INFRASTRUCTURE AND TRANSPORT MINISTERS

National Road Safety Strategy

National Road Safety Action Plan 2023–25

Contents

Foreword

This Action Plan details the national actions that Australian, state and territory governments will undertake over the next three years to support implementation of the National Road Safety Strategy 2021–30 (the Strategy).

The Action Plan was developed co-operatively by the Australian Government and state and territory transport and road safety government agencies, and has been informed through consultation with our road safety stakeholders. It is a national and combined effort and we, as the responsible ministers, will provide transparency and oversight of the joint national effort to achieve our collective road safety goals.

The Action Plan contains targeted actions that focus on interventions to address the priorities of the Strategy. The enabling actions, of data and research, build the foundations to progressively transform the road transport system. State and territory road safety action plans support the National Action Plan through inclusion of specific jurisdictional-based policies, initiatives and programs to reduce deaths and serious injuries on our roads.

This Action Plan represents an agreed implementation pathway, and includes accountability measures to ensure all parties are held to account. We, as Infrastructure and Transport Ministers, will provide oversight of the combined national effort towards our collective road safety goals by monitoring progress against our key priorities and safety performance indicators. Implementation of the Action Plan will be made transparent through an annual report delivered to us, as the responsible ministers, showing how initiatives are progressing and identifying where efforts may need to be changed to achieve the greatest benefits.

Further, the Australian Government will support decision-making using current and accurate national data. National data will enable the detection of patterns that may not previously have been visible due to disconnected and multiple sources of data.

This Action Plan will set Australia on a path to addressing the ambitious trauma reduction targets we agreed to in the Strategy. While the actions set out in this plan are for governments, long-term cultural change is needed across Australian businesses, community organisations and society if we are to make a lasting difference to road trauma. Implementation of the actions will require strong, genuine collaboration and engagement with all sectors of government and the community.

Together, we can help drive better safety outcomes on Australian roads towards our shared goal of Vision Zero – no person is killed or seriously injured on our roads by 2050.

Infrastructure and Transport Ministers

Introduction

The *National Road Safety Strategy 2021-30* (the Strategy) was agreed to by the Australian Government and all state and territory governments in May 2021. It sets the agenda for co-ordinated and planned government action to improve road safety over the next 10 years.

This *National Road Safety Action Plan 2023-25* (the Action Plan), is the first Action Plan under the Strategy which sets out the key actions all governments will undertake to 2025, in pursuit of the agreed priorities identified in the Strategy.

Priority areas

The Strategy identifies 9 priorities where data shows the greatest reductions in road trauma can be achieved over the 10 year period.

This Action Plan details national actions all governments will undertake to 2025 in support of the implementation of the Strategy and should be read in conjunction with the Strategy.

The Action Plan addresses the priorities of the Strategy and builds the foundations vital to progressively transforming the road transport system towards Vision Zero by 2050.

PRIORITIES


Infrastructure planning and investment


Vehicle safety


Aboriginal and Torres Strait Islander people


Regional road safety


Heavy vehicle safety


Vulnerable road users


Remote road safety


Workplace road safety


Risky road use

Road Safety in Australia

Road safety is everyone's responsibility, it is not solely a transport issue, nor is it solely a government problem. It cuts across the health and social services sectors, law enforcement, education and justice, planning and industry, and through everyday activities – we all use the road.

Each level of government in Australia has different responsibilities and levers to pull to contribute to the reduction of road trauma.

State and territory governments have the most significant influence over road safety, as they manage and deliver road infrastructure investments; deliver workplace, health and safety and public health care systems; are responsible for vehicle registration and licensing systems, deliver road safety education and awareness campaigns, manage operation of the road network and its interfaces, and are responsible for the adoption of the road rules and enforcement.

The Australian Government regulates safety standards for new vehicles entering the market; allocates funding for infrastructure investments across national highways and local road networks; contributes to the funding of the nation's health care system; and represents Australia's interests in international road safety fora. It also has a role in the co-ordination of national road safety efforts and the collation of data and research to present a national picture of the road safety environment.

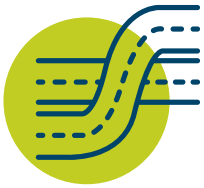
Local governments work closely with their communities on the use of roads and public spaces. They manage and deliver local infrastructure projects, and are responsible for the regulation of their local areas. Like their state and territory counterparts, local governments also manage and maintain their own local road networks and footpaths.

Working alongside all levels of government, there are also a range of independent entities responsible for road standards, vehicle design, road safety research, road safety advocacy groups, road safety user groups, transport unions, insurers and others with expertise in the transport sector.

Total combined length of Australia's road network

877,651km

24.7%
of all roads are **managed by states and territories**



23,696km **National Highways** and 193,358km **other roads**

TOTAL LENGTH
217,054km

75.3%
of all roads are **managed by local government**

TOTAL LENGTH
660,597km

*Management of roads in Australia

State and Territory Governments

- Funding and investment for roads and road safety initiatives
- Road rules and law enforcement
- Licensing and vehicle registration
- Work health and safety laws
- Crash data gathering, monitoring and reporting
- Education and awareness

Local Governments

- Local road infrastructure maintenance and improvement
- Advocacy to state, territory and federal government
- Local road safety education and outreach programs

National Road Safety Strategy 2021-30

Australian Government

- Funding and investment programs for roads and road safety initiatives
- Australian Design Rules
- Heavy vehicle regulation
- Model Australian Road Rules
- National crash data reporting

Road Safety Stakeholders

- Advocacy and independent advice for road safety
- Independent safety standard setting such as ANCAP ratings

Social model

The National Road Safety Strategy 2021-30 takes a new approach in its delivery – the social model approach. This Action Plan uses the social model approach to achieve objectives identified in the Strategy, including:

- Building road safety capabilities in local governments
- Supporting Australian businesses develop positive road safety cultures
- Partnering with Aboriginal and Torres Strait Islander people, organisations and communities to deliver community based road safety initiatives.

In order to make a lasting difference to road trauma, long-term cultural change is needed to make road safety 'business as usual' across all local and state road authorities, as well as fostering a road safety culture across Australian businesses, community organisations and society. The social model leverages influence as the key element to bring about change.

The social model comprises 5 layers, with each layer influencing road safety and behavioural change. Behavioural change is required in order to lift our road safety culture and the social model approach is expected to complement training and education to achieve greater success.

The social model will allow the Strategy to reach beyond the areas traditionally involved in road safety. As this approach is new, it will take time to implement and how it is used will grow over the life of the Strategy.

Further information about the social model approach is available on the National Road Safety Strategy website.

Delivering the Action Plan

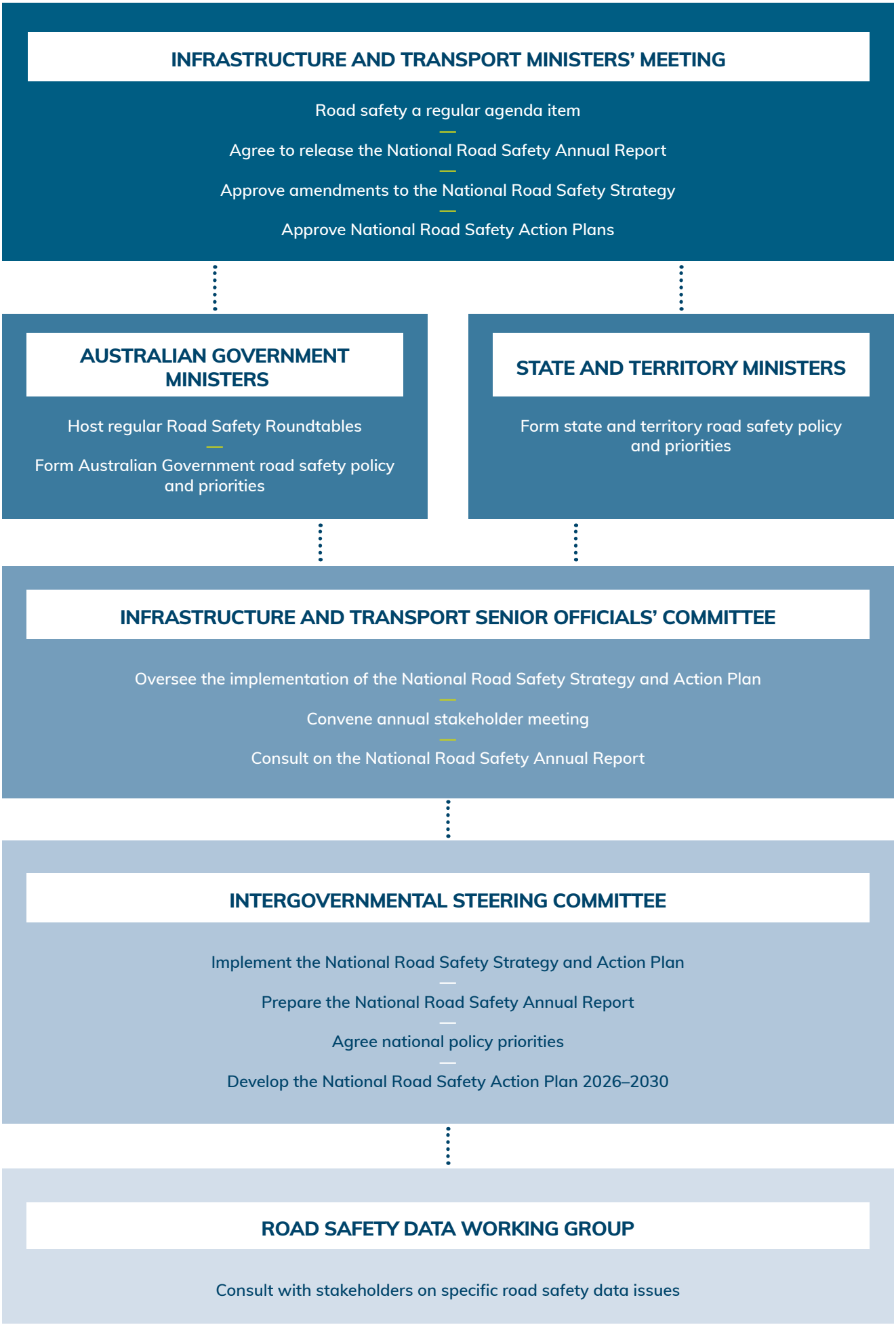
This Action Plan identifies what all governments will do to achieve better road safety outcomes. It is a national, combined effort, representing a pathway of implementation agreed by the Australian, state and territory governments.

Through an annual progress report, the Australian Government and all states and territories will provide transparency and oversight of the combined national effort in achieving our collective road safety goal of reduced road trauma. When released, the report will be publicly available on the National Road Safety Strategy website (www.roadsafety.gov.au/nrss). Indicative timeframes under each priority set expectations for delivery of actions, noting there may be some variation between individual states and territories.

Delivery of this Action Plan requires integrated governance arrangements that cut across traditional government boundaries. Relevant Australian, state and territory ministers will oversee the implementation of the National Action Plan, monitor progress and approve future Action Plans.

To achieve this, all governments have agreed to a governance structure for the Action Plan. This includes an ongoing Intergovernmental Road Safety Steering Committee (the Steering Committee) comprised of representatives from the Australian Government, each state and territory and the Australian Local Government Association. The Steering Committee will meet quarterly and will report to the Infrastructure and Transport Senior Officials' Committee (ITSOC). The Steering Committee, led by the Australian Government through the Office of Road Safety, will be responsible for the development and co-ordination of the National Road Safety Annual Report to the Infrastructure and Transport Ministers' Meeting (ITMM), on progress against the actions identified in this Action Plan.

A Road Safety Data Working Group (the Group) will report to the Steering Committee and focus on making data available for measuring progress towards the National Road Safety Strategy. The Group will aim to develop a nationally consistent data set. This Group will also agree on national Dashboard Reporting that will best inform an understanding of progress towards achieving targets set out in the Strategy and Action Plan.


INFRASTRUCTURE AND TRANSPORT MINISTERS' MEETING
Road safety a regular agenda item
Agree to release the National Road Safety Annual Report
Approve amendments to the National Road Safety Strategy
Approve National Road Safety Action Plans
AUSTRALIAN GOVERNMENT MINISTERS
Host regular Road Safety Roundtables
Form Australian Government road safety policy and priorities
STATE AND TERRITORY MINISTERS
Form state and territory road safety policy and priorities
INFRASTRUCTURE AND TRANSPORT SENIOR OFFICIALS' COMMITTEE
Oversee the implementation of the National Road Safety Strategy and Action Plan
Convene annual stakeholder meeting
Consult on the National Road Safety Annual Report
INTERGOVERNMENTAL STEERING COMMITTEE
Implement the National Road Safety Strategy and Action Plan
Prepare the National Road Safety Annual Report
Agree national policy priorities
Develop the National Road Safety Action Plan 2026–2030
ROAD SAFETY DATA WORKING GROUP
Consult with stakeholders on specific road safety data issues

What we are already doing

Each state and territory government's efforts to achieve their road safety objectives contributes to the success of the national commitment of governments towards Vision Zero. Individual states and territories implement their own road safety strategies and action plans to address road safety issues and priorities within their own jurisdictions.

There are shared targets, actions and priorities between the National Strategy and the Action Plan, and the state/territory strategies and action plans. Governments are working together to progress national targets, actions and priorities to complement each jurisdiction's road safety strategies and action plans. A snapshot of the activities and programs that all states and territories are currently implementing against the 9 priorities is available on the National Road Safety Strategy website.

Australian Capital Territory

The Australian Capital Territory (ACT) Road Safety Strategy 2020–25 outlines the ACT Government's commitment to improving road safety and reducing road trauma in the ACT, setting ACT on the path to Vision Zero. The Strategy outlines the ACT's approach to road safety and the principles that will guide road safety policy in the ACT.

The first ACT Road Safety Action Plan 2020–23 under this Strategy will focus on distraction; drink and drug driving; vulnerable road users; and speeding.

The ACT works closely with the ACT Chapter of the Australasian College of Road Safety and neighbouring NSW local councils to address road safety concerns that could affect drivers from the ACT and the region, such as the Kings Highway summer campaign, which is a major highway connecting the ACT and the south coast, and the Monaro Highway snow safe campaign.

Oversight of progress in meeting the ACT's Vision Zero objectives is provided by the ACT Road Safety Advisory Board who are supported by subcommittees including the ACT Road Safety Camera Management Group and the ACT Road Safety Task Force comprising all government agencies responsible for the implementation of the ACT Road Safety Strategy.

For further information see: ACT Road Safety Strategy 2020–25 and ACT Road Safety Action Plan 2020–23.

New South Wales

In April 2022 the New South Wales (NSW) Government announced the new 2026 Road Safety Action Plan. Building on the accomplishments of the previous Road Safety Action Plan 2021, the new Plan includes new targets to halve deaths and reduce serious injuries by 30 per cent on NSW roads by 2030, and outlines the priority initiatives for delivery over the next 5 years to progress towards achieving the new targets. Lifesaving measures in the new Plan will continue to be delivered through the Community Road Safety Fund, which ensures every dollar generated from road safety camera detected offences goes back into delivery of road safety initiatives.

For further information see: Road Safety Action Plan 2021, NSW Road Safety Strategy 2012–21, NSW Future Transport Strategy, and NSW 2026 Road Safety Action Plan.

Northern Territory

The Northern Territory Government remains committed to reducing road trauma in the Territory. Under the Towards Zero Road Safety Action Plan 2018–22, the NT is delivering a number of focused actions to improve road safety for all road users.

Towards Zero focused priority areas include alcohol and drugs, seatbelts, speed and driving to the conditions, roads and roadsides, safer vehicles and vulnerable road users. A priority in 2023 will be to develop the new Towards Zero Road Safety Action Plan.

For further information see: NT Towards Zero Road Safety Action Plan 2018–22.

Queensland

The Queensland Road Safety Strategy 2022–31 takes a new, more integrated approach to road safety that considers the broader system factors that contribute to road trauma. Building on the Safe System as the foundation, Queensland's new model elevates and expands Queensland's approach by using Movement and Place to better understand the system, and health and behaviour to better understand road users. The model is organised into 4 priority pathways including: roads and roadsides, places and spaces, individuals and communities.

The Queensland Road Safety Action Plan 2022–24 is the first action plan under the new Strategy and contains 20 actions, each aligned with 1 of the 4 pathways in the Strategy. The actions are characterised as either continuing to deliver what we know works (for example, education, deterrence), or setting the foundations for new ways of working to improve road safety outcomes (for example, place-based initiatives, joining up government). The strategy and action plan are also supported by the Queensland Road Safety Research and Evaluation Framework.

For further information see: Queensland Road Safety Strategy 2022–31 and Queensland Road Safety Action Plan 2022–24.

South Australia

South Australia's Road Safety to 2031 is a 10 year strategy to reduce lives lost and serious injuries on South Australia's roads. Key areas of focus include improving road safety in regional and remote areas with a particular focus on young drivers and riders; vehicle safety; Aboriginal road users; older road users; walking and cycling and public transport.

For further information see: South Australia's Road Safety Strategy to 2031, and Road Safety Action Plan 2022–24.

Tasmania

Under the Tasmanian Towards Zero Action Plan 2020-24, the Tasmanian Government is progressing a number of targeted initiatives to improve safety on Tasmanian roads under the key themes of: saving young lives; making our rural roads safer; improving safety in our towns and cities; encouraging safer road use; and improving safety through vehicles and technology. Importantly under the Action Plan, the Tasmanian Government has progressed major enhancements to the Tasmanian Graduated Licensing Scheme to create a safer system for young drivers and their passengers.

For further information see: Towards Zero – Tasmanian Road Safety Strategy 2017–26 and Towards Zero Action Plan 2020–24.

Victoria

Victoria is implementing a number of road safety initiatives under the first action plan of the Victorian Road Safety Strategy 2021–30. The Victorian Road Safety Action Plan 2021–23 has a focus on vulnerable road users, people who use the roads for work or at work, supporting and enforcing safer driver behaviour and reducing the underlying risk on the road network. In addition to this, Victoria is also delivering life-saving road safety initiatives via community grants programs, the motorcycle safety levy program, updating speed zoning guidelines, the L2P learner driver mentor program, the Bike Ed program and through optimising enforcement to address high risk behaviours.

For further information see: Victorian Road Safety Strategy 2021–30 and Victorian Road Safety Action Plan 2021–23.

Western Australia

The Western Australian Government recognises that death and serious injury on the road network is unacceptable. To demonstrate WA's commitment to reducing road trauma a Road Safety Strategy for 2020–30 and Road Safety Action plan for 2021–23 outline the priorities and strategic focus areas. An ambitious target of reducing road trauma by 50% – 70% by 2030 has been set. The strategy and action plan build upon existing road safety efforts and what has proven to be successful in saving lives.

For further information see: Driving Change Road Safety Strategy 2020–30 and Driving Change Road Safety Action Plan 2021–23.

Enabling activities

DATA

There is a critical need to improve national road safety data, and strengthen the evidence base for decisions on the most efficient and effective ways to deliver better road safety outcomes. Access to timely and accurate data is critical for policy, service delivery, and government decision making. It is acknowledged that data is required to enable governments to monitor the implementation of the Strategy and its Action Plans, support evidence-based policy and investment decisions, and enable the evaluation of policies and programs and deliver better road safety outcomes. Further, data held by one government can also be valuable to another government in delivering its activities. Responsible, secure and seamless sharing of data between governments is an efficient use of resources and will deliver better road safety outcomes for Australians, and will also help to drive economic value, research and innovation, and improve services.

The Australian Government publishes a wide range of statistical information about road safety outcomes. The statistical information has been developed over time, including over the life of the previous Strategy (National Road Safety Strategy 2011-20). The data used to produce the national road safety datasets is predominantly owned by state and territory governments, and derived from systems and processes established to meet their respective legislative and management requirements. The result is a complex and varied set of data definitions, classifications, and coding practices that require time to deliver and process into a useable national dataset. Within this complex system, reliable national statistical data is a critical enabler to gaining insight across the system to inform public policy and decision making. National reporting is also used to meet international reporting obligations. A clear, logical and concise structure for data collection activities is needed to guide future data developments and identify the purpose for which the data will be used. A National Road Safety Data Collection and Reporting Framework, setting consistent definitions, structured and standardised formats and timely outputs, would provide the national minimum data requirements needed to inform public policy at the national level, and progress towards delivering the Strategy.

To enable the development of the National Road Safety Data Collection and Reporting Framework, the Intergovernmental Road Safety Data Sharing Agreement will establish clear processes to facilitate the sharing of data. This sharing arrangement will be underpinned by strong safeguards, particularly around personal data privacy protections, while allowing the sharing of national crash data and any future road safety datasets. The Agreement also implements a transparent governance framework that provides assurances to all parties that data is stored and used in a secure, safe, lawful and ethical manner, and includes a mechanism to agree consistent national definitions and structured formats. The specification of access, usage and definitions for each dataset will be documented as part of its respective schedule, with new schedules to be added as new datasets are identified and prioritised.

To enable the National Road Safety Data Hub to collect, analyse, evaluate and share a greater range of road safety data, as well as support monitoring of the Strategy and Action Plan, the following actions will be undertaken.

The Australian Government will:

Action	By when
Finalise the Intergovernmental Road Safety Data Sharing Agreement with states and territories to enable collection, storage, use and on-sharing of road safety data sets by the National Road Safety Data Hub	Mid 2023
Lead and co-ordinate work with the states and territories to develop a National Road Safety Data Collection and Reporting Framework and minimum national dataset	Late 2024
Support states and territories to implement data linkage projects and processes	Ongoing

State and territory governments will:

Action	By when
Work with the Australian Government to develop a National Road Safety Data Collection and Reporting Framework and National Road Safety Minimum Dataset	Late 2024
Provide agreed road safety data to the National Road Safety Data Hub to support a national view on where and when fatalities and serious injuries are occurring, contributing factors and demographic information	Ongoing

Case study – NSW road crash data linkage

NSW has some of the highest quality information on road crashes in the world. This is achieved through strong partnerships between agencies and ongoing data enhancements to help government agencies better respond to what is causing road trauma. In particular, NSW has successfully linked databases from NSW Health, the State Insurance Regulatory Authority (SIRA), icare (Insurance and Care NSW), NSW Police and Transport for NSW to obtain a frequently updated holistic view of road crash injury in the state. The linked datasets and the geocoding of individual crashes allow for new, detailed and more meaningful insights into the road injury problem that can be easily shared with non-government road safety stakeholders.

MEASURE TRANSFORMATION OF THE SYSTEM

Effective evaluation and monitoring of progress towards delivering the Strategy is critical to tracking progress, evaluating the effectiveness of system interventions and achieving the targets of reducing road trauma in the Strategy. Data and research are recognised as complementary methods to efficiently and effectively measure progress and provide information to improve outcomes. The safety performance indicators put a spotlight on changes to the system that will help drive ongoing performance improvements to achieve systematic road trauma reductions over time.

This Action Plan applies the safety performance indicators to each priority area to show how success will be measured by the type and extent of change over time. Where gaps exist, the Action Plan acknowledges that some data may not be immediately available or optimal, and sets out the expectation for delivering a reportable measure. Tracking progress over the life of the Strategy and Action Plan by regular reporting through the agreed governance processes will ensure that both successes and failures are acknowledged, and informed decisions are taken to realise an effective transformation of the system.

The following actions will be implemented by governments to monitor the implementation of the Strategy and its action plans.

The Australian Government will:

Action	By when
Implement strong governance frameworks to ensure delivery and accountability against road safety infrastructure program objectives and report on progress	Early 2023
Co-ordinate implementation of the National Road Safety Strategy 2021-30 to enable ministers to report annually on their delivery	Ongoing (first report 2023)

State and territory governments will:

Action	By when
Report annually on the delivery of the Action Plan and related safety performance indicators (if data are available for these indicators)	Ongoing (first report 2023)

RESEARCH

Research is vital to progress the development of new approaches, to pilot and trial real-world new concepts, test innovative ideas and develop best practice models and guidelines.

Australia has a reputation for undertaking robust road safety research. As our road safety landscape continues to evolve ongoing road safety research will be critical in the context of new developments - including new and emerging vehicle technology, increasing use of alternate modes of transport such as personal mobility devices, and workplace road safety implications from emerging industries like the gig economy.

The Australian Government, and all states and territories, will each undertake separate streams of road safety research in partnership with research institutions, industry and national bodies – such as Austroads and the National Transport Commission. However, there is a need for an improved national picture on what research is currently being undertaken or planned by Australian, state and territory governments. By doing this we can look towards creating a consolidated national approach to road safety research to better co-ordinate and prioritise national research priorities, identify any gaps and avoid potential duplication.

A national approach to road safety research that links research projects and sets out a longer-term vision will also improve outcomes, significantly increase efficiency and improve road safety policy.

Co-ordination of road safety research, managed at a national level, would support a future-focused approach to research and evaluation, supporting the National Road Safety Strategy and enable evidence-based implementation of road safety initiatives.

Further, a nationally co-ordinated approach will help ensure research is focused on road safety initiatives that have the greatest benefit to reduce road trauma, and eliminate the duplication of research.

Any national approach would still allow individual states and territories to initiate their own research where necessary.

The Australian Government will:

Action	By when
Conduct a review of road safety research being undertaken/commissioned by Australian, state and territory governments to develop a national road safety research picture	Mid 2023
Work with states and territories and road safety national agencies to develop a National Road Safety Research Framework to co-ordinate and prioritise road safety research	Late 2024

SUPPORTING LOCAL GOVERNMENT

A significant proportion of Australia's road network is managed by local governments. Building and retaining road safety capabilities within local government is an important component of achieving the objectives of the Strategy. Governments will take the following actions to improve local government road safety capabilities through this Action Plan.

The Australian Government will:

Action	By when
Lead the development of a framework in consultation with all governments, to support local governments to conduct fit for purpose network road safety risk assessments to prioritise infrastructure investment	Late 2023
Co-ordinate the delivery of road safety training to local governments in consultation with state and territory governments	Late 2024

State and territory governments will:

Action	By when
Provide local governments with access to serious injury and fatality data for their networks	Commence late 2023
Support local governments to improve the data they hold on local road networks, to: • Better understand the safety of their network • Report on and invest in their local infrastructure • Communicate and engage with their communities on road safety	Ongoing

Priorities

INFRASTRUCTURE PLANNING AND INVESTMENT

Governments will focus on designing a Safe System that is future focused.

Infrastructure and Transport Ministers have agreed all investments in road infrastructure planning, design and construction require application of Safe System principles and inclusion of safety treatments that align with these principles.

Ongoing arrangements are in place through the National Partnership Agreement on Land Transport Infrastructure Projects, providing an approach to ensure all road investments contribute to reducing road trauma with a specific focus on regional and remote roads.

The Australian Government will:

Action	By when
Co-ordinate a review of the Australian Road Rules and development of a Regulatory Impact Statement (RIS) on reducing the open road default speed limit in consultation with state and territory governments, including police, and local government	Commence 2023
Develop an assessment and evaluation framework for the delivery of road safety upgrades funded by the Australian Government	Late 2023
Fund infrastructure investment through the National Partnership Agreement on Land Transport Infrastructure Projects, including projects that aim to improve road safety	Ongoing

State and territory governments will:

Action	By when
Assess state and territory government roads and embed road network safety plans* to assist the planning and design of the state and territory government road network, with a focus on high volume and arterial roads	Commence mid 2023
Fund infrastructure investment through state and territory investment programs and apply Safe System principles with a focus on prioritising high-volume routes and arterial roads	Ongoing
Fund and implement appropriate road safety interventions and support infrastructure in areas as identified in network planning	Ongoing

*A 'network safety plan' is an assessment of the road safety risk across a road network supplemented by the assessment of benefits against the costs of specific road safety interventions to reduce that risk. The output of a network safety plan is an investment plan which can be budgeted for and implemented as funds become available.

Success will be primarily measured by:

Safety performance indicators

- Increased share of state and territory governments and local councils with a fit-for-purpose road safety risk assessment as an investment plan for its infrastructure
- Increased share of travel on all national highways and on the high-speed network (≥ 80 km/h) covering 80 per cent of travel recognised as 3-stars (or equivalent risk rating) or better
- Increased share of signalised intersections with a speed limit < 70 km/h.

Case study – TAS Midland Highway Road Safety Improvements

Under the Midland Highway 10 Year Action Plan, the Australian and Tasmanian governments are investing over $550 million in safety upgrades to save lives on Tasmania's key north-south highway. The Action Plan is underpinned by the Safe System approach, recognising the road infrastructure must be designed to reduce both the likelihood of crashes occurring and the severity of crashes if they do occur. The objective of the 10-year investment in the Midland Highway is to deliver a minimum 3-star rating over the entire length of the highway. To achieve a 3-star safety rating, a number of road treatments are being applied. The final works are expected to be completed during the 2024/25 summer.

REGIONAL ROAD SAFETY

Governments at all levels will plan and implement network-wide safety improvements.

Around 55 per cent of road crash deaths are in regional areas (ABS Inner and Outer Regional Areas). Higher death rates outside of metropolitan areas occur on high speed, undivided roads with poor surface conditions and design. These roads typically have a high-speed limit default (100 km/h in most jurisdictions, though many roads are signposted at 110 km/h).

These roads have been found to consistently have a much higher proportion of crash deaths than other roads. Strategies are needed to reduce regional crashes, including through making the roads safer.

Several actions which will improve regional road safety are identified in the infrastructure and investment priority.

The Australian Government will:

Action	By when
Target future road safety programs to deliver Safe System treatments on high to moderate volume roads	Commence mid 2023
Co-ordinate the development of a RIS on reducing the default speed limit for unsealed roads in regional areas in consultation with state and territory governments, including police	Commence 2023

State and territory governments will:

Action	By when
Undertake safety risk assessments on high to moderate volume regional roads, identifying key priorities and implementing specific road safety infrastructure improvements to reduce run-off-road and head-on crashes within a 10-year investment program	Commence 2023
Manage public road networks where there is no local government	Ongoing

Success will be primarily measured by:

Safety performance indicators

- Increased share of state and territory governments and local councils with a fit-for-purpose road safety risk assessment as an investment plan for its infrastructure
- Increased share of travel on all national highways and on the high-speed network (≥ 80 km/h) covering 80 per cent of travel recognised as 3-stars (or equivalent risk rating) or better
- Increased share of signalised intersections with a speed limit < 70 km/h
- Increased share of vehicles at or below speed limit.

Case study – Intersection safety upgrades on 30 high-speed, high-risk rural intersections

Victoria is making 30 high-speed, high-risk rural intersections safer with new features designed to reduce the risk of serious crashes. It is improving safety by delivering intersection improvements, including:

- Installing traffic islands to separate lanes entering and exiting intersections
- Installing roundabouts
- Adding additional line markings to better define intersections and lanes
- Removing obstructions to improve line of sight
- Upgrading street lighting
- Adding signage to warn motorists that they are approaching an intersection
- Installing raised intersection platforms to encourage drivers to slow down
- Installing protected right turning lanes and left slip lanes.

REMOTE ROAD SAFETY

Governments at all levels will plan and implement network-wide safety improvements.

About 10 per cent of deaths on Australian roads occur in remote or very remote areas. The risk to an individual of being killed on a road in these areas is 11 times (the population rate comparison) the risk in a major city. The national fatality rate for people in remote areas is 15.8 people per 100,000 and 30.4 per 100,000 in very remote areas. This compares to 2.0 per 100,000 in major cities.

These roads have been found to consistently have a much higher proportion of crash deaths than other roads. Strategies are needed to reduce regional crashes, including through making the roads safer.

Several actions which will improve regional and remote road safety are identified in the infrastructure and investment priority.

The Australian Government will:

Action	By when
Target future road safety programs to deliver Safe System treatments on high to moderate volume roads	Commence mid 2023
Co-ordinate the development of a RIS on reducing the default speed limit for unsealed roads across remote areas in consultation with states and territories and police	Commence 2023

State and territory governments will:

Action	By when
Conduct safety risk assessments on high to moderate volume remote roads, identifying key priorities and implementing specific road safety infrastructure improvements to reduce run-off-road, head-on crashes or other leading crash causes within a 10-year investment program	Commence mid 2023

Success will be primarily measured by:

Safety performance indicators

- Increased share of state and territory governments and local councils with a fit-for-purpose road safety risk assessment as an investment plan for its infrastructure
- Increased share of travel on all national highways and on the high-speed network (≥ 80 km/h) covering 80 per cent of travel recognised as 3-stars (or equivalent risk rating) or better
- Increased share of signalised intersections with a speed limit < 70 km/h
- Increased share of vehicles at or below speed limit.

Case study – Outback Way

The Outback Way is a 2,720 kilometre route that traverses Central Australia, connecting Laverton in Western Australia with Winton in Queensland via Alice Springs in the Northern Territory. The condition of the route varies, with sections of unsealed, single lane seal and dual lane seal of differing standards and quality. The Australian Government is investing $1 billion to significantly improve the usability of the route, improving safety, accessibility and reliability. A sealed Outback Way will provide an alternative, shorter route through Central Australia, delivering important economic and social benefits for regional, remote and Aboriginal and Torres Strait Islander communities.

VEHICLE SAFETY

Pursue technological improvements and uptake of safer vehicles.

Effective vehicle safety features reduce the risk of involvement in fatal and serious injury crashes through crash avoidance, as well as provide protection in the event of a crash to occupants and other road users. Emerging transport technologies such as Connected and Automated Vehicles (CAVs) have potential to improve transport safety, productivity, accessibility and sustainability. Work is progressing through the National Land Transport Technology Action Plan to prepare the road network for CAVs.

The Australian Government will:

Action	By when
Regulate first imports of road vehicles into Australia, including: • Contributing to international vehicle regulations • Introducing new safety Australian Design Rules (ADRs), and finalising regulatory packages through the ADRs	Ongoing
Investigate opportunities to reduce average fleet age in regional communities	Commence 2023
Undertake a review of the ADR process to prioritise vehicle safety features and reduce the time to introduce new ADRs	Late 2023
Legislate (subject to RIS outcomes) new ADRs for:	
• Lane Keep Assist Systems for light vehicles (subject to international developments)	Late 2022
• Acoustic Vehicle Alert System for electric vehicles	Late 2022
• Lane Departure Warning Systems for heavy vehicles	Early 2023
• Reversing Detection Systems – cameras, sensors, and/or close-proximity rear-view mirrors – subject to United Nations developments for both light and heavy vehicles	Early 2023
• Driver drowsiness and inattention warning systems in both light and heavy vehicles – subject to international developments	Late 2025
• Intelligent Speed Assistance for both light and heavy vehicles (subject to international developments)	
• Enhanced devices for indirect vision, blind spot information systems, rear underrun and side underrun protection systems on heavy vehicles (subject to international developments).	
Co-ordinate the update of the Australian Light Vehicle Standards Rules, and the implementation of in-service vehicle standards	Ongoing
Contribute funding to the Australasian New Car Assessment Program (ANCAP) and the Used Car Safety Ratings Program (UCSR)	Ongoing
Develop and implement Australian government wide fleet purchasing policies that take into account vehicle safety features	Ongoing
Examine and conduct research into the effectiveness of new vehicle safety technologies	Ongoing (in line with the National Research Framework)

State and territory governments will:

Action	By when
Provide fatal and serious injury crash data and subject matter expertise to support the acceleration of ADR uptake	Ongoing
Promote the uptake of vehicle safety technologies, including through: • Funding and promoting both the ANCAP and the UCSR • Government fleet purchasing policies	Ongoing

Success will be primarily measured by:

Safety performance indicators

- Increased share of light vehicle fleet that has an ANCAP 5-star rating within a 6-year date stamp.

Case study – Victorian unsafe2safe

As part of the *Victorian Road Safety Strategy 2021–2030*, the unsafe2safe program is a trial project aimed at encouraging the most vulnerable driver cohort into driving safer vehicles. The program is targeted at young adults aged 18-25 years residing in regional Victoria, who are over-represented in crash trauma statistics. Many of these young adults drive older vehicles that have low crash safety ratings and they do not have access to vehicles with newer safety features that are proven to reduce crash risk. Up to 1,000 eligible drivers will be offered a $5,000 subsidy to scrap their old, unsafe car and purchase a newer cars equipped with improved crashworthiness performance and safety technology.

The program was successfully launched in Ballarat and Bendigo in February 2022 and has now expanded to all areas in regional Victoria.

Over 4,000 applications from potential participants have been received so far, indicating keen interest from the public. Eligible participants can use the $5,000 subsidy towards purchasing a newer, safer car - leaving their older, less safe car with the dealer for disposal to ensure it doesn't return to the roads and that crash risk won't be transferred to another person.

The program will undergo multiple phases where varying approaches will be tested and trialled to encourage young drivers transition into a safer vehicle. Applying learnings from each of these phases, Road Safety Victoria aims to explore meaningful ways to support the most vulnerable individuals into owning safer cars and to remove older, unsafe vehicles from the Victorian fleet.

HEAVY VEHICLE SAFETY

Support safe movement of freight and passengers and reduce harm to all road users.

Around 17 per cent of all road crash deaths involve a heavy vehicle. While heavy vehicles crash less often than other vehicles, these crashes are more likely to result in a death or serious injury – regardless of fault – due to the greater mass of these vehicles.

Several of the actions which will improve Heavy Vehicle Safety are identified in the Vehicle Safety priority.

The Australian Government will:

Action	By when
Co-ordinate the Austroads review of the National Heavy Vehicle Driver Competency framework (underway)	Early 2023
Through the Heavy Vehicle National Law Review, work with state and territory governments and national bodies, lead the development of a national fatigue risk management approach for heavy vehicle drivers, that includes: • Compliance with the Heavy Vehicle National Law (HVNL) where applicable • Uptake of fatigue and distraction detection technology as a mechanism for managing fatigue • Review options to improve heavy vehicle operator and driver fatigue management	Commence 2023
Build and upgrade heavy vehicle rest areas to ensure drivers have the facilities they need to rest, recuperate and return safely home	Commence 2023
Co-ordinate work to gain insights from heavy vehicle telematics data and implications for heavy vehicle safety	Early 2024
Co-ordinate with states and territories (where the Heavy Vehicle National Law has commenced) the update of the Heavy Vehicle (Vehicle Standards) National Regulation	Commence 2024
Work with the National Road Safety Partnership Program and industry to promote adoption of heavy-vehicle-fleet purchasing policies encouraging inclusion of safety technologies	Ongoing
Fund initiatives to improve interaction of heavy vehicles and other road users	Ongoing
Continue funding the Heavy Vehicle Safety Initiatives program to support implementable, value-for-money projects that deliver tangible improvements to heavy vehicle safety	Ongoing

State and territory governments will:

Action	By when
Lead the development of guidance on sharing the roads safely with heavy vehicles, including through novice driver education programs and licensing testing	Late 2023
Co-ordinate processes between licensing authorities, training organisations, accreditation agencies and industry, to update and implement the National Heavy Vehicle Driver Competency Framework and other driver training units of competency	Commence 2024
In participating jurisdictions, deliver the Heavy Vehicle National Law reforms	Commence 2024

Success will be primarily measured by:

Safety performance indicators

- Increased share of travel on all national highways and on the high-speed network (≥ 80 km/h) covering 80 per cent of travel recognised as 3-stars (or equivalent risk rating) or better.

Case study – National Heavy Vehicle Reforms

In August 2022 the Infrastructure and Transport Ministers Meeting considered Mr Kanofski's report on the HVNL, and to progress a package of propositions recommended in the report that will improve safety and productivity in the heavy vehicle sector.

Ministers have agreed this work will be overseen by some of the most senior transport officials in Australia. They will have a crucial role in guiding implementation of the HVNL legislative and non-legislative reforms, and will receive independent advice from Mr Kanofski and the Australian Local Government Association to inform their work. Ministers have also asked Mr Kanofski to lead major stakeholder consultation activities for the development of the new law, building on the constructive engagement between industry and Mr Kanofski over the course of 2022.

Ministers tasked the National Transport Commission to bring a Decision RIS on the legislative reforms back for their consideration in the second quarter of 2023.

WORKPLACE ROAD SAFETY

Enable safety culture in organisations to take responsibility for vehicles and roads as a workplace.

Work Health and Safety (WHS) legislation in Australia establishes duties relating to working on or near roads (the road as a workplace), and the use of vehicles for work purposes. Vehicle use in road traffic is by far the most significant contributor to work-related traumatic injury. Safe Work Australia reports that 64 per cent of worker traumatic injury fatalities since 2003 have involved a vehicle, with 50 per cent of those incidents occurring on a public road.

People who carry out their work on roads, such as traffic controllers and delivery riders, also face considerable risk to their health and safety due to road related hazards.

Several of the actions which will improve Workplace Road Safety are identified in the Vehicle Safety priority and Heavy Vehicle Safety priority.

The Australian Government will:

Action	By when
Promote Safe Work Australia's national approach to improving work health and safety in the road transport industry	Commence mid 2023
Fund and promote the National Road Safety Partnership Program's work of supporting Australian businesses in developing a positive road safety culture	Commence mid 2023
Fund workplace road safety awareness campaigns	Commence mid 2023
Undertake an audit of workplace road safety policies across Australian Government agencies	Commence mid 2023

Action	By when
Implement Austroads' *Vehicles as a Workplace: Work Health & Safety Guide* in Australian government agencies	Commence mid 2023
Lead research into data relating to workplace crashes and near misses when the road is part of the workplace	Commence late 2024
Mandate that the CLOCS-A Standard and/or ISO 39001 Road Traffic Safety Management Systems be applied to construction projects/programs that are funded by the Australian Government	Late 2025
Establish baseline data for workplace fatalities involving a vehicle	Late 2025

State and territory governments will:

Action	By when
Fund and promote the National Road Safety Partnership Program's work of supporting Australian businesses in developing a positive road safety culture	Commence 2023
Implement Austroads' *Vehicles as a Workplace: Work Health & Safety Guide* in government agencies and more broadly	Commence 2023
Undertake an audit of workplace road safety policies across state and territory government agencies	Commence 2023
Support implementation of CLOCS-A to provide government and industry with a framework for managing risks associated with heavy vehicles and construction logistics, and/or ISO 39001 Road Traffic Safety Management Systems in line with Manual of Uniform Traffic Control Devices (MUTCD) or equivalent guidelines	Late 2025
Review traffic management policies with particular attention to speed limits at roadwork sites and their enforcement	Ongoing
Fund workplace road safety awareness campaigns	Ongoing
Contribute data to the Australian Government to assist in the establishment of a baseline for workplace fatalities involving a vehicle	Ongoing

Success will be primarily measured by:

Safety performance indicators

- Increased share of travel on all national highways and on the high-speed network (≥ 80 km/h) covering 80 per cent of travel recognised as 3-stars (or equivalent risk rating) or better.

An Increased share of travel on all national highways and on the high-speed network (≥ 80 km/h) covering 80 per cent of travel recognised as 3-stars (or equivalent risk rating) or better will be used as a proxy indicator for workplace road safety for this Action Plan.

The establishment of a baseline for workplace fatalities involving a vehicle developed through this Action Plan will inform a new safety performance indicator for the next Action Plan.

Case study – NSW 'Road Safety in Your Workplace' program

This program encourages employers across NSW to embed a positive road safety culture in their workplace. The program has made a number of resources available to employers and employees, including case studies, an interactive online employer toolkit to aid organisations on their road safety journey, as well as supporting resources and collateral.
The program was launched in May 2021 and included a campaign encouraging workplaces to implement road safety policies. The use of the guide 'Road Safety and Your Work: A Guide for Employers' and supporting resources has allowed Transport for NSW to work across Government to implement road safety policies.

ABORIGINAL AND TORRES STRAIT ISLANDER PEOPLE

Improve road safety outcomes for Aboriginal and Torres Strait Islander people.

Aboriginal and Torres Strait Islander people bear a higher burden of road trauma, and are nearly 3 times more likely to die in road crashes than other Australians.

The fatality rate per capita is higher in regional and remote areas than in major cities, and is highest in very remote areas.

The Australian Government will:

Action	By when
Ensure road safety education programs funded by the Australian Government include a focus on improving learning and access for Aboriginal and Torres Strait Islander communities, and also include foundational road safety messaging for communities	Commence mid 2023
Identify opportunities for prevention and diversionary programs for court officials for Aboriginal and Torres Strait Islander people, in collaboration with states and territories	Commence late 2024
Establish baseline data for fatalities of Aboriginal and Torres Strait Islander people on public roads	Late 2025
In line with governments' commitment to the National Agreement on Closing the Gap, create partnerships with Aboriginal and Torres Strait Islander people, communities and organisations to understand road safety priorities	Ongoing
Build trusted relationships with Aboriginal and Torres Strait Islander organisations and communities to jointly develop culturally appropriate countermeasures to close the gap for Aboriginal and Torres Strait Islander people by improving road safety outcomes. Engage businesses operating in communities in road safety dialogue, including on implementing relevant countermeasures developed	Ongoing

State and territory governments will:

Action	By when
Work with the Australian Government to develop partnerships with Aboriginal and Torres Strait Islander communities and organisations and support initiatives to improve road safety outcomes	Ongoing
Work with remote communities to improve transport options and funding, and deliver driver licensing programs	Ongoing
Contribute data to the Australian Government to assist in the establishment of a baseline for fatalities of Aboriginal and Torres Strait Islander people on public roads	Ongoing

Success will be primarily measured by:

Primary outcome indicator

- Reduction in the number of deaths of Aboriginal and Torres Strait Islander people
- Reduction in the number of serious injuries of Aboriginal and Torres Strait Islander people

The establishment of a baseline for fatalities of Aboriginal and Torres Strait Islander people on public roads developed through this Action Plan will inform a new safety performance indicator for the next Action Plan.

Case study – NT DriveSafe

DriveSafe NT is a driver education and licensing program being delivered in 74 remote communities throughout the Northern Territory. The DriveSafe team liaise with relevant communities to determine the delivery program, ensuring buy in at community level while leading by example with NT's Towards Zero Action Plan and the Remote Engagement and Co-ordination Strategy.

DriveSafe was developed by the Northern Territory Department of Infrastructure, Logistics and Planning to assist remote communities in achieving licences while also having access to basic Motor Vehicle Registry transactions.

The program includes 3 to 6 hours of driver education to assist novice drivers in understanding their part in safe driving, aiming for life long positive driving behaviours. DriveSafe Remote visits remote communities and assists local Territorians to gain their learner and provisional licences, actively increasing the number of Aboriginal Territorians obtaining their driver licences. The program provides driver education and training for Northern Territory residents 16 years and over.

The learning modules and practical training required to receive a licence teach and reinforce an understanding of the road rules with an aim of reducing driving related road trauma. Since inception in 2012 the DriveSafe has achieved the delivery of 9,259 learner licences and 2,722 Provisional Licences.

VULNERABLE ROAD USERS

Provide safe access for all road users.

Roads are shared by many types of road users. 'Vulnerable road users' describes road users who have minimal physical protection, making them more vulnerable in the event of a crash. The probability of death or serious injury for vulnerable road users in a crash increases exponentially with increasing vehicle speed. There is an estimated 10 per cent probability of being killed if struck at 30km/h, but this rises to over 90 per cent at 50km/h, the default speed in built-up areas. The system needs to be designed and retrofitted to minimise the chances of unprotected road users coming into conflict with vehicles. 'Vulnerable road users' describe a broad category of road users including pedestrians, children under seven, the elderly, road workers, riders of motorcycles, scooters, bicycles and e-scooters. While all of these users are considered vulnerable, they are unique groups that have both shared and unique road safety issues that need to be considered.

Motorcycle riders

Motorcycle riders are over-represented in fatal and serious injury figures, disproportionate to the number of registered motorcycles. In 2021, motorcycle fatalities accounted for 21 per cent of fatalities of all road users. In 2021, 195 deaths of motor bike riders (82 per cent) occurred in speed zones greater than 60 km/h, and 76 of those deaths (38 per cent) occurred in 100 and 110 km/h zones.

Pedestrians

Pedestrians travel low distances in kilometres relative to other road users, yet comprise on average 13.3 per cent of all road fatalities in Australia over the last 5 years. The majority of pedestrian fatalities involve a collision with a light vehicle. Children and the elderly are particularly vulnerable to injury or death in a crash.

Pedestrian fatalities over the last 10 years have shown little progress in downward trends.

Cyclists

Cyclist fatalities averaged 3.4 per cent of total road deaths over the last 5 years, with the rate of fatalities remaining consistent over the last 10 years.

Other Vulnerable Road Users

Personal Mobility Devices (PMDs), such as electric scooters and electric skateboards, are typically small, portable and designed to carry one person over short to medium distances. These devices are growing in popularity globally as people look for more innovative and efficient ways to move around cities and communities. These devices are also being used by delivery drivers in the growing gig-economy sector.

Most of the actions which will improve safety for vulnerable road users are identified in the infrastructure and investment, vehicle safety, heavy vehicle safety, and workplace road safety priorities.

The Australian Government will:

Action	By when
Fund infrastructure and non-infrastructure programs to reduce risks to cyclists, pedestrians and motorcycle riders and future proof the system for new types of vulnerable road users. Examples of non-infrastructure programs may include education initiatives on sharing the road safely with motorcycles, cyclists and heavy vehicles	Commence mid 2023

State and territory governments will:

Action	By when
Implement safety infrastructure improvements to reduce motorcycle casualties including on popular motorcycle routes	Commence 2023
Fund and implement infrastructure upgrades and consider lower speed zones in areas with high risks to vulnerable road users	Ongoing
Review cycling route planning and implement safe cycling paths in high risk areas	Ongoing

Success will be primarily measured by:

Safety performance indicators

- Increased share of travel on all national highways and on the high-speed network (≥ 80 km/h) covering 80 per cent of travel recognised as 3-stars (or equivalent risk rating) or better
- Increased share of road length on designated motorcycle routes with motorcycle friendly crash barriers
- Increased share of signalised intersections with a speed limit < 70 km/h
- Increased share of high pedestrian CBD/town centre areas under Movement and Place or equivalent approaches with posted speed limits < 40 km/h
- Increased share of roads in urban areas with a posted speed limit ≥ 50 km/h with separated cycleways, and in urban areas outside of ABS remoteness category 'major cities'.

Case study – Causeway Pedestrian and Cyclist Bridges - Victoria Park to Perth CBD

To completely separate path users from traffic, two bridges will be built alongside the Causeway, providing a 6 metre wide shared path connecting the Victoria Park foreshore with Heirisson Island and Perth's CBD at Point Fraser.

RISKY ROAD USE

Increase community understanding of risky road use and address through education and enforcement.

Risky road use includes actions that are explicitly illegal, including speeding, drink or drug driving, illegal mobile phone use, not wearing a seatbelt or helmet, running a red light, unlicensed driving, and 'hoon' driving. A focus on reducing high-risk behaviour is needed as part of a Safe System approach, as are improvements to the road transport system to address largely compliant road users making unintentional mistakes which result in crashes.

Some types of risky road use:

Drink and drug driving

Driving under the influence of alcohol or other substances affects judgement and decision making, slows reaction time, reduces attention span and is often combined with other risky behaviours, such as speeding. The casualty crash risk doubles when driving with an alcohol level just in excess of a 0.05 blood alcohol concentration and the risk of involvement in a fatal crash increases even more sharply.

Distracted driving

Driver distraction is anything that diverts attention from driving, such as using a mobile phone, using a car entertainment system or a smart-watch. 16 per cent of serious casualty road crashes resulting in hospital attendance in Australia occur as a result of distracted driving.

Speeding

Illegal speeding refers to travelling above the posted speed limit. In road crashes, impact speed has a significant correlation to the risk of serious injury across different crash types, with head-on impacts carrying more risk at higher speeds. The speed limit must take into account the standard and condition of the road, the function the road performs and level of safety to all road users, traffic volumes and the environment. Setting appropriate speed limits is a critical component of road safety. Enforcement of speed limits and deterrence measures, as well as education of the dangers of speeding, both play a critical role in reducing this type of risky behaviour.

The Australian Government will:

Action	By when
Co-ordinate a Safe Systems review of the Australian Road Rules in consultation with states and territories and police in all jurisdictions	Commence 2023
In consultation with state and territory governments and police agencies, co-ordinate the development of national best practice guidelines for: • Drink driving • Drug driving • Fatigue management • Speed management • Driver distraction	Late 2024

State and territory governments will:

Action	By when
Implement road safety legislation, setting penalties and levels of enforcement activity based on data supporting its ability to reduce road trauma, and implement best practice approaches	Ongoing

Success will be primarily measured by:

Safety performance indicators

- Increased share of drivers and riders tested who are not over the applicable blood alcohol concentration limit or under the influence of drugs
- Increased share of vehicles at or below speed limit
- Increased share of drivers and riders observed/photographed not using a mobile phone or device
- Increased share of motor vehicle occupants wearing seatbelts.

Case study – Mobile phone and seatbelt cameras for enhanced enforcement

Queensland has introduced fixed and portable cameras in urban and regional areas across the state which are in operation 24 hours a day, 7 days a week. Drivers and passengers who use a mobile phone while driving or wear their seatbelt incorrectly or not at all, should assume they can be caught anywhere, anytime. Early infringement data suggests that this technology has the potential to improve road user behaviour significantly over time. In the first 2 months of enforcement from 1 November to 31 December 2021, over 20,500 infringements were issued for these dangerous behaviours. Of these more than 14,800 were for using a mobile phone illegally while driving, and more than 5,700 were for front seat occupants wearing their seatbelts incorrectly, or not at all. Queensland will continue to monitor the progress of the program and undertake a full evaluation in the coming years.

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2023–25

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