Minister for Roads and Ports

PO Box 2797
Melbourne, Victoria 3001
Telephone: (03) 9655 6210
Facsimile: (03) 9655 6651
www.vic.gov.au
DX 210410

Our Ref:

File No.: VVVVV.DOC

Mr Ray Purdey
Clerk of the Legislative Assembly
Parliament House
EAST MELBOURNE VIC 3002

Dear Mr Purdey

In August 2008, the Parliamentary Road Safety Committee, constituted under the *Parliamentary Committees Act 2003*, tabled its report into vehicle safety, *Inquiry into Vehicle Safety, August 2008* (Parliamentary paper No 129, Session 2006 – 2008).

I would like to commend the Chair of the Committee, Mr John Eren MP, and the members of the Committee for their hard work in producing the report and for their commitment to improving road safety in Victoria.

It is my pleasure, on behalf of the Government of Victoria, to table for the House the Government's response to the *Inquiry into Vehicle Safety*.

Yours sincerely

Tim Pallas MP
Minister for Roads and Ports

Victoria
The Place To Be

GOVERNMENT'S RESPONSE TO THE PARLIAMENTARY INQUIRY INTO VEHICLE SAFETY

Government Response

Introduction

Safer vehicles are a key element in Victoria's road safety strategy *arrive alive 2008-2017* to provide road users with a 'Safe System' of road travel. Implementation, monitoring and evaluation of the responses to the Inquiry recommendations will be integrated into the *arrive alive 2008-2017* framework, which ensures that outcomes are measured in a coordinated and transparent manner. Specific initiatives arising from the Government Response will be added to the *arrive alive 2008-2017* action plans as appropriate to ensure consistency with overall road safety objectives.

Increasing the proportion of vehicles on the road network with high quality primary safety crash avoidance features such as ABS, Electronic Braking Systems and Electronic Stability Control (ESC) and secondary safety features such as driver and passenger airbags, and head protection technology, can achieve a progressive and significant reduction in Victoria's road trauma levels. Early adoption of existing vehicle safety technology such as ESC and side curtain airbags will provide important safety gains.

Environmental and economic factors are leading to the purchase of smaller, more fuel efficient vehicles. Smaller, fuel efficient vehicles will require the up-take of new safety technology in many models to achieve a good crash rating. Government departments can also provide leadership by clearly specifying superior safety and environmental performance when purchasing new fleet vehicles which will lead to improved safety and environmental performance of the Government fleet. This is why the Government has committed to introducing ESC and head protection technology to the Government fleet by the end of 2010.

It is desirable for vehicles to be manufactured to common standards from a variety of common regulatory regimes including USA, EU and Australia's Australian Design Rules (ADRs). While common global regulatory standards reduce development and vehicle production costs, they do not generally lead to the adoption of cutting edge standards but instead tend to be agreed minimum standards. Other mechanisms are needed to ensure these vehicles are fitted with important safety technologies. This includes marketing programs aimed at consumers and, where justified, regulation at a local level.

Australia is harmonising vehicle standards with those of other jurisdictions and taking a strong marketing approach to improve the up-take of vehicle safety features by consumers. In 1998, VicRoads and other vehicle safety authorities in Australia agreed to harmonise with appropriate UNECE Regulations for vehicle standards. Currently, 46 ADRs are harmonised and another 7 ADRs are being fully or partially harmonised from a total of the 63 active ADRs. This process of harmonisation with the UNECE regulations is on-going. Even with this reasonably high level of harmonisation, when the introduction of new safety technologies is slow, authorities need to regulate locally to facilitate the early adoption of key technologies.

The road safety partners in Victoria have actively promoted vehicle safety features such as ESC and Victoria currently has higher up-take rates of this technology than other Australian states. However, a more effective way of accelerating the introduction of life saving technology is to mandate specific technologies as a condition of first registration of all new vehicles.

Glossary of acronyms used

ABS	Antilock Braking System
ADR	Australian Design Rule
ANCAP	Australasian New Car Assessment Program
ARRB	ARRB Group Ltd (formally Australian Road Research Group)
ATC	Australian Transport Council
ATSB	Australian Transport Safety Bureau
AusDSRC	Australian Dedicated Short Range Communications
DRL	Daytime Running Lights
DITRDLG	Department of Infrastructure, Transport, Regional Development & Local Government
ECE	Economic Commission for European Regulation
ESC	Electronic Stability Control
EU	European Union
FMVSS	Federal Motor Vehicle Safety Standards and Regulations (USA)
ISA	Intelligent Speed Assist
ITS	Intelligent Transport Systems
LEDs	Light Emitting Diodes (semiconductor based globes)
MUARC	Monash University Accident Research Centre
NCAP	New Car Assessment Program
NTC	National Transport Commission
RACV	Royal Automobile Club of Victoria
TAC	Transport Accident Commission
TSA	Trailer Stability Assist, extension of ESC to the trailer.
UNECE	United Nations Economic Commission for Europe

Recommendations

1. That, through the Australian Transport Council, the Minister for Roads and Ports pursues the replacement of the Australian Design Rules with United Nations Economic Commission for Europe regulations for vehicle standards.

This recommendation is supported in principle.

In 1998, vehicle safety authorities in Australia agreed to harmonise with appropriate UNECE Regulations for vehicle standards. Currently 46 ADRs are harmonised and another 7 ADRs are being fully or partially harmonised from a total of 63 active ADRs. The remaining non-harmonised ADRs include standards that are not covered by the UNECE regulations or are uniquely Australian ADRs such as standards for road trains.

It is expected that the alignment of Australian Design Rules with the introduction of new UNECE regulations would speed up the introduction of new technology in Australian Vehicles.

These issues will be further explored as part of the Inquiry into the Australian Design Rules by the Parliamentary Road Safety Committee. The Committee will inquire into the process of development, adoption and implementation of Australian Design Rules and consider other worldwide practices with a focus on improving vehicle safety.

The Victorian Government will further consider this recommendation after the Inquiry into the ADRs is completed.

2. That the Victorian Government seeks from the Australasian New Car Assessment Program a review of crash testing protocols to include multiple dummy sizes and the effects of crashes at lower speeds.

This recommendation is supported.

The Government will request VicRoads to submit a proposal to ANCAP to review a possible change in crash testing protocols to include a range of dummy sizes. Discussions have been occurring internationally about the need to use different, smaller dummies that are more representative of typical vehicle occupants. This would provide more representative crash test results.

It is important that other international NCAP bodies adopt any proposed changes to the protocols in order to maintain the significant benefits of common testing regimes. The benefits of adopting new protocols for dummy sizes would need to be assessed against the probable increase in cost of the crash test program.

3. That VicRoads require the fitment of Pre-emptive Brake Assist to new cars and heavy vehicles, as a pre-requisite for registration from 2015.

This recommendation is not supported.

The *arrive alive 2008-2017* strategy commits to accelerating the introduction of vehicle safety features such as ESC and emerging technologies such as Pre-emptive Brake Assist.

Currently, there is no international standard for Pre-emptive Brake Assist available for adoption in Australia. The technology is still being developed and refined by vehicle manufacturers and there are a range of different systems currently available.

The Minister for Roads and Ports will write to the Commonwealth Government requesting the development of an international standard for Pre-emptive Brake Assist through the UNECE.

The mandatory fitment of Pre-emptive Brake Assist could be pursued when an international standard for Pre-emptive Brake Assist has been established.

4. That VicRoads require the fitment of Anti-lock Braking Systems to new motorcycles as a pre-requisite for registration from 2011.

This recommendation is not supported.

The *arrive alive 2008-2017* strategy commits to accelerating the introduction of emerging vehicle safety technology such as ABS for motorcycles.

Currently, there is no international standard for mandatory fitment of Anti-lock Braking for motorcycles available for adoption in Australia. The technology is still being developed and refined by many motorcycle manufacturers.

The Victorian Government supports the development of an ADR based on a UNECE standard and working with motorcycle manufacturers to speed up the introduction of ABS in the Australian motorcycle fleet. The Minister for Roads & Ports will write to the Commonwealth Government, recommending the adoption of an ADR for Anti-lock Braking technology for motorcycles, as soon as a UNECE standard is established.

5. That VicRoads undertake research to ascertain the benefits of Automatic Stability Control for motorcycles and, if found to be significant, promote the technology widely to motorcycle riders.

This recommendation is supported in principle.

The *arrive alive 2008-2017* strategy commits to accelerating the introduction of emerging vehicle safety technology such as ESC for motorcycles.

The government will request VicRoads to monitor the development of this new technology and local or overseas research on the matter. A limitation to conducting effective research is that currently there is only one motorcycle model fitted with the technology.

6. That, through the Australian Transport Council, the Minister for Roads and Ports pursues the introduction of regulations to mandate that prime mover and trailer combinations are fitted with compatible braking technologies.

This recommendation is supported in principle.

The Australian fleet of prime movers and trailers has a wide variety of different braking systems which can cause significant brake compatibility issues. The National Transport Commission (NTC) has recently released a National Heavy Vehicle Braking Strategy which recommends amendments to the ADRs (for new vehicles) to ensure prime mover and trailer braking, when connected in combination, will work better.

However, the mandating of compatible brake technologies to the existing fleet would mean the retro fitting of new braking technology on thousands of "dumb" trucks and trailers costing industry many millions of dollars.

VicRoads is also currently funding the development of a Code of Practice for truck/trailer braking compatibility. On completion this will be marketed to all stakeholders including industry to improve stakeholder knowledge and operational practices regarding braking compatibility issues.

VicRoads will propose that a national scheme marketing to industry the importance of proper brake balance be implemented.

The Minister for Roads and Ports will approach the ATC to pursue the introduction of regulations to mandate that new prime mover and trailer combinations be fitted with compatible braking technologies.

7.a) That VicRoads map the speed zones of Victoria's road system by the end of 2009; and

This recommendation is supported in principle.

The *arrive alive 2008-2017* strategy commits to accelerating the introduction Intelligent Speed Assist (ISA) technology which will utilise the electronic mapping of Victoria's speed zones.

TAC is funding VicRoads to electronically map speed zones to support the introduction of ISA. Current proposals provide for mapping the speed zones on the Victorian road network by mid 2010. All efforts will be made to accelerate the mapping to the end of 2009.

7.b) That VicRoads fit transponders where variable or no speed limit exists, or the speed limit is temporarily changed to facilitate the implementation of Intelligent Speed Assistance technology.

This recommendation is not supported.

The electronic mapping of Victorian speed zones (recommendation 7a) will include roads with a default speed limit of 100 km/h or 50 km/h and therefore there is no need to install transponders on these roads.

Installing transponders at a significant number of locations such as at road works across Victoria would be very expensive and alternative technology is becoming available to provide a more cost effective solution. VicRoads will monitor the development of these alternative technology solutions with the intention of incorporating the most appropriate technology into ISA.

8. That VicRoads and the Transport Accident Commission fit and trial developmental alcohol interlocks to its vehicle fleet.

This recommendation is supported in principle.

VicRoads has fitted and is currently trialling a number of developmental interlocks in vehicles. It is planned to fit some TAC vehicles with developmental interlocks to demonstrate their functionality. It would not be economically viable to fit interlocks to all vehicles in the fleet.

9. That the Department of Treasury and Finance fit the current alcohol interlock system used in Victoria to all Victorian Government fleet vehicles.

This recommendation is not supported.

The Victorian Alcohol Interlock Program is designed for drink drive offenders who return to driving after applying to the court to be re-licensed. This program would not be appropriate for the monitoring of Government fleet vehicles. This recommendation would be very costly to implement and provides little in safety gains.

Government departments have strict drink driving policies for their employees while driving Government vehicles.

The long term aim is the integration of cost effective interlock technology into general fleet vehicles. VicRoads will continue to monitor the development of cost effective, user-friendly alcohol interlock devices.

10. That the Minister for Roads and Ports make representation, at the Australian Transport Council, for the adoption of the dynamic test for United States vehicle standard FMVSS 202-33 as part of Australian Design Rule 3 – Seats and Seat Anchorages.

This recommendation is supported in principle.

FMVSS 202-33 is the US standard for active head restraints. Adopting it changes the way the ADR-3 tests are performed to include different heights and sizes of occupants. FMVSS 202-33 is close to but does not meet all of the UNECE regulation.

Government supports the adoption of common standards for active head restraints in the Australian ADRs, and harmonising with US and UNECE regulations. The potential adoption of a standard for active head restraints will require further investigative work.

The Minister for Roads and Ports will raise the matter with ATC to support the introduction of an appropriate international standard.

11. That VicRoads investigates appropriate roadside markings for unsealed roads and unsealed shoulders, that will increase the proportion of roads suited to application of Lane Departure Warning technologies.

This recommendation is not supported.

Current lane departure technology references lane markings in relation to a vehicle's course, via a radar or camera within the vehicle. The value of developing roadside markings for lane departure technology for use on unsealed roads is likely to be low as unsealed roads have a small number of crashes compared to higher volume sealed roads. This means that only very low cost treatments could be justified on unsealed roads because of the low crash numbers and the low number of vehicles currently fitted with the technology.

In addition, the proportion of crashes on unsealed roads which relate to fatigue or distraction (the issues that lane departure technology is most likely to address) is unclear but could be expected to be lower than on sealed roads where many drivers are travelling long distances.

The *arrive alive 2008-2017* strategy commits $650 million over a 10 year period to a program targeting serious run-off the road crashes with treatments such as line marking, shoulder sealing, and safety barriers.

VicRoads will investigate technologies that utilise other reference points or techniques to detect a vehicle's movement on an unsealed road. VicRoads will work with local Government and other road authorities to investigate the matter.

12. That the Transport Accident Commission identify on which vehicles Adaptive Cruise Control is available, and promote this information through the www.howsafeisyourcar.com.au campaigns.

This recommendation is supported.

The TAC will promote this technology on its vehicle safety website and, subject to the availability of accurate and current information, will investigate the inclusion of vehicles fitted with Adaptive Cruise Control on its website.

13. That VicRoads promote Adaptive Cruise Control technology to heavy vehicle drivers through the Transport Safety Group.

This recommendation is supported.

VicRoads is already promoting, and will continue to promote, Adaptive Cruise Control technology through updating and marketing the Buying a Safer Truck publication produced by the Transport Industry Safety Group.

14. That the Victorian Government request from the Australasian New Car Assessment Program the promotion of pedestrian protection ratings alongside occupant protection ratings.

This recommendation is supported in principle.

EuroNCAP is changing its rating system from early 2009 and will publish a combined rating out of 5 stars but will no longer publish separate star ratings for adult occupant protection, child occupant protection or pedestrian protection.

Work is already underway in ANCAP to introduce a number of changes to its rating system so that the public better understand the crash ratings, including incorporating the pedestrian protection ratings into the ANCAP ratings.

15. That the Minister for Roads and Ports make representation, at the Australian Transport Council, the adoption of the draft amendment to United Nations Economic Commission for Europe Regulation 16 as part of Australian Design Rule 69 – Full Frontal Impact Occupant Protection.

This recommendation is supported.

The *arrive alive 2008-2017* strategy commits to improving seat belt wearing rates by all vehicle occupants.

The UNECE amendment will see the fitting of an advanced two-stage seat belt warning system. The first stage being a visual warning after the ignition is turned on and a second stage an audible warning if the driver remains unbelted.

The Federal Department of Infrastructure, Transport, Regional Development and Local Government (DITRDLG) has previously published a Regulatory Impact Statement about Seat Belt Reminders in 2004, and is monitoring the adoption of seat belt reminders in new vehicles. The benefits of seat belt reminders have been raised at a meeting of the Council of Australian Federation and a national approach has been recommended to improve the adoption of this safety technology.

The Minister for Roads and Ports will raise the matter at the ATC to adopt UNECE Regulation 16 as an ADR.

16. That the Minister for Roads and Ports make representation, at the Australian Transport Council, that all seatbelts, in all seating positions, in new vehicles be fitted with repeatable seatbelt pre-tensioning by 2015

This recommendation is not supported.

Currently, there is no international standard for Repeatable Seat-belt Pre-tensioning. The technology is still being developed and refined by many vehicle manufacturers and there are a range of different systems currently available.

The Minister for Roads and Ports will write to the Commonwealth Government to raise at UNECE about the adoption of a suitable standard.

17a) That VicRoads: publish a guide ranking the ease of installation for all child restraint systems to promote correct installation; and

The recommendation is supported in principle.

The RTA NSW, NRMA and RACV already conduct research and publish a restraint guide which ranks the safety of restraints and their ease of use, similar to ANCAP.

The guide is available in Victoria through the VicRoads/ RACV Fitting Station network, RACV shops, RACV website and maternity hospitals. VicRoads currently provides input to the content of the child restraint guide through the Child Restraint Evaluation Project.

17b) That VicRoads: subsidise the cost of having a child restraint system installed at VicRoads approved fitting stations.

The recommendation is not supported.

VicRoads and the RACV have had a long standing relationship to provide and train a network of restraint fitters across the state. The RACV has provided ongoing support to the existing fitting stations while VicRoads has provided information such as a training manual for restraint fitting stations, a brochure promoting the location of fitting stations across the state, and multilingual child restraint advice. Much of this information is also provided via the VicRoads website.

The average cost for having a restraint fitted ranges from $20 to $40. This is considered a reasonable cost. Several specialist baby product shops provide their own fitters to fit restraints free of charge.

Various community groups and local Governments also provide a restraint fitting service free of charge to members of their community. These services are typically provided several times a year.

18. That VicRoads investigates all the issues associated with the possible safety benefits of Daytime Running Lamps.

This recommendation is supported.

The European Commission has decided to introduce dedicated Daytime Running Lights (DRL) on all new types of motor vehicles from the year 2011 onwards. Dedicated Daytime Running Lights are special lamps which are automatically switched on when the engine is started. They substantially increase the visibility of motor vehicles to other road users, and have a low energy consumption compared to existing dipped-beam head lamps.

The Australian Transport Safety Bureau (ATSB) commissioned ARRB Transport Research Ltd to conduct a comprehensive review and analysis of the research literature on DRL in 2003. The review highlighted that there is a substantial body of evidence which shows that DRL reduce daytime crashes, although the results of the studies have varied considerably about the scale of the reductions.

New developments in DRL include the possible use of LEDs (Light Emitting Diodes) to provide an effective and low powered option.

19. That the Minister for Roads and Ports promote, at the Australian Transport Council, the standardisation of warning signals used by manufacturers.

This recommendation is supported.

To standardise warning signals there would have to be harmonisation with the UNECE regulations, following a thorough consultation process with vehicle manufacturers. The Minister for Roads and Ports will raise the matter at the ATC to support the adoption of a suitable UNECE Regulation.

20. That the Transport Accident Commission continue to promote Electronic Stability Control.

This recommendation is supported.

The *arrive alive 2008-2017* strategy commits to accelerating the introduction Electronic Stability Control technology.

The TAC will continue to promote this important safety technology.

21. That VicRoads ensures that, *Victoria's Road Safety Strategy: Arrive Alive 2008-2017*, commitment to mandate Electronic Stability Control by 2011 includes all new heavy vehicles and heavy vehicle articulated trailers.

This recommendation is not supported.

The Victorian Government is mandating ESC for cars by 1 January 2011. Following the successful completion of this initiative, consideration will be given to enhancing the safety of the heavy vehicle fleet.

In the mean time, this will be supported by the voluntary uptake of this technology in heavy fleet vehicles by advocating the technology through the Transport Industry Safety Group. The Buying a Safer Truck publication produced by the Transport Industry Safety Group will be continued to be promoted.

22. That the Transport Accident Commission promote vehicles fitted with Trailer Stability Assist on the Crash Avoidance Features webpage on the www.howsafeisyourcar.com.au website.

This recommendation is supported in principle.

The *arrive alive 2008-2017* strategy commits to accelerating the introduction Electronic Stability Control (ESC) technology. Although implied and not explicitly stated, it would be advantageous to extend the ESC beyond the vehicle to include trailer ESC (known as Trailer Stability Assist, TSA) in the *arrive alive 2008-2017* strategy. TSA equipped vehicles provide braking via the trailer to enhance the stability of the car and trailer. The technology is typically available on European vehicle imports and while the technology is available to Australian manufacturers, it is not yet available in locally manufactured cars.

The TAC will seek information on this technology for passenger vehicles sold in Australia and place available information on its website.

23. That the Transport Accident Commission explain the different acronyms used for Electronic Stability Control, and that ESC be promoted as the standard name of stability control technology as part of the Electronic Stability Control campaign.

This recommendation is supported.

The TAC has now included a description of the different acronyms for ESC on its website and agrees to maintain ESC as the acronym in publicity programs. ESC is also heavily promoted through the ANCAP initiative as a requirement for gaining a 5 star rating.

24. That the Transport Accident Commission continue to fund and produce a campaign to promote curtain airbags to increase fitment rates of curtain airbags until the beginning of 2012.

This recommendation is supported.

The TAC will continue to monitor and promote curtain airbag technology as an important means of protecting vehicle occupants in the event of a side-impact crash.

25. That VicRoads analyse crash data and the Used Car Safety Ratings data to determine a crash profile for the Melbourne metropolitan area, regional centres and country regions, and then determine the safety technologies most suited to addressing these crash profiles. This information should be shared with vehicle manufacturers to encourage fitment of technologies that would help reduce Victorian crashes.

This recommendation is supported in principle.

The concept of region specific vehicles is based on demographic and geographic factors. Australia and even Victoria has such a wide range of both that a region specific vehicle would not be viable nor would it assist in improving safety issues. Since most Victorian vehicles will negotiate through many regions, vehicles will need to be fitted with all safety equipment applicable to all regions. The use of safety technology could not be optioned based on regions. A more appropriate solution would be to ensure that all current safety technology is made available to all regions.

The analysis of crash data should be performed to establish the crash profiles and determine the most suitable safety technology to mitigate the issue.

VicRoads will ascertain current and emerging vehicle safety technologies and their benefits and compare this information to existing crash data.

26. That the Victorian Government develop and implement strategies to strongly discourage retailers from bundling safety technologies with non-safety features.

This recommendation is supported.

The Victorian Government will continue to identify and promote the benefits of vehicle safety technologies to consumers. The focus will be on the education of the consumer to be able to identify the difference between safety technologies and non-safety technologies when they have been bundled together in a sales presentation. VicRoads and the TAC will directly engage the vehicle manufacturers on this important issue.

27. That VicRoads and the Transport Accident Commission provide sufficient funding, over the next five years, to implement the Australasian New Car Assessment Program Stars-On-Cars program in Victoria.

This recommendation is supported in principle.

The *arrive alive 2008-2017* strategy commits to the marketing of vehicles with good crash ratings. The 'Stars on Cars' program aims to promote ANCAP crash ratings at car dealerships.

The TAC and VicRoads, as members of ANCAP will continue to support the national 'Stars-On-Cars' communications program both financially and promotionally.

The ATC is currently pursuing the development of a national 'Stars on Cars' promotional campaign.

28. That the Transport Accident Commission review and expand the website, www.howsafeisyourcar.com.au, and promote the following technologies:

- **Pre-emptive Brake Assist**
- **Lane Departure Warning**
- **Adaptive Cruise Control**
- **Pedestrian Protection**
- **Active head restraints**
- **Repeatable Seatbelt Pre-tensioning.**

This recommendation is supported.

The *arrive alive 2008-2017* strategy commits to the marketing of safety technology to consumers.

The TAC agrees to assess the technologies in terms of their safety benefits and, where appropriate, to promote the technologies on its website. The assessment will depend on information being available and the capacity to readily update the website with new information. VicRoads will also promote this technology on its website.

29. That the Transport Accident Commission undertake economic modelling to establish discounts for compulsory third party insurance premiums according to the safety features fitted to vehicles.

This recommendation is supported in principle.

The TAC agrees to examine the potential to apply incentives as a means of encouraging consumers to purchase vehicles with desirable safety features.

For this recommendation to achieve its aims, any incentive must be perceived by the community as being significant enough to encourage a change in purchasing behaviour. It would also need take into account the environmental, social and safety impacts of any changes to premiums.

30. That the Victorian Government collaborate with private insurance companies to

encourage insurance incentives for safer vehicles.

This recommendation is supported.

The TAC in its meetings with the Insurance Council of Australia will encourage commercial insurers to consider the adoption of reduced premiums for vehicles that have crash avoiding technologies such as ESC.

31. That once Intelligent Speed Adaptation technology becomes available, Victoria Police, the Department of Justice and VicRoads, develop and trial a program to target recidivist speed offenders and drivers/riders caught exceeding the speed limit by 30 km/h.

This recommendation is supported in principle.

The *arrive alive 2008-2017* strategy action plan already provides for a trial of a scheme that would enable drivers to cancel demerit points for speed offences through the voluntary fitting of an Intelligent Speed Assist (ISA) device to their vehicles. The fitment of an ISA device to cancel demerit points is a single opportunity only and cannot be repeated for any further offences. The current ISA technology is simply a warning device and not a controlling device such as ISAdapt. Its purpose is only to assist drivers in making the correct decision.

The use of any non-voluntary speed controlling device is not supported in this context.

A demerit point redemption program based on ISA would be dependent on the successful introduction and roll out of the Intelligent Speed Assist program in Victoria.

32. That from 2010, all new Government cars purchased or leased have a five star Australasian New Car Assessment Program crash rating. In the interim, all new vehicles purchased be fitted with all available safety options.

This recommendation is supported in principle.

From 2010, subject to operational needs and any existing purchasing commitments, all passenger vehicles purchased for the Victorian Government fleet will be 5 star ANCAP rated.

After 2010 it is expected that many Australian made cars will have 5 star ratings giving a choice of "safe cars" for the Government fleet to purchase.

Benefits of the Government fleet vehicles having all available safety options include OH&S gains for Government employees and long-term safety benefits for the general public who purchase the second hand Government fleet vehicles.

Government departments can provide leadership by clearly specifying safety and environmental performance requirements when purchasing new fleet vehicles.

33. That the Department of Transport, Department of Innovation, Industry and Regional Development and VicRoads engage the South Australian and Federal Governments in the formation of an inter-Governmental vehicle safety taskforce charged with the task of encouraging local manufacturers to fit leading edge technologies.

This recommendation is supported in principle.

The Government will write to the ATC seeking that it directs the National Safety Security Working Group to convene an Inter-Governmental vehicle safety taskforce charged with encouraging local manufacturers to fit leading edge technologies.

In addition, the *arrive alive 2008-2017* strategy commits to working with vehicle manufacturers to encourage their up take of safety technology.

34. That VicRoads investigates, by 2010, the potential introduction of Lane Departure Warning and Forward Collision Warning technologies to all new commercial vehicles.

This recommendation is supported.

The Government will investigate the potential introduction of Lane Departure Warning and Forward Collision Warning technologies to all new commercial vehicles. If the technology is proven to be effective, the Minister for Roads and Ports will raise the matter at the ATC to pursue the introduction of appropriate UNECE standards for these technologies.

35. That the Victorian Government coordinate, with ITS Australia, the financial and technical support required to develop, trial and adopt Intelligent Transport System infrastructure for Victoria as a matter of urgency.

This recommendation is supported in principle.

Intelligent Transport Systems (ITS) are rapidly evolving around the world especially in Japan, EU and USA. Because of its small potential market size, Australia needs to

harmonise with overseas developments in the future implementation of ITS technology.

ITS Australia is the umbrella organisation for the promotion of ITS programs. A number of ITS initiatives are occurring in Australia including AusDSRC (Australian Dedicated Short Range Communication) Cluster which is proposing to develop a package of demonstration projects involving industry, road authorities, Government and academia.

The use of radio frequency and broadband technologies to facilitate real-time communication is in it early stages in Australia, however considerable momentum is gathering in Europe, USA and Japan. In Australia the 5.9GHz radio band has been reserved for future use by this technology.

VicRoads, together with ITS Australia, will coordinate the development of an ITS Summit in 2009/2010 involving representation from Government, road authorities and industry from around the nation. The Summit will showcase current and future overseas and Australian ITS developments.

36. That VicRoads fit transmitting beacons with a 000 emergency call function to all existing vehicles as a part of vehicle regulation from 2011.

This recommendation is not supported.

There are many ITS programs being developed overseas that have significant potential for adoption in Australia. The eCall system as detailed in the Inquiry Report, is an emergency-call system which when a car is involved in a crash, the eCall device automatically calls an emergency centre. The eCall device is proposed to be fitted to all new cars sold in Europe from 2009.

It is estimated that the cost of retro-fitting of transmitting beacons to the existing very large vehicle fleet would far exceed the benefits.

VicRoads will continue to monitor the development and implementation of eCall and other similar technology overseas to determine if the technology is suitable for adoption in Australia.

37. That the Department of Transport and the Department of Justice extend the existing 000 emergency number to include distress calls generated by in-vehicle transmitting beacons.

This recommendation is not supported.

The Department of Transport, VicRoads and the Department of Justice will monitor the development of this new technology to ascertain any changes if required.