of the 4th meeting of Australasian Parliamentary road safety committees, together with supplementary papers, Monday 3 April 2006 and Tuesday 4 April 2006, Parliament House, Sydney.
- STAYSAFE 71 (2006) The crash testing of repaired motor vehicles: Further report of an inquiry into motor vehicle smash repairs under the Insurance Australia Group (NRMA Insurance) Preferred Repairer Scheme and its implications for roadworthiness, crashworthiness, and road safety.
- STAYSAFE 72 (2006) Inquiry into road safety administration and mid-term review of the New South Wales Road Safety 2010 strategy: Report on actions undertaken by the Motor Accidents Authority to address the road safety situation in New South Wales, 2000-2005.
- STAYSAFE 73 (2006) 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.
- STAYSAFE 74 (2006) Inquiry into road safety administration and mid-term review of the New South Wales Road Safety 2010 strategy: Report on actions undertaken in the Environment portfolio to address the road safety situation in New South Wales, 2000-2005.