

PARLIAMENT OF NEW SOUTH WALES



STAYSAFE Committee

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

Report of an inquiry into actions undertaken
by agencies within the Transport portfolio to address the
road safety situation in New South Wales, 2000-2005

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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 Transport 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 Transport portfolio 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 Transport 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. 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 Transport portfolio's road safety activities and initiatives between 2000 and 2005.

In the period under review, the Transport portfolio has been embarking on a process of reforms as a regulator. This process was given significant impetus by the broader implications of the Waterfall Special Commission of Inquiry. The outcomes of the Inquiry have relevance to some broader transport safety issues across all modes of transport.

Some of these reforms include the reform of Bus Operator Accreditation System, the introduction of safety management systems and monitoring programs, particularly in relation to drug and alcohol monitoring to ensure that operators are providing a safe framework for their operations in New South Wales. Reforms have also been introduced in relation to driver regulation, especially in the area of driver medical assessments, following the findings of the Waterfall Inquiry.

There are over 3,500 bus and coach operators in New South Wales. These operators provide hundreds of millions passenger journeys each year. This includes the transport services for over 600,000 school students who are supported by the Government's School Student Transport Scheme.

These bus and coach services are a vital part of the State's public transport system, and provide an important connection to the more remote regions of NSW. The NSW Government is therefore committed to ensuring that these services are as safe and reliable as are possible.

The State Transit Authority (STA) commissioned a project assessing the effects of fatigue in Metropolitan Bus Drivers. It was conducted by the University of Western Sydney and the Queensland University of Technology. The project was tasked to examine fatigue factors affecting 3,500 metropolitan bus drivers, based in Sydney and Newcastle. The research was conducted in two phases. First, focus groups were held at five depots, to assess drivers' opinions of relevant fatigue factors. Second,

these focus groups and a literature review was used to inform a questionnaire, which was distributed to all drivers. In total, 249 usable questionnaires were returned.

A further project conducted considered Bus Driver Distraction. It was concluded that STA bus drivers are currently required to undertake a wide range of tasks, both driving and non-driving related, while operating the buses, including preparation tasks, physical vehicle control tasks, cognitive vehicle control tasks, passenger-related tasks, communication tasks and personal comfort tasks. Two further stages are still to be completed.

It should be noted that while the Ministry of Transport regulates safety aspects of several road related industries, including certain driver accreditations, the Transport portfolio is not the lead portfolio for developing or enforcing road safety rules.

In relation to taxi, hire car and rental car safety, the Minister has established a number of initiatives. Earlier this year, the Minister established a Taxi Driver Safety Committee, looking principally at driver safety issues but also at passenger safety. Issues that we are giving consideration to in that process are driver reporting, effectiveness of measures to improve driver and passenger safety, such as security cameras, driver shields and vehicle tracking devices, which are all part of a taxi safety system. The Minister also recently announced the establishment or expansion of the Secure Taxi Rank Program, which has tremendous benefits for both drivers and passengers. There are no significant issues relating to hire cars.

The STAYSAFE Committee has been concerned for some time over the issue of bus safety, in particular where it relates to children's safety. The biggest changes have occurred and were formally implemented in July 2005. We now require all operators to have safety management systems, which include driver monitoring, management of maintenance and those sorts of safety-related systems. It also includes the driver monitoring drug and alcohol program, which operators are required to conduct and which can include random drug and alcohol testing. As happened in the taxi industry, a bus driver safety committee was established earlier this year to oversight these reform and review processes. Other matters relating to bus safety being addressed by the Transport portfolio include: objects thrown at bus drivers, location of diversions for bus operators, State Transit Authority Bus Safety and School bus safety and bus interchange safety.

Further matters for consideration include mechanisms for consultation with Non Government organisations, formal consultative mechanisms with the Roads and Traffic Authority and formal agreements between the Ministry of Transport and Roads and Traffic Authority.

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 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.

1.8 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.

1.9 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.

1.10 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)

1.11 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

1.12 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.xx 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 Ministry for Transport. The following chapter and appendices of the report document the information forwarded to STAYSAFE through written responses from the Minister and the testimony of Departmental officials in public hearings to gather further specific information.

1.16 STAYSAFE forwarded a series of questions to the Minister for Transport, requesting written briefings. Subsequently, representatives of the Ministry for Transport 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 WAKELIN-KING**.

Chapter Two—

ROAD SAFETY ACTIVITIES BY THE AGENCIES WITHIN THE TRANSPORT PORTFOLIO, 2000- 2005

Introductory remarks

The following Transport portfolio witnesses appeared before STAYSAFE on Monday 25 September 2006, representing the Honourable John Watkins MP, Deputy Premier and Minister for Transport:

Mr Jim Glasson, Director-General, Ministry of Transport

Mr Roy Wakelin-King, Director, Transport Operations, Ministry of Transport

Highlights in Road Safety for the Transport Portfolio, 2000-2005

Mr GIBSON (CHAIRMAN): Will you summarise the highlights across the various transport agencies in addressing road safety issues over the past five or six years?

Mr GLASSON: I note that I have been invited to return to talk specifically about railway level crossings, so I will exclude that from any comments today. In broad terms, I think that during that period we have been embarking on a process of reforms as a regulator, and that we have been given some significant impetus in that process by the broader implications of the Waterfall Special Commission of Inquiry and its relevance to some of the broader transport safety issues across all modes of transport. Roy, who is Director of our Transport Operations Division and has day-to-day accountability for all these matters, will add to that.

Mr WAKELIN-KING: Some of the issues arising from those reform processes to which I would like to draw the Committee's attention include the reform of the Bus Operator Accreditation System, which provides a framework under the Passenger Transport Act for ensuring safe and reliable services for bus and coach operations in New South Wales. Those reforms have included the introduction of safety management systems and monitoring programs, particularly in relation to drug and alcohol monitoring, to ensure that operators are providing a safe and a framework for their operations within New South Wales. We have also been undertaking reforms around our responsibility in terms of driver regulation, especially in the area of driver medical assessments, which we have been considering, particularly given the findings of the Waterfall inquiry.

Problematic road safety issues for the Transport portfolio

QUESTION: Are there any road safety issues - exclusive of railway level crossings that have been problematic for the various Transport agencies over the past 5-6 years, and if so, how have these issues been addressed and dealt with appropriately?

RESPONSE: There are over 3,500 bus and coach operators in NSW. These operators provide hundreds of millions passenger journeys each year. This includes the transport services for over 600,000 school students who are supported by the Government's School Student Transport Scheme.

These bus and coach services are a vital part of the State's public transport system, and provide an important connection to the more remote regions of NSW. The NSW Government is therefore committed to ensuring that these services are as safe and reliable as are possible.

The Ministry of Transport was concerned that the previous bus and coach operator accreditation system did not meet the needs of a modern public transport system, particularly in relation to the development of procedures to improve safety and reliability. It was introduced in 1990, and was not substantially reviewed or updated since that time.

This system required updating as it created an accreditation in perpetuity, with operators not receiving regular updates on mandatory requirements for safety matters. It also lacked sufficient resources to ensure a frequent and rigorous auditing regime. This is why a new bus and coach accreditation scheme was introduced from 1 July 2005. This new accreditation scheme includes the following features:

- a safety focus to enhance the safety culture of the NSW bus industry
- processes to ensure accuracy and reliability of information
- an accreditation renewal regime based on a 3 yearly cycle
- a more stringent driver health monitoring program
- improved quality and safety through enhanced auditing program with the inclusion of annual self assessments and regular independent auditing.

The new bus and coach accreditation scheme also incorporates the new legislative requirements for Drug & Alcohol programs as well as a Safety Management System. The bus and coach accreditation scheme commence on 1 July 2005. Accreditation is now granted for three years, unlike previously where it was issued in perpetuity.

An improved auditing regime is one of the cornerstones of the new accreditation scheme. From 1 January 2007, bus and coach operators will be required to conduct an annual self assessment as well as arranging and paying for an independent audit at least once during their three year accreditation period. This will ensure that all operators are audited at least once every three years, providing full coverage across all

operators in NSW. In addition, the Ministry of Transport will carry out random and targeted audits to follow up where operators are not meeting the accreditation requirements.

Research projects involving the Transport portfolio

QUESTION: The research projects commenced, completed or otherwise in progress over the period 2000-2005 commissioned by or involving the agencies within the Transport portfolio which concern road safety issues 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: The Transport portfolio's response to this question principally related to railway level crossings. This will be covered as part of a separate STAYSAFE report.

Assessing the Effects of Fatigue in Metropolitan Bus Drivers

The project was commissioned by the State Transit Authority (STA) and conducted by the University of Western Sydney and the Queensland University of Technology. The project was tasked to examine fatigue factors affecting 3,500 metropolitan bus drivers, based in Sydney and Newcastle.

The research was conducted in two phases. First, focus groups were held at five depots, to assess drivers' opinions of relevant fatigue factors. Second, these focus groups and a literature review was used to inform a questionnaire, which was distributed to all drivers. In total, 249 usable questionnaires were returned.

Issues covered by the focus groups and questionnaires included shift cycles and overtime, shift regularity, route schedules, commute times, cabin ergonomics, ticketing and related issues, management support and interaction with passengers and other road users.

Bus Driver Distraction (Stage 1)

Analysis of Risk for State Transit Authority New South Wales Bus Drivers

The aim of this research, conducted by Monash University Accident Research Centre, was to assess the risk associated with STA NSW bus drivers engaging in potentially distracting activities whilst operating buses.

The research was partitioned into three phases:

- An analysis of the functions and tasks currently undertaken by STA NSW bus drivers;
- The identification of actual and potential sources of bus driver distraction; and
- The conduct of a risk assessment of distraction for STA NSW bus drivers

A range of activities were conducted during these phases, including the conduct of subject matter expert interviews and observational studies, the conduct of a focus group, a review of current STA NSW and road transport policy rules and regulation, the development of a hierarchical task analysis of bus operation, and ergonomic assessment of three bus types, and the conduct of a human error analysis for a bus operation task.

It was concluded that STA bus drivers are currently required to undertake a wide range of tasks, both driving and non-driving related, while operating the buses, including preparation tasks, physical vehicle control tasks, cognitive vehicle control tasks, passenger-related tasks, communication tasks and personal comfort tasks.

It was concluded that, in undertaking these tasks, the bus drivers are currently exposed to a range of different sources of distraction including technology-related distractions, operational distractions, passenger-related distractions, environmental distractions, bus cabin-related distractions, infrastructure-related distractions and personal distractions.

The project is continuing with two further stages before recommendations can be appropriately evaluated and implemented.

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

RESPONSE: The Transport portfolio's response to this question principally related to railway level crossings. This will be covered as part of a separate STAYSAFE report.

Relevant training or rehabilitation programs involving the Transport portfolio

QUESTION: A summary of the road safety curriculum development activities undertaken by officers employed by agencies within the Transport portfolio, or consultants contracted to agencies within the Transport portfolio, over the period 2000-2005, not otherwise identified in Question 1.

RESPONSE: All operational service agencies within the Transport portfolio are required to periodically review and improve their employee training. This work does not, however, relate to curriculum in the context of general community standards for driver licensing or training which is the purview of the RTA.

State Transit advises that relevant activities include Traineeship, and the Driver Skills Maintenance Program. 'Curriculum development activities' are principally training programs related to development of drivers so as to ensure safe driving practices.

Community awareness activities involving the Transport portfolio

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

RESPONSE: The Transport portfolio's response to this question principally related to railway level crossings. This will be covered as part of a separate STAYSAFE report.

State Transit has implemented the Seniors Program to educate seniors on safe bus travel including boarding, travelling and disembarking.

Road safety standards, codes of practice or guidelines issued by the Transport portfolio

QUESTION: Details of standards, codes of practice, or guidelines associated with road safety issued by agencies within the Transport portfolio over the period 2000-2005.

RESPONSE: While the Ministry of Transport regulates safety aspects of several road related industries, including certain driver accreditations, the Transport portfolio is not the lead portfolio for developing or enforcing road safety rules.

On 1 July 2005, the Ministry of Transport introduced a new Bus Operators Accreditation System aimed at improving passenger safety within the NSW bus industry. A key element of the reforms was a requirement that operators implement a Safety Management System that complies with the Ministry's Guidelines.

The Safety Management Guidelines consist of 8 elements jointly developed by the Ministry, the Independent Transport Safety Rail Regulator and the bus industry on 25 November 2005 (Copy attached).

Under the Passenger Transport Act 1990, it is a condition of a bus operator's accreditation that it develops and implements a drug and alcohol program that complies with the Guidelines established by the Director General of the Ministry of Transport. The Ministry's requirements are set out in Passenger Transport (Bus Operator) Drug and Alcohol Program Guideline. The Passenger Transport (Drug and Alcohol Testing) Regulation 2004 sets out the legal requirements for the conduct of drug and alcohol testing.

The Passenger Transport (Drug and Alcohol Testing) Regulation 2004 is in the process of being amended to achieve:

- The implementation of a Waterfall Special Commission of Inquiry recommendation for mandatory post incident testing.
- Better alignment of drug and alcohol testing arrangements with Australian Standards.
- The simplification of various administrative requirements including the authorisation of persons to oversee drug and alcohol testing.

In addition, the Ministry is amending the Drug and Alcohol Testing Guidelines and producing a Drug and Alcohol Program Handbook.

The State Transit Authority operates vehicles to comply with road safety rules as determined by the Roads and Traffic Authority.

Taxi, hire and rental car safety

Mr GIBSON (CHAIRMAN): Let me turn from that to taxis and taxi safety issues. What has been done Earlier this year to improve taxi safety for passengers, drivers and the general community, particularly given some recent publicised events?

Mr WAKELIN-KING: the Minister established a Taxi Driver Safety Committee, which is chaired by the former police deputy commissioner, Dave Madden. In particular we are looking principally at driver safety issues but also at passenger safety. Issues that we are giving consideration to in that process are driver reporting, effectiveness of measures to improve driver and passenger safety, such as security cameras, driver shields and vehicle tracking devices, which are all part of a taxi safety system. The Minister also recently announced the establishment or expansion of the Secure Taxi Rank Program, which has tremendous benefits for both drivers and passengers. There were previously a number of ranks in the Sydney central business district, which commenced in the late 1990s. That program was expanded late last year to include a taxi rank at Manly and ranks in three regional centres—Albury, Wagga Wagga and Griffith. More recently it has been further expanded to include Orange and Tamworth. They have been very successful and feedback to date has been very positive. The Taxi Driver Safety Committee is due to report towards the end of this year and we will be looking at building on those initiatives to try to improve safety for both passengers and drivers.

Mr GIBSON (CHAIRMAN): Are there any significant issues relating to hire car operations in New South Wales? There appear to be very few hire car incidents compared to taxi incidents.

Mr WAKELIN-KING: There is no significant issue that we are aware of in relation to hire car operations. We have some involvement with hire cars. Obviously, the vehicles must be registered, which is controlled by the Roads and Traffic Authority. However,

we provide hire car drivers with driver authorities, which require them to undertake background checks and so on.

Mr GIBSON (CHAIRMAN): But they all have to be prestige cars.

Mr WAKELIN-KING: Yes. They must meet other obligations, such as a minimum wheel base length of, I think, 2,800 millimetres.

Mr MAGUIRE (STAYS SAFE): Can you briefly inform the Committee about who decides what type of security system is installed in taxicabs in regional New South Wales? I understand that in the cities various forms of security can be implemented, but in regional New South Wales the situation is different. Why do not all cabs have the camera arrangement that city cabs have, some have duress buttons and so on. What are your views? Are you going to suggest change?

MR WAKELIN-KING: Under the Passenger Transport Act and supporting regulations, as you have outlined, taxis in the Sydney metropolitan area, Newcastle, Wollongong and the Central Coast area are required to have a combination of safety features, including cameras or driver shields, and networks are required to have a vehicle tracking device and duress alarm systems. These requirements do not apply outside those areas at this time. Having said that, the matter is under consideration by the Taxi Driver Safety Committee. Earlier this year the Minister for Transport announced that serious consideration was being given to the installation of taxi cameras across New South Wales, because that was identified as one of the key contributors to better safety for drivers and passengers.

Mr MAGUIRE (STAYS SAFE): Why then has it taken so long when there are numerous examples of taxi drivers being threatened, bashed and robbed in regional New South Wales? It appears to be the same old situation of Newcastle, Sydney and Wollongong getting the attention first and everyone else being left to their own devices.

Mr WAKELIN-KING: I understand that when the decision about what areas in New South Wales would have those obligations placed upon them—in the late 1990s—the overwhelming evidence was that the majority of incidents were in the Sydney and outer metropolitan areas. Incidents have been recorded in rural and regional New South Wales, and expanding secure taxi ranks, cameras and shields to rural and regional New South Wales reflects a response to those incidents.

Mr MAGUIRE (STAYS SAFE): It reflects that more serious crimes are being committed in those regional centres as well.

Mr WAKELIN-KING: As I said, a number of incidents have occurred in those areas. There has been a decline in the number of deaths of taxi drivers while performing their roles across New South Wales, but obviously one death is one too many. If we can introduce measures to prevent that, we will. Obviously we are hopeful that any enhanced measures will improve the environment for both drivers and passengers. We think the secure rank program has been a significant step forward in that regard.

Mr MAGUIRE (STAYSAFE): I can vouch for that in Wagga Wagga, because the incidents around the rank were horrendous and the investment in that infrastructure has helped.

Further matters relating to rental cars were discussed later:

Mr BARR (STAYSAFE): Do rental cars fall within your purview?

Mr WAKELIN-KING: Hire cars.

Mr BARR (STAYSAFE): But not car rentals?

Mr GLASSON: No, not rental cars.

Mr BARR (STAYSAFE): Within whose purview do they fall? I am concerned about the ultra-low-budget, rent-a-roughie type of outfit.

Mr GLASSON: They would be a matter for the Roads and Traffic Authority when it becomes a matter of basic road safety.

The Hon. IAN WEST (STAYSAFE): With regard to hire car operators, in the period under review, 2000 to 2005, have there been any significant issues?

Mr GIBSON (CHAIRMAN): I asked a very similar question.

Mr WAKELIN-KING: To my knowledge, there have been no major issues that involved hire car operators, certainly not in relation to safety.

Bus safety

Mr MAGUIRE (STAYSAFE): It seems that the technology used in buses has changed less markedly than that used in cars, trucks and other motor vehicles. Are there issues associated with buses, long-distance coaches, small buses and mini buses that have emerged between 2000 and 2005? What have the relevant Transport portfolio agencies done to improve the safety of these different kinds of bus operations? I refer also to seatbelts in buses.

Mr GIBSON (CHAIRMAN): The STAYSAFE Committee has been very concerned for a long time, not only about seatbelts on buses but also the number of school children who are allowed to stand in the aisles of buses and the three-for-two technique; that is, putting three smaller children on a seat designed for two. I hope that never happens. If a school bus were to tip over or were involved in a severe accident, getting 90 or 100 children out of a bus would be impossible. Have you done any work in that area?

Mr WAKELIN-KING: I refer back to the bus operator accreditation reforms we have been undertaking to address improved technology and systems for buses, coaches and smaller tourist vehicle operators. The biggest changes have occurred and were

formally implemented in July 2005. We now require all operators to have safety management systems, which include driver monitoring, management of maintenance and those sorts of safety-related systems. It also includes the driver monitoring drug and alcohol program, which operators are required to conduct and which can include random drug and alcohol testing. There has been significant enhancement of the systems approach to buses and coaches in New South Wales. Over and above that, we are looking at establishing security camera systems, certainly for the metropolitan and outer metropolitan area. They are also being considered for their broader implications for buses and coaches, but we are focusing on regular passenger bus services, where they appear to have to the greatest benefit. We are also looking at duress alarms similar to those in the taxi industry for regular passenger bus services in those areas.

As happened in the taxi industry, a bus driver safety committee was established earlier this year to oversight these reform and review processes. That is working towards finalising standards in relation to, among other things, those issues you have just mentioned. We also require that all buses within certain conditions have vehicle-monitoring devices to track the time of operation of the vehicle and the speed of the vehicle. Those measurements are taken on a continuous basis while the vehicle is operating.

Last year, after receipt of a report about school bus safety, the Minister announced that he would take through the national process the establishment of national risk guidelines for school bus safety. Those guidelines were developed in consultation with all other jurisdictions and New South Wales, but largely led by New South Wales and Queensland. The guidelines were formally endorsed at the Australian Transport Council [ATC] on 16 November last year. That allowed each jurisdiction to determine how school bus safety would be managed within its jurisdiction given the different circumstances in each jurisdiction. For example, obviously in Queensland and New South Wales there are many more mountainous regions than in Western Australia and South Australia. There was a need to recognise differing environments, and that was the way the guidelines were structured.

New South Wales has since been determining how those guidelines would be implemented in this State. That involves dividing the environment in which school bus services operate into three broad categories: First, consistent or urban; secondly, variable, obviously reflecting the variable conditions outside the urban environment; and, thirdly, a higher-risk or extreme environment, which takes into account road conditions, climatic conditions, heavy vehicle volumes and so on. The ministry is undertaking work to define the three environments to determine what policy solutions may apply. Obviously, consideration will be given to policies on passengers standing, seatbelts and other engineering solutions.

Mr MAGUIRE (STAYS SAFE): With great respect, this has been an issue for some time. Do you have a time frame in which you intend to respond and get something done? While we are all talking about it, children and adults are standing in the aisles and children are travelling three to a seat.

Mr WAKELIN-KING: The school bus report identified that bus travel has been historically the safest mode of transport for school children in New South Wales. That has been widely recognised.

Mr GIBSON (CHAIRMAN): The *Titanic* was unsinkable, too.

Mr WAKELIN-KING: I acknowledge that. It is a very significant issue. We are all very aware of the priorities of this project. We are working diligently to come up with possible solutions for the Government to consider.

Mr MAGUIRE (STAYSAFE): How long before we can expect to see a draft of the recommendations? When can the Minister expect to see a report that he can act upon?

Mr WAKELIN-KING: I do not have a specific time frame.

Mr GIBSON (CHAIRMAN): Is there a plan?

Mr WAKELIN-KING: The Minister announced on 30 July 2006 that the review would commence with the Blue Mountains local government area to determine how the new risk assessment guidelines could work in New South Wales. The Blue Mountains local government area was chosen because buses in that area travel over a broad range of conditions, including steep and narrow roads through to the urban environment. That process was established some time ago. Over and above that, we are working to finalise the matter as soon as possible. I cannot give a specific date, but I can take the question on notice. I have not been given a specific time, but it has been brought to my attention that it is a high priority. Intuitively and personally, it is indeed a very high priority.

The Hon. GEORGE SOURIS (STAYSAFE): I am going to retire in the next decade or so and the first two decades of my parliamentary service will be scrubbed in respect of this topic. It has been a prominent topic for the 18 years that I have been a member of Parliament.

Mr MAGUIRE (STAYSAFE): When did the Minister issue the directive?

Mr WAKELIN-KING: The Minister issued instructions in relation to the development of the national framework shortly after receipt of the School Bus Safety Report, which was brought down in March 2005. Shortly after that he determined that, along with his Queensland counterpart, he would take a proposal to develop a national framework to the ATC in June 2005. From there the ATC determined that a special working group would be established to develop those guidelines. That occurred and they were brought down and approved by the ATC some six months later, in November. We have been working on developing the implementation of the guidelines in New South Wales, which involved the assessment of the Blue Mountains local government area. The intent, once we have done that, is to expand that assessment and map the whole of New South Wales. Concurrently, we will be looking at the solutions for school bus services in relation to improved safety options for government.

Mr MAGUIRE (STAYSAFE): It seems to me we could be waiting some time for an outcome. None of the information that you have just given the Committee with regard to the processes, etc., has a time frame, and it seems to me we could be waiting a very long time before the Minister, whoever that happens to be post-March, can make a recommendation.

Mr WAKELIN-KING: I cannot determine the time frame, but I have been instructed to do this as soon as possible.

ADDITIONAL QUESTION: Could the Ministry of Transport please advise STAYSAFE what will be measured or evaluated in the Blue Mountains trial?

FURTHER RESPONSE: In accordance with the National Guidelines for Risk Assessment of School Bus Routes, the Ministry of Transport is undertaking an evaluation within the Blue Mountains Local Government Area to assess environmental risks. This includes road conditions, traffic conditions, climatic conditions, crash statistics and heavy vehicle volumes.

Specific types of risks that are being considered are:

- Steep narrow or winding or unsealed roads;
- Roads with very high volumes of truck movements; and
- Roads that may experience extreme climatic conditions such as snow, black ice, fog or blackspots.

ADDITIONAL QUESTION: Could the Ministry of Transport please advise STAYSAFE of the timeline for the implementation of changes resulting from the Blue Mountains trial?

FURTHER RESPONSE: The Blue Mountains Local Government Area assessments will be evaluated and discussed with local bus operators, the RTA and school and parent groups before the commencement of risk assessments of other school bus routes across NSW as soon as possible.

Objects thrown at bus drivers

Ms HAY (STAYSAFE): I was interested in your earlier comments about bus driver safety, because Wollongong has had a number of bus driver incidents. The Bus Driver Safety Committee has been established. Are you aware of any methods to deal with incidents in which bus drivers have been targeted in a particular area by a group of people who have thrown objects at the windscreen and through the driver's side window? What action is envisaged to improve the safety of drivers in that sense?

Mr WAKELIN-KING: There are a number of initiatives that we are looking at in relation to bus driver safety, and in particular objects being thrown. More recently, this has been an issue that has occurred quite a bit in Sydney, but we note that it is obviously not limited to the Sydney environment. We have been looking at issues such as strengthening the driver's window and some passenger windows with a strong laminate to prevent, where possible, an object shattering or breaking through the

window. Two companies have already proceeded to actually start doing that. They are Westbus and Busways, both in western Sydney.

Also, we have put in place a protocol between ourselves and the bus companies so that if there is an incident, and it is considered appropriate, that there be an immediate diversion around the incident site for a short period, to try to prevent any further incidents. I have reported on the security camera issues. One of the matters that we have been giving consideration to is whether there should be cameras on the outside of the vehicles. That has a number of benefits in some respects, including identifying perpetrators of this particular crime.

I think the Committee would be aware that legislation was introduced in April to strengthen the penalties for assaults against transport workers, and in particular bus drivers and taxi drivers. If the incident is proven to be a deliberate assault on the driver, that would give weight to sentencing. So there are a number of initiatives that we have got under way. We are also working with the local communities in those areas through the respective bus companies and other stakeholders, including the local council. We have convened a number of meetings with the local council, particularly in Bankstown most recently, and indeed with Western Sydney Regional Organisation of Councils to guide bus operators on how they can engage with their local community, because history has indicated that the best method is engagement with the community. That has worked very effectively, particularly with Westbus and Busways in areas of western Sydney.

Mr GLASSON: I might add that we have been working very closely with the Commuter Crime Unit in NSW Police, which has been liaising very closely with all local area commands about responses to those incidents.

Ms HAY (STAYSAFE): Currently, the cameras are mounted inside buses and focus on the area within the buses, do they not?

Mr WAKELIN-KING: The obligation is for a camera, largely at the entrance of the bus, looking at the drivers and the immediate passenger area. You can see some distance down the back of the bus. There is no statutory obligation beyond that at this time, but those are things we are giving consideration to.

Location of diversions for bus operators

Mr MAGUIRE (STAYSAFE): How many 'no-go zones' are there currently in New South Wales, where either your operators or contract operators are excluded from providing a service?

Mr WAKELIN-KING: To my knowledge, there are no 'no-go areas' in New South Wales. We have put in place some diversions around certain incidents.

Mr MAGUIRE (STAYSAFE): I will rephrase my question and use the word diversions.

Mr WAKELIN-KING: There are currently no diversions that I am aware of.

Mr MAGUIRE (STAYSAFE): How many have there been? Could you take that question on notice and provide us with that information?

Mr WAKELIN-KING: I will take that on notice.

Mr MAGUIRE (STAYSAFE): And where—?

Mr WAKELIN-KING: Certainly.

QUESTION: Following a question from Mr Maguire, how many diversions are in place in New South Wales where Government bus operators or contract bus operators are excluded from providing services? Could the Ministry of Transport please provide details on the locations of these diversions?

RESPONSE: As advised to the Committee hearing there are no "no-go zones" operating in NSW. Protocols are in place with bus operators where they may seek temporary diversions to get around areas where incidents have occurred.

STATE TRANSIT AUTHORITY BUS SAFETY

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Mr PETER DEBNAM: My question without notice is directed to the Premier. Given that a State Transit Authority bus driver had 69 accidents in six years and another dangerous bus driver was re-employed and almost killed Linda Duke on Spit Road last year and this Government has failed to contact her, let alone apologise to her, will the Premier finally apologise to Linda Duke for repeated systemic safety failures in public transport?

Mr MORRIS IEMMA: Of course. In relation to the first part of the Leader of the Opposition's question I can inform the House that safety is our highest priority in public transport. That is very clear. That is the commitment that we make to our passengers. The vast majority of bus drivers do the right thing. They are professional, safe and customer service focused. I repeat: There is no place for unsafe driving on our bus services.

Mr SPEAKER: Order! The honourable member for Murrumbidgee will stop calling out.

Mr MORRIS IEMMA: The State Transit Authority has around 4,000 bus drivers so at any one time some of those bus drivers could be undergoing personal, medical or family issues. Our job is to ensure that none of that impacts on safety. In relation to the first part of the Leader of the Opposition's question I am advised that State Transit is targeting drivers with poor records and taking appropriate action. I am advised that over the past 12 months over 20 drivers have been stopped from driving due to inappropriate actions. I am further advised that, in the last month alone, four drivers were removed from driving at one depot. The chief executive of State Transit will continue to weed out those

drivers who are not performing to the high safety and service standards expected of State Transit drivers.

Mr Peter Debnam: Point of order: My point of order relates to relevance. Will the Premier apologise to Linda Duke?

Mr SPEAKER: Order! The Leader of the Opposition will resume his seat. The Premier is explicitly answering the question that has been asked.

Mr MORRIS IEMMA: For the benefit of the Leader of the Opposition, the first words I uttered were "Of course."

Mr SPEAKER: Order! The honourable member for North Shore will stop calling out. The Premier has the call. The honourable member for East Hills will come to order.

Mr MORRIS IEMMA: Of course I apologise, for the third time. In relation to the second part of the Leader of the Opposition's question, at approximately 2.58 p.m. on 14 November 2005, the date to which he alluded, a State Transit Authority bus was involved in an accident at the Spit. The bus failed to negotiate a sweeping left-hand bend whilst travelling north along and descending Spit Road, which resulted in 10 people being hospitalised. The Office of Transport Safety Investigations [OTSI] conducted an investigation into the accident and has presented a number of recommendations to the Government. Again, in line with my answer to the first part of the question asked by the Leader of the Opposition, safety on our buses and ensuring that safety is maintained at all times are priorities of this Government.

As I have mentioned, the investigation resulted in a number of recommendations being made. Those investigations revealed that it was only good fortune that the accident did not result in anybody being killed. The Government is working with transport agencies to ensure that all the recommendations that were made following the investigation are implemented. The findings from OTSI are already being acted upon. State Transit and the Ministry of Transport have been directed to make this task their highest priority. The Minister has also written to the chief executive of the Independent Transport Safety and Reliability Regulator [ITSRR] requesting that it monitor the implementation of the recommendations and report back to him on this process.

The independent regulator has been asked by the Minister to track the implementation of the recommendations made by OTSI and that is exactly what ITSRR will do. It will provide that advice to the Minister to ensure that safety remains our highest priority. In conclusion, of course I apologise to the constituent just mentioned by the Leader of the Opposition, as well as the other nine passengers on the bus at that time. As I have already indicated, it was fortunate that nobody was killed.

School bus safety

QUESTION: As stated in evidence on 18 September 2006, the Ministry of Transport indicated that it sees school bus safety as a significant issue. Following a question from Mr Maguire, could the Ministry give STAYSAFE a better idea of the timeframe for addressing issues raised in the School Bus Safety Report and, in particular, outline in detail the timeframe for the Blue Mountains trial.

RESPONSE: As advised to the Committee, following the release of the NSW School Bus Working Group report "Seat Belts on School Buses" in March 2005, the Minister for Transport recommended that a national approach to the issues raised within the report. The report recommended that the Australian Transport Council investigate the development of an Australian Design Rule (ADR) in respect of seat belts for school buses and to include in any such investigation consideration of standees on buses and the practice of seating of 3 restrained children in a seat designed for 2 adults.

The Australian Transport Council meeting in June 2005 endorsed the proposal to develop national guidelines for risk assessment for school bus routes.

The Guidelines are based on the Queensland model (which is currently operating) which reflects the varying degrees of risk that may be encountered by school bus services. Three broad operating environments were created. In Queensland, policies and regulations were developed relative to the risks and vehicle requirements of each of these environments.

The guidelines are intended to be a strategic document so that each jurisdiction could adapt policy measures that are considered suitable for their areas of responsibility relative to its risk. This will ensure that initiatives target those areas where they are likely to be of the highest benefit.

The guidelines do not prescribe the interventions or initiatives that jurisdictions should implement to address school bus safety but rather provide the means for jurisdictions to implement their own policies within a nationally consistent framework. These could include many solutions from seatbelts to policies on standees however, the solutions will ultimately be a matter for the Transport Portfolio.

The Ministry is working on this matter as a priority issue and intends to complete this work as soon as possible. Given the extent of the task, including consultation with a wide range of stakeholders, the Ministry cannot commit to a specific timeframe. As previously outlined to the Committee, it is intended to finalise this project as soon as is possible.

QUESTION: Are there further significant matters relevant to the roads safety situation in New South Wales over the period 2000-2005 that have not been addressed in the preceding questions? If so, please provide a summary of each issue or matter.

RESPONSE:

School Bus Safety

Terms of reference of the School Bus Safety Working Group:

- To identify concerns regarding school bus travel
- To examine potential and practical solutions
- To provide a report to the Minister for Transport for consideration.

Background

In late 2003 the previous Minister for Transport Services established the School Bus Safety Working Group to consider school bus safety matters, particularly seat belts, after meeting with representatives of various parent organisations.

The Group was chaired by the Independent Transport and Safety and Reliability Regulator, and comprised representatives from the Ministry of Transport, the Roads and Traffic Authority, Motor Accidents Authority, the bus industry, Federation of Parents and Citizens' Associations of NSW, Council of Catholic School Parents, Isolated Children's Parents' Association, NSW Parents Council and Belt Up for Safety Action Group.

Current Status

The Group met on 6 occasions in 2004 to consider research findings and submissions on the fitting of seat belts in buses. Information and data examined included:

- A review of relevant research literature (safety benefits from seat belts)
- Analysis of injury and fatality statistics (to/from school by different modes)
- To define options for fitting seat belts to school buses, and estimated costs associated with each.

The Group completed its Report in October 2004. The focus of the Report is on the issue of seat belts in school buses, though it also looked at the issue of prohibiting standing passengers and the policy of allowing infants/primary school children to sit three to a seat, meant for two adults. The Group found that there are substantial costs involved in the installation of seat belts in school buses, with inconclusive evidence of improved benefits of safety to children in comparison with other safety initiatives, eg flashing speed zone signs around schools.

The Group's recommendations are based on long term solutions, involving a whole of Government and a nationally consistent approach. The report recommended that any seat belt proposal should go through the Australian Design Rule (ADR) process.

The School Bus Safety Working Group Report was released in March 2005. A copy of it is attached.

On 3 June 2005 the Australian Transport Council endorsed the joint New South Wales and Queensland paper calling for a national risk assessment framework to be developed for school bus routes. The paper also called on the Australian Passenger Transport Group to review the national standards for buses in relation to the issue of seat belts.

On 18 November 2005 the Australian Transport Council approved the draft "National Guidelines for Risk Assessment of School Bus Routes" developed by the Australian Passenger Transport Group.

The National Guidelines identified three broad operating environments: consistent, variable and extreme. A broad range of potential interventions or initiatives are also identified for jurisdictions to apply relative to the risk. By distinguishing between the consistent and extreme conditions, jurisdictions can establish the highest risk routes and improve safety on these first.

In acknowledging the fact that a multiplicity of factors are involved in school bus operations the National Guidelines provide a technique for classifying school bus routes according to the operating environment. The application of the risk assessment framework to each State, and any subsequent policy solutions suitable to the specific environment, are a matter for each jurisdiction to determine.

A summary of the environments and potential policy solutions is enclosed (Tab A). The Ministry of Transport has begun investigating criteria that might be used for defining extreme environments with a view to then applying such criteria to school bus routes to determine what safety strategies might be appropriate in the circumstances.

National Guidelines for the Risk Assessment of School Bus Routes

Recognising the diversity of Australia's school bus transport environments, following are descriptions of three environments in which buses can operate, incorporating consistent, variable and extreme geographic, traffic and climate conditions.

Environment 1	Environment 2
Urban	Non-urban
High population density	Lower population density
Generally lower speed limits and vehicle speeds	Higher speed limits (>70kph) and vehicle speeds
Shorter journeys	Longer journeys
Consistent road and road environment conditions (predominantly sealed roads)	Variable road and road environment conditions (eg. Narrow, undivided unsealed roads; winding roads; roads with hazards such as livestock, wildlife, irrigation spraying or causeways; roadside hazards like trees close to the road; sandy

	desert roads)
Consistent traffic conditions (traffic is generally highly regulated and there are identifiable peak periods of slow, dense traffic)	Variable traffic conditions (eg. school bus routes are shared with heavy vehicles at higher speeds; freight routes; roads with heavy tourist traffic)
Environment 3	
Extreme road or road environment conditions (eg. long steep or very steep roads, roads with precipitous drop-offs)	
Extreme traffic conditions (eg. non-urban roads school buses share with a high volume of heavy vehicle traffic on narrow, undivided roads; open speed-limited roads)	
Extreme climate conditions (eg. fog, snow or ice for extended periods of the year)	
Other identifiable high risk locations determined on a jurisdictional basis, for example blackspots.	

Policy responses to risk assessment

The framework recommended here does not prescribe specific policy solutions which are the responsibility of individual States and Territories. It is important that policy responses remain flexible and relate to risk. Relevant Australian Design Rules may be applied subject to each jurisdiction's policy approach. Policy responses may range from accreditation and authorisation practices, through to engineering solutions. For example:

Accreditation/ Authorisation	Policy/Procedures	Initiatives	Engineering Solutions
Background checks –financial & criminal	Standeer carriage	Community involvement	Rollover strength
Standards – driver competence, vehicle, etc	Speed limits	Drug & alcohol interventions	Additional brakes
	School student behaviour	Fleet procurement	Seatbelts
			Bus stops
			Interchanges

Blue Mountains trial

QUESTION: Could the Ministry of Transport please advise STAYSAFE what will be measured or evaluated in the Blue Mountains trial?

RESPONSE: In accordance with the National Guidelines for Risk Assessment of School Bus Routes, the Ministry of Transport is undertaking an evaluation within the Blue Mountains Local Government Area to assess environmental risks. This includes road conditions, traffic conditions, climatic conditions, crash statistics and heavy vehicle volumes.

Specific types of risks that are being considered are:

- Steep narrow or winding or unsealed roads;
- Roads with very high volumes of truck movements; and
- Roads that may experience extreme climatic conditions such as snow, black ice, fog or blackspots.

QUESTION: Could the Ministry of Transport please advise STAYSAFE of the timeline for the implementation of changes resulting from the Blue Mountains trial?

RESPONSE: The Blue Mountains Local Government Area assessments will be evaluated and discussed with local bus operators, the RTA and school and parent groups before the commencement of risk assessments of other school bus routes across NSW as soon as possible.

On-vehicle monitoring systems and privacy issues

The Hon. ROBERT BROWN (STAYSAFE): Gentlemen, you spoke about limitations regarding on-vehicle monitoring systems and the fact that cameras focus on the driver and the immediate around, and sometimes further down the bus. To your knowledge, have any privacy issues prevented the use of cameras, or would you foresee that that could be a problem in any investigations? I am talking about the systems currently in buses.

Mr WAKELIN-KING: In relation to privacy, the camera systems must be used in accordance with the guidelines, established under privacy legislation, from the Privacy Commissioner. Therefore their use is governed by those arrangements. They are also governed by the Passenger Transport Regulation for bus services as to what they can be used for. The question may have been raised from time to time but, in terms of the purposes of carrying out what they are required for under the Passenger Transport Regulations, I am not aware of any particular issue.

The Hon. ROBERT BROWN (STAYSAFE): Is there any requirement, in addition to the still or video cameras, to have devices that monitor engine performance, braking and that sort of issue?

Mr WAKELIN-KING: There are devices. We mentioned earlier vehicle monitoring devices that are required on buses and coaches in certain circumstances. They monitor, largely, speed, distance and time. There are available on the market devices that more closely analyse braking, acceleration, fuel consumption and so on, but at this time that is largely a commercial matter for each respective operator, and it is not something in respect of which we mandate at this particular time.

The Hon. ROBERT BROWN (STAYSAFE): So you are not aware of any industrial issues related to the use of those devices on vehicles?

Mr WAKELIN-KING: I am not specifically aware of any industrial issues in relation to the use of those devices. But I note that if devices were to be introduced that are over and above our obligations, then that is a matter for the companies to consult with their respective staff and their unions.

The Hon. ROBERT BROWN (STAYSAFE): You mentioned their use was limited to certain circumstances. Are you talking there about just long-distance tour operator buses?

Mr WAKELIN-KING: Long-distance and charter mainly. But there are certain circumstances in which any bus operator that has the appropriate accreditation can undertake a charter, and if they travel certain distances, largely beyond a radial area of their depot, we do also require them to have vehicle monitoring devices in their vehicles as well.

Bus interchange safety

Mr GIBSON (CHAIRMAN): What work have you done with local councils and planning authorities in relation to safety for bus interchanges?

Mr GLASSON: There has been a deal of work done in relation to new infrastructure, things like the Liverpool-Parramatta transitway, the Northwest transit, and all the new interchanges, such as the new Parramatta interchange and the new Chatswood interchange, looking at safety at those interchanges. In terms of retrospectivity, probably less work has been done.

Mr GIBSON (CHAIRMAN): We have that magic new interchange at Westpoint in Blacktown, but I notice there is nothing there for the vision impaired. There is plenty of signage, but unless the vision impaired have someone with them, they would not have a clue what bus is pulling up on either side because they have no voice-over to inform them. Have you come across that problem at all?

Mr WAKELIN-KING: There are certain standards that obviously those sorts of facilities must be designed for. We will take on notice the specifics in relation to those facilities and more broadly.

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

QUESTION: General summary details of the circumstances where officers of agencies within the Transport portfolio have provided formal advice on:

- (i) The development of national road transport rules;
- (ii) Other proposed legislation (including regulations) discussion papers, etc., over the period 2000-2005.

RESPONSE: The subject of road transport rules is regularly examined by intergovernmental bodies in which both the Minister for Transport and the Minister for Roads participate. In this context, Transport agencies provide advice to the Transport Minister regarding road related issues that fall within the jurisdiction of bodies such as the Australian Transport Council.

While Transport agencies may provide advice to the Minister for Transport regarding new proposals in this context, it is usual for the Roads Minister to lead the NSW position on matters relating to road rules. In preparing such advice the Ministry of Transport is generally guided by advice from the RTA.

Similarly, the Ministry advises the Minister regarding legislative and regulatory proposals by his colleague the Minister for Roads. The Ministry takes an ongoing interest in all legislation and regulation that affects the operation of public transport services.

Chapter Three—

ROAD SAFETY GOVERNANCE AND ADMINISTRATION ISSUES FOR THE TRANSPORT PORTFOLIO, 2000-2005

Road safety and the Transport portfolio

Mr GIBSON (CHAIRMAN): ... If I may ask the first question: The former Minister for Transport, the Hon. Michael Costa MLC, indicated in 2004 in his submission to the inquiry into road safety administration that the transport portfolio did not have responsibility in regard to road safety. Is that still your interpretation?

Mr GLASSON: My interpretation would be that, whilst the Roads and Traffic Authority and the police have the primary accountabilities, there are certainly accountabilities that we have as a subset of that in relation to the regulation of the bus and taxi industries that I think we see as being very much part of the overall road safety issue.

Mr GIBSON (CHAIRMAN): What are the mechanisms whereby the transport portfolio agencies interface with other government agencies involved in road safety?

Mr GLASSON: We derive our primary accountabilities under the Passenger Transport Act, but, in a practical sense, we relate to the Roads and Traffic Authority and talk to them on both State issues and issues on the national agenda. We both participate in national forums. Also, we deal with the independent transport safety and reliability regulator and the Office of Transport Safety Investigations in relation to their interfaces with us.

Road safety operating budget within the Transport portfolio

QUESTION: What were the operating budgets for the road safety area for the agencies within the Transport portfolio over the period 2000-2005?

RESPONSE: This is more appropriately a question for the Roads Minister as the Roads and Traffic Authority is responsible for road safety issues.

QUESTION: What were budgets for agencies within the Transport portfolio for road safety advertising, publicity and community relations activities over the period 2000-2005.

RSEPONSE: The Transport portfolio's response to this question principally related to railway level crossings. This will be covered as part of a separate STAYSAFE report.

Responsibility for road safety advertising, publicity and community relations lies with the Roads portfolio and the Roads and Traffic Authority.

Mechanisms for consultation with Non-government organisations

QUESTION: What, if any, formal mechanisms were in place over the period 2000-2005 to provide for consultation with non-government organisations?

RESPONSE: The Transport portfolio's response to this question principally related to railway level crossings. This will be covered as part of a separate STAYSAFE report.

All agencies within the portfolio have a range of working groups, consultative processes and standing committees that enable the public and NGOs to participate in policy and service development within the portfolio. Most of these inquiries only tangentially addressed road safety but some, in particular the School Bus Safety Working Group, were concerned with public safety outcomes.

The Parry, Unsworth and Cook inquiries each received hundreds of submissions from individuals and groups including pensioners, parents, disabled travellers, local government and transport advocacy groups. School bus safety and wheelchair accessible taxi services have been examined by working parties including NGOs. Policy reviews including the review of transport concessions have actively sought the views of NGOs.

I am advised that through its access arrangement, RailCorp is required to consult with all rail operators on its network in regard to changes in rolling stock standards and network rules. For example: The 2003 implementation of visibility enhancement on all rolling stock in NSW (reflective strips on all rolling stock and or increased running lights are required through RailCorp's "Rolling Stock Standard RSS 01, RSU 530 [5.3] and Appendix I Reflective Delineators"(attachment 8).

Formal consultative mechanisms with the RTA

QUESTION: Following a question from Daryl Maguire, could the Ministry of Transport please provide details on the existence of any formal documented agreements that set out liaison and consultative mechanisms with the Roads and Traffic Authority?

RESPONSE: The Ministry of Transport and the Roads and Traffic Authority have a formal arrangement for the exchange of information regarding driver licensing details, as well as information resulting from compliance and inspection activities. This includes data arising from the RT A's heavy vehicle inspection programs.

Formal agreements between the Ministry of Transport and Roads and Traffic Authority

QUESTION: Following a question from Daryl Maguire, could the Ministry of Transport please provide details on the existence of any formal documented agreements that set out liaison and consultative mechanisms with the Roads and Traffic Authority?

RESPONSE: The Ministry of Transport and the Roads and Traffic Authority have a formal arrangement for the exchange of information regarding driver licensing details, as well as information resulting from compliance and inspection activities. This includes data arising from the RT A's heavy vehicle inspection programs

Independent Transport Safety and Reliability Regulator

The Independent Transport Safety and Reliability Regulator (ITSRR) has three key roles:

- Administering rail safety legislation
- Reporting on the reliability of publicly funded transport services
- Coordinating provision of policy advice on safety regulation across transport modes of rail, bus and ferry

The Independent Transport Safety and Reliability Regulator is responsible for rail safety regulation, while the Ministry of Transport is responsible for bus and taxi safety regulation.

Office of Transport Safety Investigations

The Office of Transport Safety Investigations (OTSI) is an independent statutory body. Its head, the Chief Investigator, reports directly to the Minister for Transport.

The Office of Transport Safety Investigations was established as an independent body to investigate safety occurrences involving bus, ferry and rail transportation. The purpose of these investigations is to identify why an occurrence took place and make recommendations to prevent recurrence. To support this style of investigation, a 'just culture' approach is used.

Independent Transport Safety and Reliability Regulator

The Hon. IAN WEST (STAYSAFE): What is the role of the Independent Transport Safety and Reliability Regulator [ITSRR] in regard to road safety issues associated with public road transport?

Mr WAKELIN-KING: Our relationship with the Independent Transport Safety and Reliability Regulator is largely at a strategic level. We sit on the Transport Regulators Executive Committee. We are a member of that committee, which looks at systemic strategic issues, including road related issues for passenger transport. We also have a relationship whereby we report to the Independent Transport Safety and Reliability Regulator on reliability and safety matters regarding operators for which we are responsible, so largely regular passenger service bus operators.

Office of Transport Safety Investigations

Mr MAGUIRE (STAYSAFE): Regarding the Office of Transport Safety Investigations [OTSI], you have conducted a number of safety investigations and are currently conducting a number of investigations into accidents involving buses and trains at level crossings. How does the Office of Transport Safety Investigations link into the various transport portfolios, particularly with regard to its findings and recommendations arising from an investigation into a particular incident?

Mr WAKELIN-KING: We work very closely with the Office of Transport Safety Investigations. Obviously, the Office of Transport Safety Investigations determines which matters it is to investigate. Where the Office of Transport Safety Investigations informs us that it is investigating a matter, our response is largely on two levels: firstly, the provision of all relevant information and material that will assist the Office of Transport Safety Investigations with its investigation. Indeed, in any matter arising, we may conduct an audit, as we determine, to review the relevant operator's systems from a safety point of view. We also have placed an obligation on all accredited bus and coach and tourist vehicle operators to report incidents. We ask all operators to do that via the Office of Transport Safety Investigations. The purpose of that is so that the Office of Transport Safety Investigations can determine whether it wishes to pursue the matter from an investigative point of view.

Coordination with other agencies regarding road safety matters

Mr MAGUIRE (STAYSAFE): Do you have a formal liaison or consultative mechanism with all of the partners—Roads and Traffic Authority, New South Wales Police, etc.—regarding crashes and incidents involving road vehicles?

Mr WAKELIN-KING: Our mechanisms are formalised in the sense that under the Passenger Transport Act we undertake audits and exercise functions in relation to compliance activities, not necessarily arising from investigations but more broadly through our program of compliance operations, and we do so in consultation with our partners, principally being the Roads and Traffic Authority, New South Wales Police, and any other party, which may include the Office of Transport Safety Investigations, as I have indicated. As I have said, our relationship with the Office of Transport Safety Investigations is largely a responsive one in that where the Office of Transport Safety Investigations is investigating a particular matter we assist it with any matter or material that would help with its investigations.

Mr MAGUIRE (STAYSAFE): So there is no formal documented agreement that ensures there is this liaison or consultative mechanism?

Mr WAKELIN-KING: There are a number of documents with a number of parties covering a broad range of activities. But, in relation to a specific issue, I am happy to take that question on notice.

Mr GIBSON (CHAIRMAN): Who is the lead authority in a situation such as you have just outlined?

Mr WAKELIN-KING: Clearly, the lead authority, in our view, is firstly New South Wales Police, because police are largely the first on the scene. There are also well-established protocols at an accident site with the Emergency Services. The Office of Transport Safety Investigations also has jurisdiction to investigate, as I understand it, at the scene of the accident. We have no jurisdiction. Our role is more of a systemic nature, rather than looking at the specific incident. The incident is an indicator to us of whether we need to take any more high-level compliance action, such as auditing the operator, and that is why we work closely with our partner agencies to determine whether we will take action as a consequence of an incident. But we also look at incidents more broadly to see whether there is any pre-emptive action that we may take.

Chapter Four—

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

Road safety publications involving the Transport portfolio

QUESTION: Bibliographic details of monographs, reports, chapters, journal articles, or pamphlets on road safety, or safety related topics that were written by officers of agencies within the Transport portfolio or consultants contracted to agencies within the Transport portfolio that were published over the period 2000-2005. Please supply a hard copy of each of these monographs, reports, chapters, journal articles, or pamphlets.

RESPONSE: The Transport portfolio's response to this question principally related to railway level crossings. This will be covered as part of a separate STAYSAFE report.

Road safety speeches and presentations involving the Transport portfolio

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

RESPONSE: The Transport portfolio's response to this question principally related to railway level crossings. This will be covered as part of a separate STAYSAFE report.

Staff of the Ministry of Transport have from time to time participated in various forums regarding transport policy but not, so far as records indicate, addressing road safety. This remains the principal responsibility of the Roads and Traffic Authority.

I am advised that RailCorp Officers provided the following presentations over the period 2000-2005:

- Presentation to the Institute of Public Works Engineering Australia (IPWEA) Conference May 2005: Level Crossings in NSW, Assessing Safety and Prioritising Works (attachment 5).
- Presentation to the District Emergency Management Officer (DEMO) Conference 28 April 2005: Level Crossings (attachment 6).

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 September 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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10. 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 Transport 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 Transport 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: read and agreed to

Chapters 2-4: read and agreed to

Appendix 1-2: read and agreed to

On the motion of Mr West, seconded Mr Barr:

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 Transport 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 Barr:

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 Transport 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 Barr:

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.
- STAYSAFE 75 (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 Health portfolio to address the road safety situation in New South Wales, 2000-2005.

STAYSAFE 76 (2006)

Inquiry into road safety administration and mid-term review of the New South Wales Road Safety 2010 strategy: Report on actions undertaken by agencies within the Transport portfolio to address the road safety situation in New South Wales, 2000-2005.