

12 MAR 2010

Mr Greg Goodman  
Group Chief Executive  
RACT Ltd  
GPO Box 1292  
HOBART TAS 7001

Dear Mr Goodman

Thank you for your recent letter seeking Labor's commitment to supporting the 50 recommendation outlined in "A Roadmap for the Next Tasmanian Government".

Labor has a strong record on road safety and infrastructure.

Labor has developed a comprehensive 10 year evidence-based Tasmanian Road Safety Strategy that focuses on four key directions – safer travel speeds, best practice infrastructure, increased safety for young road users and enhanced vehicle safety.

Labor has initiated Tasmania's biggest-ever road safety program worth \$42.5 million over five years to fund the Road Safety Strategy Action Plan.

This funding is injected directly into road safety initiatives from a \$20 road safety levy on annual registration fees of all vehicles ensuring that road users see real outcomes from the money they pay.

Labor has also ensured that all additional revenue that has been raised through increased speeding fines implemented in 2009 will go back into road safety programs and police enforcement. Additional speeding fine revenue will be used for enhance line marking for local roads; to fund continuation of the grass roots Community Road Safety Partnership program and to fund the investigation of technology for introduction of point to point speed enforcement.

Our Road Safety strategy is about action. It is designed both to build on our achievements so far and to take us into the next decade. The second Action Plan is currently being developed.

Labor's evidence-based approach ensures that funding is put to best use, into initiatives that are proven to reduce the incidence and severity of crashes on our roads.

Labor takes the issue of road safety very seriously and will continue with its current approach which has proven effective in reducing the number of serious casualty crashes over the last decade.

In response to your request I am pleased to provide the attached information on the policies and achievements of the Bartlett Tasmanian Labor Government.

Yours sincerely

A handwritten signature in black ink, appearing to read 'David Bartlett', with a large, stylized flourish at the end.

David Bartlett MP  
Premier

## **Outline of Labor's Commitment to the Roadmap Recommendations.**

- 1. Develop and implement a 10 +10 year State Infrastructure Plan: a strategic approach to integrated land use, transport and infrastructure planning in Tasmania, and a benchmark against which shorter term ideas proposed by different political parties could be assessed.**

The Bartlett Labor Government released its 10 Year Infrastructure Strategy on Wednesday 10 February 2010. The Strategy represents more than \$6 billion of infrastructure investment over the next decade and beyond. It recognises the opportunities that Tasmania has over the next 10 years and beyond. Our capacity to take advantage of these opportunities will depend on the ability of Tasmania's infrastructure to support that vision.

The Bartlett Labor Government has already been proactive in initiating major infrastructure reform and coordinating infrastructure initiatives such as land-use planning reforms.

In developing the Strategy, there was been extensive input from business, community leaders, local government, transport, telecommunications, water, energy and other key stakeholders. The Strategy highlights the way forward, realising the need to fund a series of key projects that will requires funding from the Tasmanian and Australian governments over time. Key priority areas were coordinated infrastructure planning, effective governance and decision-making, viable and sustainable infrastructure, efficient infrastructure delivery and leveraging Tasmania's natural advantages to build the Tasmania of the future. Examples of key initiatives over the next decade include the application of Intelligent Transport Systems; and transport utilities to be more efficient and more flexible.

The Tasmanian Infrastructure Strategy is designed as a living document which will be continually updated to reflect emerging issues, new priorities and emerging technologies

The strategy can be accessed at [www.infrastructure.tas.gov.au](http://www.infrastructure.tas.gov.au).

- 2. Appoint an additional junior Minister in the Infrastructure portfolio, to assist with the development and implementation of the 10+10 plan, and with the responsibility for the strategic project specialists unit.**

The Infrastructure Strategy impacts across a number of portfolios. The Strategy clearly sets out a process for its development and implementation through the establishment of a Tasmanian Infrastructure Advisory Council. The Council will report directly to the Infrastructure Committee of Cabinet thereby ensuring a coordinated and coherent approach to the implementation of the Strategy.

- 3. Develop a small team of specialists, perhaps located as a dedicated unit within DIER, an "ideas unit" which could coordinate the development and implementation of the plan, and at the same time respond to opportunities such as the Infrastructure Australia call for projects.**

Labor will continue to promote a spirit of innovation and ideas across and within government agencies by fostering their capacity and experience rather than establish elite units. To ensure

that government agencies such as the Department of Infrastructure, Energy and Resources is fully able to grasp such opportunities Labor will continue to look for new ways to engage with the community and organisations including the RACT on the best way forward.

- 4. Ensure the ongoing competitive and efficient operation of rail in Tasmania, keeping an open mind to its ownership structure, and develop a Rail 2010 Plan to enable rail to take a greater proportion of the anticipated increase in freight.**

In November, the Bartlett Labor Government successfully completed the purchase of the Tasmanian rail business from Pacific National, heralding a new era for rail freight services in Tasmania. The newly established State-owned rail company, Tasmanian Railway Pty Ltd., has assumed responsibility for the management and maintenance of all rail infrastructure and railway operations in Tasmania.

This purchase has started a new chapter for Tasmanian rail, and in doing so brought to an end the uncertainty that has plagued rail freight services in the state.

The Bartlett Labor Government has instructed Railway Tasmania to produce a comprehensive plan for the future development of an efficient rail freight service in Tasmania. It is expected that this plan will be completed by April 2010. Once this is completed, a major future planning and implementation process will be mapped out.

The arrangements the Bartlett Labor Government has put in place, along with the funding commitments we have already made to improve infrastructure, will provide a much brighter long term future for rail in Tasmania.

- 5. Open discussions immediately with the freight, logistics and forest contractors' sectors on any plans to introduce larger-scale road freight trucks, and ensure that the Tasmanian community is kept aware and is properly consulted.**

There are currently no plans to introduce larger-scale road freight trucks in Tasmania, however, Labor will continue to ensure that there is ongoing and continuous consultation with the freight, logistics and forest contractors sector to address issues of concern.

- 6. Immediately commence the Capital City Strategic Plan for Hobart, as required by the Australian Government, and complete it by 2012, to ensure that no potential future funding linked to this requirement is put at risk.**

Labor intends that Tasmania will be a signatory to the COAG agreement for each state to commence the development of a Capital City Strategic Plan. However the requirements for a strategic plan for Hobart are different to other capital cities. Whilst the Hobart plan will reflect these differences, this will not prevent Tasmania from accessing funds linked to this requirement.

- 7. Maintain the Road Safety Levy at its current level as a minimum, and be open to increasing the Levy, as required, to fund further measures under future Tasmanian Road Safety Strategy Action Plans.**

Labor supports the maintenance of the current Road Safety Levy. The Levy, introduced in December 2007, is making a valuable contribution to the fight to reduce Tasmania's road toll by providing the ability to implement road safety initiatives in addition to those already funded through the Budget. Labor is open to discussion on the possibility that the Levy be increased, if required, to support further evidence based road safety measures.

- 8. Link fine collections with road safety investment: develop a new Local Road Maintenance Fund, based on allocating a percentage of net speed camera fine revenue directly to Councils for on-road maintenance, such as line marking, and hazard reduction projects (in addition to all current expenditure).**

Labor is committed to building critical infrastructure for Tasmania's future growth. By improving the road links between our communities, we improve the Tasmanian lifestyle by making road transport safer and quicker.

Labor has recently announced additional funding to local government of \$5 million for pot holes and \$500,000 a year for line-marking. This compliments our recent \$90 million announcement on our community roads package to improve roads around the State.

Labor is focused on planning for the future and will continue to invest in the improvements within the Tasmanian roads system that will help support the needs of the next generation.

- 9. Make road safety education compulsory for all Grade 10 students in all Tasmanian schools, utilising the currently available Road Risk Reduction curriculum resource as the basis.**

A Labor Government will continue to encourage participation by accrediting the Road Risk Reduction (RRR) course as a TCE course and by making it available to all Y10 students. The RRR program aims to minimise road trauma among young people by equipping them with knowledge to make informed decisions and develop positive attitudes, which are demonstrated in safe road user behaviour.

- 10. Ensure that all Tasmanian schools, government and non-government, are able to access the Rotary Youth Driver Awareness (RYDA) program; and subsidise Rotary's activities on a cost-recovery-only basis where necessary to enable state-wide coverage.**

This initiative is already supported by Labor and will continue to be supported into the future as we see this as a key factor in reducing the incidence of young driver crashes. Students learn about the responsibilities of owning and driving a car and their rights and responsibilities as passengers and pedestrians.

- 11. Work with the AAA and RACT to advocate and promote the keys2drive program to Tasmanians as widely as possible.**

The keys2drive pilot programs underway in Tasmania and Victoria are fully supported by the Australian Government. Labor will monitor the program to determine its effectiveness in providing road safety benefits for young drivers.

- 12. Commission a substantial research project through one of the road safety institutes to better understand inattention amongst Tasmanian drivers, under Tasmanian conditions, to examine in detail what is going on inside a vehicle and what actually contributes to having a crash.**

Inattention remains a major factor in road crashes. This factor is currently being considered for the second Tasmanian Road Safety Strategy Action Plan. The Action Plan is currently being independently assessed and a report will be provided to the Tasmanian Road Safety Council, of which the RACT is a member.

- 13. Review the means by, and form in which crash data is made public (in comparison to New Zealand for example); make any necessary changes to the collection, analysis, updating and timely publication of the crash data, causes and consequences for the benefit and education of the wider Tasmanian community.**

DIER regularly reviews how crash data is collected and published. I understand the DIER has regular meetings with the RACT and I would encourage you to raise any further suggestions you may have with the agency at these meetings or with the Minister responsible for this area.

- 14. Develop a campaign of roadside signage, in partnership with RACT, together with additional messaging through the registration renewals, to encourage community involvement in the campaign using the slogan Report Dangerous Driving: It's Your Call 131-444.**

The Road Safety Task Force is currently updating 17 road safety signs around the State to include the 131- 444 message. If further signage is required, Labor will consider these on a year by year basis as part of improving signage generally.

- 15. Maintain support for alcohol interlocks as an option to deal with serious and repeat drink-driving offenders.**

Labor is committed to using whatever technology is available to ensure that people likely to repeatedly drink and drive are prevented from putting their own life at risk and the lives of every other road user.

On 25 February 2010, Labor announced a \$430,000 commitment to fund an Alcohol Interlock Program in Tasmania. This funding will provide for the development and implementation of the program including project management, system changes to DIER, Police and Justices' systems, legislation, device procurement, education and communication and evaluation.

- 16. Abolish the requirement for Tasmanian older drivers 85 + years old to sit an annual on-road assessment, as it is unfair, creates additional financial hardship and is inefficient in selecting impaired drivers.**

A re-elected Bartlett Labor Government will actively consider abolishing the requirement for Tasmanian older drivers to sit an annual on-road assessment. Labor will also consider revising and reprinting the Older Driver Safety Handbook and in providing information sessions for GPs.

- 17. Provide a "road rules refresher" resource for older drivers; perhaps a "Ten Most Troublesome Road Rules" and utilise licence mail outs to distribute, or through RACT.**

A re-elected Bartlett Labor Government will review the current Older Driver Safety Handbook to provide older drivers with up-to-date information to assist them in staying on the roads longer and safer.

- 18. Produce a fully updated version of the Older Driver's Handbook as soon as possible (including the new national road rules changes), given that the last edition was printed in 2002.**

Labor will also consider revising and reprinting the Older Driver Safety Handbook and in providing information sessions for GPs.

**19. Investigate the prevalence of interstate and overseas visitors in recent casualty crash statistics, utilising the Tasmanian Visitor Survey data.**

The prevalence of tourists in crashes is already reviewed as part of normal crash analysis. This is an area where the RACT and government could work together more closely liaise with rental companies, hotels and the general public to ensure that interstate and overseas tourists are aware of Tasmanian rules and road conditions.

**20. Roadworthy vehicle inspections for used cars prior to sale: a system of “Safety Certificates” (similar to the system in Queensland) should be introduced in Tasmania: namely, every application for transfer of a registered vehicle over five years old must be accompanied by a current ‘safety certificate’ for that vehicle which certifies roadworthiness.**

This proposal is currently being considered for the second Tasmanian Road Safety Strategy Action Plan.

**21. Enhance the Tasmanian Road Safety Strategy 2007-2016 by adding an additional focus in a future Action Plan on public awareness and education campaigns about vehicle safety defects, and the importance of maintaining roadworthiness.**

This proposal is currently being considered for the second Tasmanian Road Safety Strategy Action Plan.

**22. At least TWO highly-publicised annual “blitzes” on vehicle condition; and more random on-road vehicle checks.**

Tasmania Police and DIER Transport Inspectors currently conduct random vehicle checks. This is currently being considered for the second Tasmanian Road Safety Strategy Action Plan.

**23. Continue to financially support and publicly advocate the Australasian New Car Assessment Program (ANCAP) and the “stars on cars” safety information; increase the contribution if necessary.**

A re-elected Labor government will continue to commit support for ANCAP and will consider any request for increased contribution in line with requirements for this program.

**24. Continue to support and publicise the [howsafeisyourcar.com.au](http://howsafeisyourcar.com.au) campaign, to assist Tasmanian consumers understand more about the value of safety features when making a vehicle purchase – in particular, the importance of electronic stability control (ESC).**

Labor will continue its support for the [howsafeisyourcar.com.au](http://howsafeisyourcar.com.au) campaign program as a key strategy for ensuring safer vehicles in the community and reducing the severity of injuries in the event of a crash.

**25. Purchase the highest possible safety-rated vehicles for the government fleet, with the aim to get as close to a five-star ANCAP-rated Tasmanian Government vehicle fleet as possible; or at the very least, ESC-equivalent-equipped across the fleet.**

Labor took the initiative to introduce safety rated vehicles into the government fleet and will commit to reviewing minimum safety standards in 2010 and beyond.

- 26. Consider lowering the current regulation allowing a ninety day re-registration period, in keeping with recent moves to shorten time periods for collections of monetary penalties, and/or a mandatory safety inspection as a condition of re-registration after this time period; and/or, enforce a minimum two-year re-registration period (after lapse).**

This proposal will be referred to the Road Safety Council for consideration and to determine the benefits of implementing such a policy.

- 27. Increase the monetary penalty for an unregistered vehicle infringement to the equivalent cost of twelve months registration (or higher) for the vehicle, to raise the deterrent level and eliminate any anomalous incentive to leave vehicles unregistered.**

This proposal will be referred to the Road Safety Council for consideration and to determine the benefits of implementing such a policy.

- 28. Officially review the Parliament of Victoria's Report of the Road Safety Committee's Inquiry into Vehicle Safety (August 2008) and adopt any relevant recommendations.**

This proposal will be referred to the Road Safety Council for consideration and to determine the benefits of implementing such a policy.

- 29. Conduct the widest-possible iRAP/AusRAP risk assessment study of the Tasmanian State Roads network (as Victoria has done on its State Road network) to help prioritise the 10+10 Infrastructure Plan and to inform any other complementary measures being considered.**

This is currently being considered for the second Tasmanian Road Safety Strategy Action Plan.

- 30. Engage ARRB Group as consultants (or similar professionals) to conduct an independent audit of Tasmania's existing infrastructure from a best practice/Safe Systems perspective.**

This is currently being considered for the second Tasmanian Road Safety Strategy Action Plan.

- 31. Ensure that relevant departmental officers such as road network and road safety managers are representing Tasmania on the ARRB Group's National Roundtable and that they are part of any future ARRB national-level discussions around the Safe System principles.**

This proposal is already in place and will continue into the future.

- 32. Line marking: An immediate, multi-million dollar "catch-up" investment in the quality and coverage of line markings across Tasmania - the basic unit of road safety in Tasmania - and an ongoing increase in the funding for line marking maintenance.**

Labor has committed \$500,000 a year from retained speeding fines revenue and this has been allocated to local government for line marking. This is additional funding as indicated in Question 8.

- 33. The philosophy of replacing “like with like” when reinstating line markings must be adhered to, to ensure that road safety quality levels are maintained, not downgraded.**

Labor has undertaken responsibility for all line-marking maintenance to ensure consistency of standards and to maintain quality over time.

- 34. The new national standard of yellow reflective “cats-eyes” for centre lines (replacing white) must also be adopted as soon as possible.**

DIER is seeking advice from interstate colleagues, particularly VicRoads to determine a coordinated approach to the use of cat-eyes. A re-elected Bartlett Labor Government will adopt the agreed approach and implement any recommendations.

- 35. Additionally, an immediate roll-out of audio-tactile profiled (ATP) edge and centre line markings on the Bass Highway where required between Launceston and Latrobe during 2010-11 (project cost estimated \$1.4-\$1.6 million). In addition, ATP markings around the State must be audited, reinstated and added where necessary.**

This initiative will be considered by Labor in the lead-up to the 2010 State Election as outlined above. If adopted, Labor will seek additional funding from the Australian Government to implement any works carried out as the road referred to is part of the National Highway.

- 36. Officially review the recent Auditor-General’s special report on speed cameras - Special Report No. 85: Speed detection devices Tasmanian Audit Office, November 2009, and act on any appropriate recommendations.**

Tasmania Police has reviewed the Auditor-General’s special report and is in the process of implementing its recommendations across Tasmania.

- 37. Extend permanent speed cameras across Tasmania, in addition to those currently operating at Longford and on the Tasman Bridge, particularly in 100km/h and 110km/h zones.**

A program has already commenced to upgrade fixed speed cameras on the Tasman Bridge and a review of the Longford camera will be undertaken in conjunction with planned road engineering changes at that location. Future considerations in respect to extending permanent speed cameras to other locations will be informed by the work being undertaken by DIER to investigate the technology and locations for implementing point-to-point speed measurement.

- 38. As part of this measure, investigate the feasibility of a new broad-based system of fixed speed cameras involving a large number of security boxes and a smaller number of actual cameras rotating through them;**

The feasibility of the proposed broad-based system of rotating fixed cameras will be considered within the context of DIER’s investigation of point-to-point speed measurement. (see No. 46)

- 39. Provide funding support to help the delivery of a public awareness campaign about roadkill in Tasmania, in partnership with the RACT Roadkill Forum members.**

This is currently under consideration for the second Tasmanian Road Safety Strategy Action Plan. A trial of wildlife signs (incorporating flashing lights) on Tasman Peninsula will commence in the second half of 2010.

**40. An immediate review of the confusing “end 80” style speed limit signage, and the way in which the community is informed about the “default speed limit”.**

Labor is committed to raising public awareness on default/end speed limits as it is recognised that there is some confusion in relation to these signs and about default speed limits generally.

**41. Incremental increases to the Tasmania Police high-visibility vehicle fleet to at least twenty-four by end of 2011-12, and a survey to measure their effectiveness and set a baseline.**

Currently 10 high visibility cars are in service with a funded commitment to provide 5 more per year for 4 years from 2010/11. This will result in 25 cars in 2012. This program will be reviewed annually to look at its effectiveness and fleets could be increased in the future.

**42. A target of three ANPR cameras per Police Command District by 2011-12 (total of twelve), and increased ANPR operations to address the unregistered and unlicensed epidemic.**

An ANPR camera will be operational in each police district this year supported by 100 mobile data units in cars across the 4 districts. A review of the ANPR camera effectiveness will determine if more are required.

**43. Use the results of the iRap/AusRAP risk assessment to devise a program of rural road widening and shoulder-sealing.**

Labor will support the concept of AusRAP and will work with the RACT to integrate its use in identifying areas of the road network that are of concern.

DIER's reported road crash database is the principle identification tool used to identify locations where road crashes have occurred.

Labor's preference is to allocate available road funding to improve locations where serious or fatal road crashes have occurred. This reduces road trauma that imposes a significant burden on the community in terms of death, injury and economic losses. This method of treating high road crash locations ensures available road funding targets areas that have the greatest potential to provide an effective road safety outcome. This method is evidence based and provides a high degree of transparency.

**44. A timely completion of the Electronic School Signs project, and an accelerated rollout of the new low-emission, power-saving traffic signals across Tasmania.**

The Electronic School Sign rollout is continuing as quickly as possible and it has shown to be very effective in protecting our most vulnerable road users where the roll-out has already occurred.

**45. A much greater focus on the use of “on-road” technology such as high-visibility LED warning message signs and vehicle-activated intersection technology solutions;**

A re-elected Bartlett Labor Government will fully support this suggestion and will look to implement such technology over time.

**46. Maintaining the commitment to a trial of point-to-point speed enforcement in Tasmania and the adoption of this technology if it is cost-benefit feasible.**

Labor is fully committed to the introduction of point to point speed cameras and has already committed additional speeding fine revenue to fund the investigation of technology for introduction of point to point speed enforcement.

**47. Assuming a previously-completed infrastructure audit – consideration of a suite of much-needed commuter, freight and tourist road upgrades, such as the key link roads between the Bass Highway and Bell Bay port; the freight roads in the North-East; and Illawarra Road.**

Labor has identified infrastructure upgrades required on the afore-mentioned roads and is working with the Federal Government on future funding arrangements under the Nation Building Program.

**48. Maintain and extend funding and resources for the Community Road Safety Partnership (CRSP) program into the future, to ensure that the approach is being used in all local government areas in the State.**

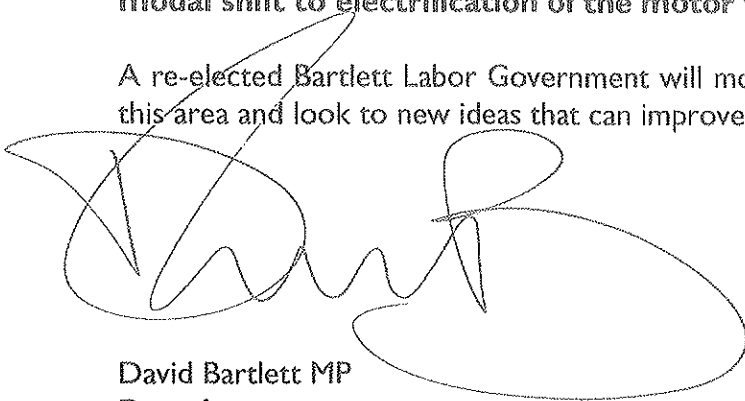
In recognition of the success of this grassroots road safety initiative, Labor has already committed funds from retained speed fine revenue to ensure the continuation of this program into the future.

**49. Devote the additional resources to the Tasmanian Parliament for a cross-party Standing Committee on Road Safety, similar to the Victorian Parliament.**

Labor believes that the Tasmanian Road Safety Council is a more efficient and effective model and fully supports the Tasmanian Road Safety Council in its role of providing policy and legislative advice to Government.

**50. Provide a policy environment that enables and incentivises an urban transportation modal shift to electrification of the motor vehicle fleet in the future.**

A re-elected Bartlett Labor Government will monitor national and international developments in this area and look to new ideas that can improve our roads and road safety in Tasmania.

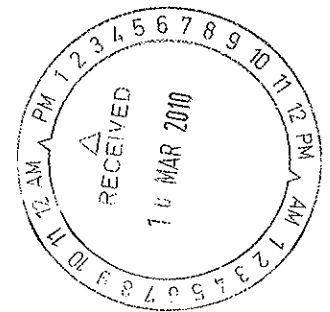
A large, stylized handwritten signature in black ink, appearing to read 'David Bartlett', is written over the text of the 50th point.

David Bartlett MP  
Premier



2 March 2010

Mr Greg Goodman  
Group Chief Executive  
The Royal Automobile Club of Tasmania Limited  
Cnr Murray & Patrick Streets  
Hobart Tas. 7000



Dear Mr Goodman

Thank you for your letter of 5 February enclosing a "Roadmap for the Next Tasmanian Government".

I have pleasure in responding on behalf of all Liberal Members and candidates to each of the recommendations contained therein.

**Question 1: Develop and implement a 10+10 year State Infrastructure Plan: a strategic approach to integrated land use, transport and infrastructure planning in Tasmania, and a benchmark against which shorter-term ideas proposed by different political parties could be assessed.**

The Liberals' will establish an independent body – *Infrastructure Tasmania* – to develop a whole of State infrastructure plan within one year of taking office (covering rail, ports, major roads, energy, water and sewerage and public transport) will provide certainty to the business community that the State can meet their transport, energy and essential service requirements for decades ahead.

This plan takes the politics and short-term electoral focus from planning for major infrastructure upgrades in this State. It replaces that with sound, long-term planning and good policy.

A copy of the policy is available at: <http://tasliberal.com.au/policy/fixing-tasmanias-critical-infrastructure>

**Question 2: Appoint an additional junior Minister in the infrastructure portfolio, to assist with the development and implementation of the 10+10 plan, and with responsibility for the strategic project specialists unit.**

We accept the proposition but will be making no commitments on administrative arrangements prior to the election. We are committed to setting up an independent inquiry into whether the 1998 reduction in the House of Assembly has affected its effectiveness and the accountability of the government of the day.

**Question 3: Develop a small team of specialists, perhaps located as a dedicated unit within DIER, an "ideas" unit, which could coordinate the development and implementation of the plan, and at the same time respond to opportunities such as the Infrastructure Australia call for projects.**

*Infrastructure Tasmania*, as promised by the Liberals, will have the ability to set up a number of ancillary units such as is proposed. It is imperative Tasmania has a series of 'project-ready' proposals for submission to Infrastructure Australia at all times.

The State Labor Government was totally remiss in failing to prepare detailed, long-term plans to capitalise on Federal Government infrastructure stimulus funding. Labor has had six infrastructure Ministers in ten years. When the Government released its submission to the Federal Government of its infrastructure priorities – a 75 page report – it listed just 40 projects, but only five were deemed 'ready' for prioritisation in terms of Federal funding, and no significant funds have yet been provided. This is a significant failure; the ACT with a much smaller population was successful in having nine projects accepted for further development.

**Question 4: Ensure the ongoing competitive and efficient operation of rail in Tasmania, keeping an open mind to its ownership structure and develop a Rail 2020 Plan to enable rail to take a greater portion of the anticipated increase in freight.**

The Tasmanian Liberals are absolutely committed to maintaining an efficient and competitive freight rail system in Tasmania and support the call for a 2020 plan. The projected freight task is one of the reasons we're planning ahead with a four-lane Midland Highway and it's why we continue to support rail. The task is too great for our roads alone; rail is critical to our freight needs now and will become more critical in the years to come.

A year ago the Infrastructure Minister sat on his hands, allowed our rail service to reach the brink of collapse, closed the State's main rail lines and has put hundreds of extra truck movements onto the roads.

**Question 5: Open discussions immediately with the freight, logistics and forest contractors' sectors on any plans to introduce larger-scale road freight trucks and ensure that the Tasmanian community is kept aware and is properly consulted.**

We agree with this. The recent closure of the Bell Bay rail line showed the failure of the State Labor Government to understand the synergies between all forms of transport and properly coordinate this. Rail and sea transport are the most energy efficient ways to move large quantities of goods and strategic investment in rail and ports will be a critical task of the Liberals' *Infrastructure Tasmania* body to determine best practice into the future, without short-term political decision-making.

**Question 6: Immediately commence the Capital City Strategic Plan for Hobart, as required by the Australian Government, and complete it by 2012, to ensure that no potential future funding linked to this requirement is put at risk:**

We are aware of the requirements to establish the strategic plan for Hobart and will treat this as an urgent priority.

**Question 7: Maintain the Road Safety Levy at its current level as a minimum, and be open to increasing the Levy, as required to fund further measures under future Tasmanian Road Safety Strategy Action Plans**

The Tasmanian Road Safety policy will be announced shortly.

**Question 8: Link fine collections with road safety investment; develop a new Local Road Maintenance Fund, based on allocating a percentage of net speed camera fine revenue directly to Councils for on-road maintenance, such as line marking, and hazard reduction projects (in addition to all current expenditure)**

The Liberals have long campaigned for traffic fine collections to be hypothecated to the road safety effort and will expand on that in our road safety policy.

**Question 9: Make road safety education compulsory for all grade 10 students in all Tasmanian schools, utilising the currently available Road Risk Reduction curriculum resource as the basis.**

Only the Tasmanian Liberals will make driver education compulsory, and it will be a condition for a young person to have completed a course if they want to obtain a learner licence before the age of 18.

**Question 10: Ensure that all Tasmanian schools, government and non-government, are able to access the Rotary Youth Driver Awareness (RYDA) program, and subsidise Rotary's activities on a cost-recovery-only basis where necessary to enable statewide coverage**

As part of our compulsory education package it will be necessary to specify some standards and we accept RACT's advice on the value of the RYDA program.

**Question 11: Work with the AAA and RACT to advocate and promote the keys2drive program to Tasmanians as widely as possible**

The keys2drive program is an outstanding initiative and will be promoted by a Hodgman Liberal Government.

**Question 12: Commission a substantial research project through one of the road safety institutes to better understand inattention amongst Tasmanian drivers under Tasmanian conditions, to examine in detail what is going on inside a vehicle and what actually contributes to having a crash**

It is established that inattention is a major cause of road safety incidents and we will consider advice as to whether a research project is justified and whether Tasmanian drivers may have different attitudinal issues than drivers in jurisdictions where these studies have already been done.

**Question 13: Review the means by, and form in which crash data is made public (in comparison to New Zealand for example); make any necessary changes to the collection, analysis, updating and timely publication of the crash data, causes and consequences for the benefit and education of the wider Tasmanian community**

We strongly agree that timely publication of understandable crash data highlighting causes and consequences needs to be improved to further educate the Tasmanian community.

**Question 14: Develop a campaign of roadside signage, in partnership with RACT, together with additional messaging through the registration renewals, to encourage community involvement in the campaign using the slogan *Report Dangerous Driving: It's Your Call 131-444***

We agree that report a driver initiative is beginning to work well in other States. We will assess which model works best and work with RACT to promote such a program to overcome the natural antipathy to dobbing in fellow citizens. In particular, use of modern personal communication devices can be of great assistance to identify persistent dangerous drivers.

**Question 15: Maintain support for alcohol interlocks as an option to deal with serious and repeat drink-driving offenders**

We support the development of alcohol interlock policy as an option to deal with serious repeat drink driving offenders.

**Question 16: Abolish the requirement for Tasmanian older drivers 85+ years to sit an annual on-road assessment as it is unfair, creates additional financial hardship and is inefficient in selecting impaired drivers**

We do not believe age-based driver assessment is effective and the data relating to vehicle accidents provides no evidence that the driver assessment for those aged 85 years and over does anything to address legitimate concerns such as frailty and delayed reflexes that may affect a driver's competence. These should properly be addressed by continuing compulsory medical examinations, by encouraging self-assessment and assessment by family members. Almost all 85+ drivers who undertake the assessment pass, but many find the annual assessment a major worry, and that in itself affects their driving ability on the day.

A Hodgman Liberal Government will abolish the 85+ driver assessment.

**Question 17: Provide a "road rules refresher" resource for older drivers, perhaps a "Ten Most Troublesome Road Rules" and utilise licence mailouts to distribute, or through RACT**

The Liberals agree to this.

**Question 18: Produce a fully updated version of the Older Driver's Handbook as soon as possible (including the new national road rules changes) given that the last edition was printed in 2002**

The Tasmanian Liberals agree to do this.

**Question 19: Investigate the prevalence of interstate and overseas visitors in recent casualty crash statistics, utilising the Tasmanian Visitor Survey data**

See the Liberals' road safety policy for better marketing of Tasmanian road conditions on *Spirit of Tasmania* and at rent-a-car companies.

**Question 20: Roadworthy vehicle inspections for used cars prior to sale: a system of "Safety Certificates" (similar to the system in Queensland) should be introduced in Tasmania: namely, every application for transfer of a registered vehicle over five years old must be accompanied by a current 'safety certificate' for that vehicle which certifies roadworthiness.**

We will continue to consider all policies which aim at a significant reduction in the number of vehicles on the road with unsafe characteristics.

Question 21: Enhance the Tasmanian Road Safety Strategy 2007-2016 by adding an additional focus in a future Action Plan on awareness and education campaigns about vehicle safety defects, and the importance of maintaining roadworthiness

We agree with this and will commit to it.

Question 22: At least TWO highly publicised annual “blitzes” on vehicle condition, and more random on-road vehicle checks

The Liberals agree with this and will commit to it.

Question 23: Continue to financially support and publicly advocate the Australasian New Car Assessment Program (ANCAP) and the “stars on cars” safety information; increase the contribution if necessary

We agree to do this.

Question 24: Continue to support and publicise the howsafeisyourcar.com.au campaign, to assist Tasmanian consumers understand more about the value of safety features when making a vehicle purchase – in particular, the importance of electronic stability control (ESC)

Agreed.

Question 25: Purchase the highest possible safety-rated vehicles for the government fleet, with the aim to get as close to a five-star ANCAP-rated Tasmanian Government vehicle fleet as possible; or at the very least, ESC-equivalent-equipped across the fleet

Agreed.

Question 26: Consider lowering the current regulation allowing a ninety day re-registration period, in keeping with recent moves to shorten time periods for collections of monetary penalties, and/or a mandatory safety inspection as a condition of re-registration after this time period; and/or enforce a minimum two-year re-registration period (after lapse)

We will consider this proposal after researching the effect this might have on low income families who often cannot re-register their vehicle for financial reasons.

Question 27: Increase the monetary penalty for an unregistered vehicle infringement to the equivalent cost of twelve months registration (or higher) for the vehicle, to raise the deterrent level and eliminate any anomalous incentive to leave vehicles unregistered

We agree that there are far too many unregistered vehicles on our roads and this needs a strong policy response. The Tasmanian Liberals pressured the government for the impoundment of motor vehicles for unlicensed driving and we are just as concerned about unregistered vehicles.

Question 28: Officially review the Parliament of Victoria’s Report of the Road Safety Committee’s Inquiry into Vehicle Safety (August 2008) and adopt any relevant recommendations

We agree to review this report and look to its recommendations for adoption in Tasmania.

**Question 29: Conduct the widest possible IRAP/AusRAP risk assessment study of the Tasmanian State Roads network (as Victoria has done on its State Road network) to help prioritise the 10+10 Infrastructure Plan and to inform any other complementary measures being considered.**

We agree that a risk assessment study is necessary and agree this will help prioritise Infrastructure Tasmania's work in determining long-term infrastructure priorities for Tasmania.

**Question 30: Engage ARRB Group as consultants (or similar professionals) to conduct an independent audit of Tasmania's existing infrastructure from a best practice/Safe Systems perspective.**

The Liberals will refer this to *Infrastructure Tasmania*.

**Question 31: Ensure the relevant departmental officers such as road network and road safety managers are representing Tasmania on the ARRB Group's National Roundtable and that they are part of any future ARRB national-level discussions around the Safe System principles.**

We will refer this to *Infrastructure Tasmania*.

**Question 32: Line marking: An immediate, multi-million dollar "catch-up" investment in the quality and coverage of line markings across Tasmania – the basic unit of road safety in Tasmania – and an ongoing increase in the funding for line marking maintenance**

We are very concerned at the major lag in the works required for proper line marking in Tasmania. In Government we will immediately review why this is and the short-fall in funding.

**Question 33: The philosophy of replacing "like with like" when reinstating line markings must be adhered to, to ensure that road safety quality levels are maintained, not downgraded**

We agree.

**Question 34: The new national standard of yellow reflective "cats-eyes" for centre lines (replacing white) must also be adopted as soon as possible**

We agree in principle with the new national standard applying in Tasmania, and will assess the cost and priority of this task but agree that we need to be at national standard for these matters as soon as possible.

**Question 35: Additionally, an immediate roll-out of audio-tactile profiled (ATP) edge and centre line markings on the Bass Highway where required between Launceston and Latrobe during 2010-11 (project cost estimated \$1.4 - \$1.6 million). In addition, ATP markings around the State must be audited, reinstated and added where necessary**

We believe that ATP line-marking on major roads in Tasmania has added an additional road safety feature, especially as fatigue is a major cause of road accidents in this State. We will provide additional funding in the budget for ATP marking.

**Question 36: Officially review the recent Auditor-General's special report on speed cameras – *Special Report No. 85: Speed detection devices* Tasmanian Audit Office, November 2009, and act on any appropriate recommendations**

We accept all the Auditor-General's recommendations and have expressed concern at the delays in the Government also accepting them.

**Question 37: Extend permanent speed cameras across Tasmania, in addition to those currently operating at Longford and on the Tasman Bridge, particularly in 100km/h and 110km/h zones**

This will be considered in the context of our road safety policy.

**Question 38: As part of this measure, investigate the feasibility of a new broad-based system of fixed speed cameras involving a large number of security boxes and a smaller number of actual cameras rotating through them**

We will consider this in government, subject to no evidence coming forward that 'dummy' cameras don't have the opposite effect and inure drivers to them.

**Question 39: Provide funding support to help the delivery of a public awareness campaign about roadkill in Tasmania, in partnership with the RACT Roadkill forum members**

We note this recommendation and will consider this in government through an enhanced road safety body.

**Question 40: An immediate review of the confusing 'end 80' style speed limit signage, and the way in which the community is informed about the "default speed limit"**

Agreed.

**Question 41: Incremental increases to the Tasmania Police high-visibility vehicle fleet to at least twenty-four by end of 2011-12 and a survey to measure their effectiveness and set a baseline**

It was the State Liberals that forced the Government into the first roll-out of high visibility vehicles. We consider this roll-out a success and (see road safety policy).

**Question 42: A target of three ANPR cameras per Police Command District by 2011-12 (total of twelve) and increased ANPR operations to address the unregistered and unlicensed epidemic**

We agree with this target and will move to meet it as soon as possible.

**Question 43: Use the results of the iRap/AusRAP risk assessment to devise a program of rural road widening and shoulder sealing**

We agree that a risk assessment study is necessary and agree this will help prioritise Infrastructure Tasmania's work in determining long-term infrastructure priorities for Tasmania, and rural road widening and shoulder sealing

**Question 44: A timely completion of the Electronic School Signs project, and an accelerated rollout of the new low-emission, power-saving traffic signals across Tasmania**

We agree to timely completion to these projects.

**Question 45: A much greater focus on the use of "on-road" technology such as high-visibility LED warning message signs and vehicle-activated intersection technology solutions**

We agree to a greater focus on this technology.

**Question 46: Maintaining the commitment to a trial of point-to-point speed enforcement in Tasmania and the adoption of this technology if it is cost-benefit feasible**

The Tasmanian Liberals have announced we would commit to a trial of point-to-point speed enforcement.

**Question 47: Assuming a previously-completed infrastructure audit – consideration of a suite of much-needed commuter, freight and tourist road upgrades, such as the key link roads between the Bass Highway and Bell Bay port; the freight roads in the North-West, and Illawarra Road**

The Liberals' independent Infrastructure Plan will determine these priorities and interconnectivity of freight routes. The Federal Infrastructure Audit highlighted the state of our secondary roads as a major impediment to Tasmania's economic growth.

**Question 48: Maintain and extend funding and resources for the Community Road Safety Partnership (CRSP) program into the future, to ensure that the approach is being used in all local government areas in the State**

See the Liberals' road safety policy.

**Question 49: Devote the additional resources to the Tasmanian Parliament for a cross-party Standing Committee on Road Safety, similar to the Victorian Parliament**

The Liberals would consider this in government. We believe the Parliament's committee system must receive adequate resources to undertake the inquiry tasks the committees are given.

**Question 50: Provide a policy environment that enables and incentivises an urban transportation model shift to electrification of the motor vehicle fleet in the future**

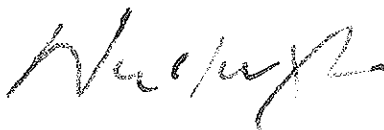
A Hodgman Liberal Government will be forward-looking, with an eye to emerging technologies in urban transportation that will require significant policy shifts.

Liberal policy

All Liberal policy, as announced, can be found at [www.tasliberal.com.au](http://www.tasliberal.com.au), and our road safety policy will be forwarded to the RACT when released.

We congratulate the RACT on its ongoing role as the key road safety stakeholder group in Tasmania and for its always informative and instructive input.

Yours sincerely



Will Hodgman MP  
Leader of the Opposition



**Nick McKim MP**  
Greens Leader  
Member for Franklin  
**Tasmanian Greens**

Wednesday, 10 March 2010

Greg Goodman  
Group Chief Executive  
RACT  
GPO Box 1292  
Hobart, TAS, 7001  
Email: [info@ract.com.au](mailto:info@ract.com.au)

Dear Mr Goodman,

On behalf of the Tasmanian Greens MPs and Greens candidates contesting the march State Election 2010, I am submitting this response to the RACT's *Roadmap for the Next Tasmanian Government*.

The Greens recognise that the RACT has worked hard on matters that are of significant interest to the public, including road safety, and we congratulate the RACT for their constructive and proactive role in this important debate.

I also wish to state at the outset that the Greens' have long advocated the adoption of the successful European Vision Zero program to combat Tasmania's serious road safety issue. The Greens first proposed adopting a 'Vision Zero' approach in 2004, yet that has been ignored by successive Labor governments, despite a Minister in the last term visiting Europe to investigate the scheme. The Greens are committed to the further investigation and implementation of a Tasmanian Vision Zero – Zero Fatality Road Strategy.

Further to that commitment, please find below our specific responses to your questions.

Thank you for the opportunity to put our position on the RACT's Roadmap, and please don't hesitate to get in touch with me on these or any other matters.

Yours sincerely,

**Nick McKim MP**  
**Greens Leader**

1 of 10

• State Parliamentary Offices of the Tasmanian Greens  
• Postal Address: Parliament of Tasmania Hobart, Tasmania 7000  
• Phone: (03) 6233 8300 • Fax: (03) 6223 1406 • E-mail: [greens@parliament.tas.gov.au](mailto:greens@parliament.tas.gov.au)  
• Internet: [www.tas.org.au](http://www.tas.org.au)



## **Tasmanian Greens' response to the RACT's *Roadmap for the Next Tasmanian Government*.**

**March 2010**

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1. Develop and implement a 10+10 year State Infrastructure Plan: a strategic approach to integrated land use, transport and infrastructure planning in Tasmania, and a benchmark against which shorter-term ideas proposed by different political parties could be assessed.

The Tasmanian Greens believe that a comprehensive, long-term and strategic Infrastructure Plan has been sorely missing. Of serious concern was the Labor government's failure to submit an appropriate application for, or obtain, any additional funding from the Infrastructure Australia program which could have been targeted to address many serious infrastructure concerns across the state – especially rail and working towards minimizing freight being transported on our roads.

Therefore we do support the development of a comprehensive and strategic 10+10 Year State Infrastructure Plan.

2. Appoint an additional junior Minister in the Infrastructure portfolio, to assist with the development and implementation of the 10+10 plan, and with responsibility for the strategic project specialists unit.

Certainly the current Infrastructure Minister could have done with assistance in carrying out his portfolio duties! However due to the 1998 cut in Parliamentary numbers there unfortunately is a very real impediment to expanding the Cabinet to include positions such as Junior Ministers – there just is not enough talent left on the backbench to fill such positions.

The Greens will commit to revising this proposition in the event that our policy position of restoring the House of Assembly to 35 Members eventuates.

3. Develop a small team of specialists, perhaps located as a dedicated unit within DIER, an "ideas unit" which could coordinate the development and implementation of the plan, and at the same time respond to opportunities such as the Infrastructure Australia call for projects. As discussed in our response to Question 1, the Labor government's failure to secure any additional national infrastructure stimulus monies for projects deemed 'ready' for Federal funding is a serious indictment upon this government's priorities. The Greens are committed to there being an integrated and whole-of-government approach to driving the prioritisation of our infrastructure maintenance and development. As we move towards a Peak Oil scenario and the need to position the state to be ready for the challenges and opportunities of climate change and a carbon constrained future, we believe it is important to pool ideas and resources from across the spectrum. We need to be developing an infrastructure focus that delivers public transport options, rail options, as well as better intergenerational infrastructure in areas such as water and sewerage, how we construct buildings and plan our towns and cities.

We would be supportive of an inter-departmental Unit, or Council, that includes genuine consultation with stakeholders, however we would not favour establishing yet another 'talkfest' for its own sake.

4. Ensure the ongoing competitive and efficient operation of rail in Tasmania, keeping an open mind to its ownership structure, and develop a *Rail 2020 Plan* to enable rail to take a greater proportion of the anticipated increase in freight.

Yes. The Greens have pursued the situation of the State's rail system vigorously. The lack of focus or direction invested in building our rail capacity by Labor has been woeful and irresponsible. The Greens have pledged during this election campaign to invest in constructing a light passenger rail system from Hobart, through the northern suburbs to Granton, as well as revitalize our freight rail.

The new Tasmanian Railway Company (TRC) is refurbishing its existing track network with available federal funding, but needs an injection of state funds to substantially improve the capacity and reliability of its rolling stock.

The Greens rail revitalisation package will allocate \$32.5 million to deliver greater productivity and better road safety outcomes:

- \$12.5 million over 2 years to purchase new locomotives and increase transport capacity;
- \$10 million over 3 years to purchase new or refurbished container wagons to substantially increase freight capacity;
- \$8 million over 2 years to refurbish the existing locomotive fleet; and,
- \$2 million over 3 years to train and employ more train drivers for the extra trains on our tracks.

5. Open discussions immediately with the freight, logistics and forest contractors' sectors on any plans to introduce larger-scale road freight trucks, and ensure that the Tasmanian community is kept aware and is properly consulted.

Yes. The Greens oppose the introduction of larger-scale road freight trucks, such as B triple trucks, onto the state roads, due to road safety concerns, stability concerns of the longer and larger vehicles, as well as the damage they can cause to the state of our roads and bridges. The capacity of our state rail must be developed to take as much of this freight as possible.

6. Immediately commence the Capital City Strategic Plan for Hobart, as required by the Australian Government, and complete it by 2012, to ensure that no potential future funding linked to this requirement is put at risk.

This strategic plan for Hobart is significant and the Greens are committed to pursuing it through all appropriate channels, with stakeholder and community consultation.

7. Maintain the Road Safety Levy at its current level as a minimum, and be open to increasing the Levy, as required, to fund further measures under future *Tasmanian Road Safety Strategy* Action Plans.

Yes. The Greens have also proposed that the MAIB's funding allocation into road safety should be increased so that it is equivalent to the amount that goes into the government's consolidated funds, and we will continue to explore further additional road safety funding options.

8. Link fine collections with road safety investment: develop a new Local Road Maintenance Fund, based on allocating a percentage of net speed camera fine revenue directly to Councils for on-road maintenance, such as line marking, and hazard reduction projects (in addition to all current expenditure).

The Greens believe that we need to end the pork-barreling of road maintenance. We need to prioritise appropriately road infrastructure maintenance based on usage, safety and need, rather than based on political parties potential future. In this regard the Greens are proposing that we develop and open and transparent mapping system – conveyed publicly via a website – that depicts all current state and council roads, their condition, and their maintenance status this will then correspond with their prioritisation for upgrading etc. We are open to investigating appropriate funding for this initiative, and the Greens do believe that fines should be heavily invested into road safety measures.

9. Make road safety education compulsory for all Grade 10 students in all Tasmanian schools, utilising the currently available *Road Risk Reduction* curriculum resource as the basis. Yes. The Greens believe that road safety education for our children is crucial and that road safety education (rather than just driver education) should be compulsory in all government schools. We note that Labor gave this undertaking to the RACT before the last State election in 2006 but broke that promise by failing to implement it.

10. Ensure that all Tasmanian schools, government *and* non-government, are able to access the Rotary Youth Driver Awareness (RYDA) program; and subsidise Rotary's activities on a cost-recovery-only basis where necessary to enable state-wide coverage.

Yes. The Greens support this.

11. Work with the AAA and RACT to advocate and promote the keys2drive program to Tasmanians as widely as possible.

Yes. The Greens will work to implement this.

12. Commission a substantial research project through one of the road safety institutes to better understand inattention amongst Tasmanian drivers, under Tasmanian conditions, to examine in detail what is going on inside a vehicle and what actually contributes to having a crash.

It is our understanding that currently there is Road Safety Strategy Action Plan currently being developed and we would expect that it will identify and address the contributing factors in crashes. Much data has already been collected nationally which overwhelmingly points to inexperience and inattention being the key factor. We would prioritise developing effective strategies to combat these contributing factors.

13. Review the means by, and form in which crash data is made public (in comparison to New Zealand for example); make any necessary changes to the collection, analysis, updating and timely publication of the crash data, causes and consequences for the benefit and education of the wider Tasmanian community.

Crash data must be presented in a timely but effective manner. It must assist in the education of the broader Tasmanian community rather than result in desensitizing people, and given that consideration the Greens do believe that both the collection of data and presentation of it needs to be constantly reviewed and improved.

14. Develop a campaign of roadside signage, in partnership with RACT, together with additional messaging through the registration renewals, to encourage community involvement in the campaign using the slogan *Report Dangerous Driving: It's Your Call 131-444*. Reporting Dangerous Drivers' campaigns elsewhere need to be assessed to ensure that they do have an impact on driver behaviour. A properly functioning Road Safety Taskforce would evaluate the effectiveness of these strategies, along with electronic speed monitors, fixed speed cameras etc to develop a strategy which prioritises the best location for these road safety 'tools' and project the appropriate funding required to ensure they are effective, and are part of an integrated campaign.

15. Maintain support for alcohol interlocks as an option to deal with serious and repeat drink-driving offenders.

This option should continue to be developed to ensure that it is practical, workable and effective. Drink-driving is a huge cultural road safety issue, and again having a wide array of tools in the road safety 'tool-kit' improves our chances of creating the necessary cultural change.

16. Abolish the requirement for Tasmanian older drivers 85+ years old to sit an annual on-road assessment, as it is unfair, creates additional financial hardship and is inefficient in selecting impaired drivers.

Yes, the Greens support the 85+ years old to sit an annual on-road assessment being abolished. We also support the fact option of providing subsidized re-testing upon the request of individuals. This will assist in encouraging people to check themselves whether their skills are at an appropriate level without it being imposed upon them. We also support their being an options for doctors, etc to make a formal request that someone be tested for their own, and for the general public's safety, on a case by case scenario.

17. Provide a "road rules refresher" resource for older drivers; perhaps a "Ten Most Troublesome Road Rules" and utilise licence mailouts to distribute, or through RACT.

Yes, the Greens support this initiative.

18. Produce a fully updated version of the *Older Driver's Handbook* as soon as possible (including the new national road rules changes), given that the last edition was printed in 2002.

Yes, the Greens support this initiative.

19. Investigate the prevalence of interstate and overseas visitors in recent casualty crash statistics, utilising the Tasmanian Visitor Survey data.

Yes. We support greater collaboration between government, and stakeholders – including the RACT, Tourism, and hire-cars – to ensure that visitors have access to Tasmanian road rules and advice on road conditions at all entry points to the State.

20. Roadworthy vehicle inspections for used cars prior to sale: a system of "Safety Certificates" (similar to the system in Queensland) should be introduced in Tasmania: namely, every application for transfer of a registered vehicle over five years old must be accompanied by a current 'safety certificate' for that vehicle which certifies roadworthiness.

Yes, the Greens support this initiative.

21. Enhance the *Tasmanian Road Safety Strategy 2007-2016* by adding an additional focus in a future *Action Plan* on public awareness and education campaigns about vehicle safety defects, and the importance of maintaining roadworthiness.

Yes, the Greens support this initiative.

22. At least TWO highly-publicised annual "blitzes" on vehicle condition; and more random on-road vehicle checks.

Yes, the Greens support this initiative.

23. Continue to financially support and publicly advocate the Australasian New Car Assessment Program (ANCAP) and the "stars on cars" safety information; increase the contribution if necessary.

Yes, the Greens support the continuation of the ANCAP scheme in its current form, and will also commit to regular reviews to ensure it is targeted and funded accordingly..

24. Continue to support and publicise the [howsafeisyourcar.com.au](http://howsafeisyourcar.com.au) campaign, to assist Tasmanian consumers understand more about the value of safety features when making a vehicle purchase – in particular, the importance of electronic stability control (ESC).

Yes, the Greens support this initiative.

25. Purchase the highest possible safety-rated vehicles for the government fleet, with the aim to get as close to a five-star ANCAP-rated Tasmanian Government vehicle fleet as possible; or at the very least, ESC-equivalent-equipped across the fleet.

The Greens are prepared to investigate this option and ensure it is prioritized along with other key priorities for the government car-fleet, such as energy/fuel efficiency. We recognize that government has a significant role to play by 'setting the example', and that these investments can also reduce the costs of these safer and/or more efficient vehicles bringing them within the financial reach of more members of the public.

26. Consider lowering the current regulation allowing a ninety day re-registration period, in keeping with recent moves to shorten time periods for collections of monetary penalties,

and/or a mandatory safety inspection as a condition of re-registration after this time period; and/or, enforce a minimum two-year re-registration period (after lapse).

This suggestion will need to be examined closely, and within the context of the impacts it may have on those on a low income. It may also need to be considered in light of whether we have appropriate and sufficient public transport options to help those who may not be able to afford re-registration

27. Increase the monetary penalty for an unregistered vehicle infringement to the equivalent cost of twelve months registration (or higher) for the vehicle, to raise the deterrent level and eliminate any anomalous incentive to leave vehicles unregistered.

There are too many unregistered vehicles on our roads, and the ramifications that has for insurance matters is enormous. We support the investigation of mechanisms to reduce the number of unregistered vehicles on the road.

28. Officially review the Parliament of Victoria's Report of the Road Safety Committee's Inquiry into Vehicle Safety (August 2008) and adopt any relevant recommendations.

Yes. Greens Transport spokesperson, Tim Morris MP, visited Victoria in July 2009 to investigate whether there were any policy settings and new technologies that could also be adopted in Tasmania to reduce the road toll.

Some of the Victorian initiatives and technologies that we must consider in Tasmania include (but are not limited to):

- A point-to-point speed camera system, which is already operational in Victoria, and which effectively targets those who drive above the speed limit over substantial distances, and leads to better driver behaviour across the entire road network, rather than just at the points that the speed cameras are operating;
- Changes to the Road Safety Council to emulate the model used in Victoria, where the body is a joint Parliamentary Standing Committee with membership from all Parties and both Houses, and where it is empowered to make whole-of-government recommendations, and the government is obliged to respond within six months;
- A current roadworthiness certificate for all vehicles offered for sale. Discussions suggest that it would be far cheaper and more targeted to require a roadworthiness certificate for all cars offered for sale, ensuring that all newly purchased cars are in roadworthy condition; and,
- The Motor Registration Branch automatically advising Tasmania Police when vehicles are not re-registered and plates are not handed in. The Police can then pay a visit to the formerly registered owner and ascertain the location of the vehicle and reason why it has not been re-registered, and advise the former owner of the consequences of driving that vehicle on the public road.

29. Conduct the widest-possible iRAP/AusRAP risk assessment study of the Tasmanian State Roads network (as Victoria has done on its State Road network) to help prioritise the 10+10 Infrastructure Plan and to inform any other complementary measures being considered. Yes. The Greens support this initiative.

30. Engage ARRB Group as consultants (or similar professionals) to conduct an independent audit of Tasmania's existing infrastructure from a best practice/Safe Systems perspective.

The Greens would support such an audit being put out to public tender.

31. Ensure that relevant departmental officers such as road network and road safety managers are representing Tasmania on the ARRB Group's National Roundtable and that they are part of any future ARRB national-level discussions around the Safe System principles.

Yes. The Greens support this proposal.

32. Line marking: An immediate, multi-million dollar "catch-up" investment in the quality and coverage of line markings across Tasmania - the basic unit of road safety in Tasmania - and an ongoing increase in the funding for line marking maintenance.

The Greens agree with this in principle and will evaluate the funding costs and explore options to deliver in a comprehensive and consistent manner.

33. The philosophy of replacing "like with like" when reinstating line markings must be adhered to, to ensure that road safety quality levels are maintained, not downgraded.

Yes. The Greens support this proposal.

34. The new national standard of yellow reflective "cats-eyes" for centre lines (replacing white) must also be adopted as soon as possible.

The Greens agree with this in principle and will evaluate the funding costs and explore options to deliver in a comprehensive and consistent manner.

35. Additionally, an immediate roll-out of audio-tactile profiled (ATP) edge and centre line markings on the Bass Highway where required between Launceston and Latrobe during 2010-11 (project cost estimated \$1.4-\$1.6 million). In addition, ATP markings around the State must be audited, reinstated and added where necessary.

The Greens agree with this in principle and will evaluate the funding costs and explore options to deliver in a comprehensive and consistent manner.

36. Officially review the recent Auditor-General's special report on speed cameras - *Special Report No. 85: Speed detection devices* Tasmanian Audit Office, November 2009, and act on any appropriate recommendations.

Yes, the Greens agree. We have accepted the Auditor-General's recommendations and do not see any reasonable explanation for the delay in acting on the report's recommendations.

37. Extend permanent speed cameras across Tasmania, in addition to those currently operating at Longford and on the Tasman Bridge, particularly in 100km/h and 110km/h zones.

The Greens support the investment in and establishment of a 'point-point speed camera system and will continue to investigate these options.

38. As part of this measure, investigate the feasibility of a new broad-based system of fixed speed cameras involving a large number of security boxes and a smaller number of actual cameras rotating through them;

Yes. The Greens support this initiative which will be included in the investigation and ongoing research as articulated in our response to Question 37. We would support a trial as part of that investigation.

39. Provide funding support to help the delivery of a public awareness campaign about roadkill in Tasmania, in partnership with the *RACT Roadkill Forum* members.

Yes, the Greens support this initiative, and will consult with stakeholders to determine the necessary support required.

40. An immediate review of the confusing "end 80" style speed limit signage, and the way in which the community is informed about the "default speed limit".

Yes, the Greens support this initiative

41. Incremental increases to the Tasmania Police high-visibility vehicle fleet to at least twenty-four by end of 2011-12, and a survey to measure their effectiveness and set a baseline.

The Greens agree with the incremental increase in high-visibility vehicles, and will examine the appropriate baseline to ensure optimal coverage can be met within funding confines.

42. A target of three ANPR cameras per Police Command District by 2011-12 (total of twelve), and increased ANPR operations to address the unregistered and unlicensed epidemic. We understand that the government's policy is one ANPR camera in each police district accompanied by mobile data units in cars. The Greens will prioritise a review of the ANPR cameras to assess the optimum number.

43. Use the results of the iRap/AusRAP risk assessment to devise a program of rural road widening and shoulder-sealing.

The Greens agree that the risk assessment needs to be assessed and used to inform priorities for upgrading roads for road safety purposes.

44. A timely completion of the Electronic School Signs project, and an accelerated rollout of the new low-emission, power-saving traffic signals across Tasmania.

Yes, the Greens support this initiative

45. A much greater focus on the use of "on-road" technology such as high-visibility LED warning message signs and vehicle-activated intersection technology solutions;

Yes, the Greens support this as an operating principle.

46. Maintaining the commitment to a trial of point-to-point speed enforcement in Tasmania and the adoption of this technology if it is cost-benefit feasible.  
Yes, the Greens support this initiative.

47. Assuming a previously-completed infrastructure audit – consideration of a suite of much-needed commuter, freight and tourist road upgrades, such as the key link roads between the Bass Highway and Bell Bay port; the freight roads in the North-East; and Illawarra Road. The Greens support an infrastructure audit being conducted, and we would also expect that audit to assess, and make recommendations on, our freight capacity, as well as other public transport options, including passenger rail.

48. Maintain and extend funding and resources for the Community Road Safety Partnership (CRSP) program into the future, to ensure that the approach is being used in all local government areas in the State  
Yes, the Greens support this initiative.

49. Devote the additional resources to the Tasmanian Parliament for a cross-party Standing Committee on Road Safety, similar to the Victorian Parliament.  
Yes, the Greens support this initiative.

50. Provide a policy environment that enables and incentivises an urban transportation modal shift to electrification of the motor vehicle fleet in the future.  
Yes, the Greens support this initiative.