

RACT SAFE VEHICLES POLICY



FEBRUARY 2019

RACT POLICY – SAFE VEHICLES

Organisation	RACT
Business Unit	Advocacy Committee

Version	Author	Description	Date Revised	Review Date
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MOBILITY STRATEGY PILLAR: ROAD SAFETY

Road safety is the first component of RACT's mobility strategy. Within this pillar, RACT's vision is to lower the age of Tasmania's vehicle fleet in order to better protect motorists in the state.

1) SAFE VEHICLES POLICY STATEMENT

1.1 Safe Vehicles explained

- As part of the Safe Systems approach to road safety, vehicle safety technologies include crash protection devices (airbags and seatbelts) and crash avoidance devices (electronic stability control and autonomous emergency braking) (Transport Accident Commission, 2018).
- The use of advanced technologies and safety features in vehicles can help reduce deaths and serious injuries on Australia's roads, as well as impacts to bystanders. They can even prevent crashes from occurring (Transport Accident Commission, 2018).

1.2 Purpose of this policy

- As Tasmania's peak motoring body, RACT is an advocate for improvements to road safety, particularly through safe vehicles.
- This policy will discuss RACT's position around safer and more modern vehicles as a means to reduce Tasmania's road toll and serious injuries. It will address vehicle age, Australasian New Car Assessment Program (ANCAP) safety ratings, safer vehicle education and incentives as well as motorcycle, truck and bus safety.
- This policy will inform how the organisation will advocate for safe vehicles in Tasmania through liaison with all levels of government, key transport stakeholders and the media.

1.3 Relevance to RACT

- RACT advocates for better road safety outcomes for all Tasmanians through safe vehicles, in order to reduce Tasmania's road toll and serious injuries.
- RACT also supports the Federation International de L'Automobile's Make Roads Safe campaign as well as the United Nations Decade of Action for Road Safety 2011-2020.

2) BACKGROUND, EVIDENCE AND POSITION

2.1 Background

- The National Road Safety Strategy was signed by all Australian State Governments in 2011 with the aim of reducing road deaths and serious injuries by at least 30% by 2020 (Australian Automobile Association, 2018).

- The NRSS is based on the Safe System approach to improving road safety and considers four key pillars: safe vehicles, safe roads, safe road users and safe speeds (Department of Infrastructure, Regional Development and Cities, 2018).
- The Safe Systems approach forms part of the Tasmanian Government's Towards Zero – Tasmanian Road Safety Strategy. This strategy is a long-term vision where no road user is seriously injured or killed as the result of a crash in Tasmania (Department of State Growth, 2018).
- Safe vehicles with the appropriate safety technologies can help decrease the risk of death and serious injuries (Towards Zero Foundation, 2018).
- Tasmania has the oldest vehicle fleet and the lowest average income in Australia (Australian Bureau of Statistics, 2018).
- Car safety technologies have contributed to a decline in deaths and injuries for motorists, pedestrians and cyclists, including crash protection devices (airbags and seatbelts) and crash avoidance devices (electronic stability control, autonomous emergency braking, anti-lock braking and traction control) (Transport Accident Commission, 2018).
- ANCAP ratings, using a system from 0-5 stars, are determined based on a series of safety assessments, including a range of physical crash tests. They assess vehicle structural integrity as well as crash protection and avoidance features of new vehicles entering the Australian market (ANCAP, 2018).
- The Used Car Safety Ratings website, which is managed by the Transport Accident Commission (TAC) is based on statistics collected from 7 million serious casualty crashes in Australia and New Zealand between 1990 and 2016. It provides 1-5 star safety ratings for used cars (TAC, 2018).
- The Australian Design Rules (ADRs) administer national standards for vehicle safety and address international harmonisation of vehicle safety standards (Department of Infrastructure, Regional Development and Cities, 2018).
 - The ADRs are reviewed every 10 years to ensure they remain effective and follow international standards (Department of Infrastructure, Regional Development and Cities, 2018).

2.2 Evidence

- The average age of a vehicle in Tasmania is 12.8 years, with the Australian average being 10.1 years. The Northern Territory and Australian Capital Territory have the youngest fleet in Australia with an average age of nine years (ABS, 2018).
- An average of 300 people are seriously injured or killed as a result of crashes on Tasmanian roads per year. Tasmania's Towards Zero Strategy has a target of reducing the number to fewer than 200 by 2026 (Department of State Growth, 2018).
- Vehicle drivers and passengers account for approximately 60% of crashes that result in serious injuries or fatalities on Tasmanian roads each year (Department of State Growth, 2018).
- The average age of passenger vehicles involved in fatal and serious injury crashes in Tasmania is 12 years (Department of State Growth, 2018).

- Vehicle defects are a contributing factor in approximately 10% per cent of crashes that result in serious injuries or fatalities on Tasmanian roads each year (Department of State Growth, 2018).
- Australian research shows that electronic stability control (ESC), which was mandated for all new vehicles in Australia in 2012, reduces the risk of single car crashes by 25% and single four-wheel-drive crashes by 51% per year (TAC, 2018).
- Research jointly commissioned by ANCAP, the Australian Government and Euro NCAP revealed low-speed autonomous emergency braking (AEB) technology led to a 38% reduction in real-world rear-end crashes per year, with benefits also for cyclist and pedestrian avoidance (ANCAP, 2015).
- From July 2018 all vehicles in Tasmanian Government vehicle fleet must have a five-star ANCAP rating (Department of State Growth, 2018).
- On average, motorcyclists are involved in 29% of crashes that result in serious injuries or fatalities on Tasmanian roads per year, despite making up just 4% of registered vehicles (Department of State Growth, 2018).
- From November 2019, anti-lock braking and combined braking systems will be mandatory on all new motorcycles registered in Australia (Department of Infrastructure, Regional Development and Cities, 2017).
- Anti-lock braking systems (ABS) on motorcycles have been shown to reduce crashes that result in serious injuries or fatalities by up to 39% per year (Department of State Growth, 2016).
- Heavy vehicles are involved in, on average, 7% of crashes that result in serious injuries or fatalities on Tasmanian roads per year (Department of State Growth, 2018).
- Electronic stability control systems will be compulsory for new heavy vehicle trailers from July 2019 and for new heavy trucks and buses from November 2020 (Department of Infrastructure, Regional Development and Cities, 2018).
- ANCAP research has found that vehicles built before the year 2000 represent just 20% of the fleet but are involved in nearly one-third of fatal crashes each year (AAA, 2018).
- If all Australians drove the safest car in its category, road trauma involving light passenger vehicles could be reduced by 26%. If each vehicle incorporated the safest design elements in its class, trauma could be reduced by 40% (NRSS 2011-2020).
- Lowering the average age of Australia's light vehicle fleet by one year would save almost 1400 lives and create an almost \$20 billion benefit in trauma and emission reductions over a 20-year period (AAA, 2018).

2.3 Position

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- Strongly urges vehicle designers, manufacturers and importers, Tasmanian vehicle dealerships and all levels of government to work towards lowering of Tasmania's fleet age from 12.8 years to the Australian average of 10.1 by 2030.
 - This will be achieved through stakeholder consultation and submission processes, both nationally and state-based, as well as stakeholder lobbying.
- Encourages governmental incentives that help lower the age Tasmania's vehicle fleet through the purchasing four to five-star ANCAP vehicles, including:

- Reduction of import tariffs and luxury car taxes for safe vehicles to increase affordability.
 - Programs that increase turnover of safer government vehicles to the used car market.
- Will consider the reduction of insurance premiums for Tasmanian motorists that purchase four to five-star ANCAP vehicles with certain safety features as part of increasing affordability.
- Will aim to regularly upgrade its own vehicle fleet to the latest ANCAP five-star models.
- Urges the Tasmanian and Australian governments to implement laws that dictate the mandatory fitting of:
 - Autonomous emergency braking on new vehicles, trucks and buses in Tasmania, as well as motorcycles when the technology becomes available.
 - Anti-lock braking and combined braking systems on new motorcycles in Tasmania.
 - Seatbelts on all new buses in Tasmania.
- Supports the mandatory fitting of electronic stability control, which incorporates anti-lock braking and traction control, on all new vehicles, trucks, buses and motorcycles in Tasmania.
- Urges Tasmanians to purchase new passenger vehicles, heavy vehicles and motorcycles fitted with the latest crash protection and crash avoidance features as they become available.
- Will educate (alongside partners and stakeholders) Tasmanian drivers, particularly novice drivers and their parents, about:
 - The importance of purchasing the safest ANCAP-tested vehicle they can afford.
 - Complex crash protection and crash avoidance features in modern vehicles.
 - The importance of vehicle maintenance and roadworthiness.
- Urges the Tasmanian Government to educate the community about crash protection and crash avoidance features in modern vehicles.
- Urges more funding for and active policing of vehicle roadworthiness, defects, modifications and other safety issues by Tasmania Police and transport inspectors through roadside inspections.
- Urges deeper investigation into the contributing factors of road crashes by Tasmania Police crash investigators.
- Supports the requirement of a vehicle inspection safety certificate to be provided upon the transfer of registration for vehicles more than seven years old. The certificate should address any damage, engine, electronics, tyres, brakes, steering, suspension, windscreen, lights and seat belts,
- Supports ongoing governmental funding for ANCAP to continue independent crash tests and safety assessments of passenger and light commercial vehicles and child restraints.
- Urges key stakeholders to mandate the inclusion of all second hand vehicles in the TAC's Used Car Safety Rating Program (UCSR).
 - RACT also encourages the purchase of 5-star rated used vehicles.
- Encourages Tasmanian employers to ensure fleet cars have a high ANCAP safety rating with the latest safety features and are in sound mechanical condition.
- Encourages the mandatory display of ANCAP ratings at the point of sale so that consumers have transparent access to safety information.

- Supports the continued review and update of Australian Design Rules (ADR) based on research, evidence and industry developments, both national and internationally, in order to make vehicles safer.
- Urges vehicle designers, manufacturers, repairers, importers and dealerships to:
 - Maximise vehicle safety for all road users, minimise car ownership, maintenance and repair costs and improve reliability, durability and security.
 - Not place restrictions on the availability of advanced vehicle technical information and equipment.
 - This will also be achieved through stakeholder consultation or submission processes, both nationally and state-based, as well as stakeholder lobbying.
- Urges government to ensure that motorists are guaranteed the right to choose where they have their vehicle serviced, maintained and repaired without negating their warranty rights.
- Supports mobile technology that automatically prevents smart phones or smart watches from being used by hand when a vehicle is started, as well as the ability for vehicles to disable phones and watches when connected by Bluetooth or to prevent connections to internet, Wi-Fi or cellular networks.

3) SCOPE

3.1 Policy Application and Ownership

This policy applies to:

- Tasmanian road users
- The Road Safety Advisory Council
- Local government
- Tasmanian Government policy makers and ministers
- Australian Government policy makers and ministers
- Vehicle designers, manufacturers, importers and repairers
- Tasmanian vehicle dealerships

The ownership and responsibility of this policy is with the RACT Board.

4) APPROVALS

4.1 Date of approval: [insert date]

4.2 Date of review: [insert date]

4.3 Signature of CEO: [insert signature]