



*Fostering communication, networking, professionalism and advocacy in road safety*

# 2018 ACRS

## United Nations Sustainable Development Goals Submission

### ***About the Australasian College of Road Safety***

The Australasian College of Road Safety was established in 1988 and is the region's peak organisation for road safety professionals and members of the public who are focused on saving lives and serious injuries on our roads.

The College Patron is His Excellency General the Honourable Sir Peter Cosgrove AK MC (Retd), Governor-General of the Commonwealth of Australia.

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## Summary

Australia is likely to fall well short of achieving the Goal 3.6 target of halving road deaths and serious injuries by 2020. In response to item b of the Inquiry terms of reference, the potential costs, benefits and opportunities for Australia in the domestic implementation of the SDG are significant. Achieving the SDG target in Australia by 2020 would have saved more than 600 lives a year, reduce more than 20,000 personal injuries that include brain injury, quadriplegia and limb fractures and save an estimated \$15 billion annually in financial and economic costs to the health, social welfare, corporate and insurance sectors on top of the personal impact to families and friends.

Implementing the recommendations of the recently announced report from the [Independent Inquiry into the Effectiveness of the National Road Safety Strategy](#), launched by the Deputy Prime Minister on 12 September 2018, provides a potent catalyst for the step-change in governance structures and accountability measures required at the national, state and local levels of government to accelerate progress towards achieving the SDG target. The sustained reduction in road death and trauma has the potential to save over 400,000 Australians from road death and injury and more than \$100 billion in economic costs over the next ten years through to 2030.

While the tragedy of road death is routinely reported by the federal government's Bureau of Infrastructure, Transport and Regional Economics (BITRE) at the national level, the lack of consistent and visible reporting of serious injuries masks the true burden of road trauma on individuals, families, business and government services. Transparent reporting of both fatalities and serious injuries is the first priority.

UN Member States have also agreed to [12 Global Road Safety Performance Targets](#). The regular and transparent reporting of progress against these 12 targets is also required.

While Australia is unlikely to meet the SDG Target for reduction in road death and injury, countries in our region are struggling with a burden of road death per 100,000 population more than 5 to 10 times worse than Australia. Our road safety leadership in the region is recognized, with individual Australians playing key leadership roles in in global road safety organisations like the International Road Assessment Programme (iRAP), Global New Car Assessment Programme (GNCAP), World Bank Global Road Safety Facility (GRSF), Global Road Safety Partnership (GRSP) and Asian Development Bank (ADB) to name a few. Australian expertise in the road safety management, research, university and education sector is also well regarded and supported by our neighbours.

Australia's Official Development Assistance (ODA) Programme is largely missing the road safety need and opportunity in the Region. Road safety is a hidden and accepted epidemic in Australia, and globally, because the costs of road trauma are in one sector and the solutions in another.

Leveraging Australia's expertise in road safety and role in key global road safety leadership positions has significant potential to unlock life-saving win-win partnerships with countries in our Region. Most importantly Australia must immediately specify a minimum 3-star star rating safety performance on our aid funded infrastructure partnerships in accordance with the UN Targets.

Likewise, there must be assurance that our capital shareholding in the development banks is subject to the same criteria and road safety performance outcomes included in aid effectiveness reviews. In addition, a well-shaped ODA programme for safe vehicles, safe roads and safe road users in the Indo-Pacific Region is likely to build lasting social and economic impact and positive partnerships with countries in need of our support in achieving the 12 UN Road Safety Performance Targets and the UN SDG Goal 3.6, 9.1 and 11.2.

The UK Aid programme led by the Department of Foreign Affairs and Trade provides numerous examples of their leadership in supporting countries in Africa through the ReCAP, High Volume Transport and similar research and action initiatives. China's Belt and Road Initiative has the potential to deliver major road safety benefits through shifting people and freight to safer modes of transport and ensuring 3-star or better road links across the world. Sweden's Vision Zero Academy is coordinating the international focus of knowledge leadership from their country. The US Government is delivering on safer infrastructure as part of the Millennium Challenge Corporation's activities in fragile states.

Australia's ODA has the potential to mark out a unique and highly beneficial offering to countries in our region and the road safety skills and expertise of our country are readily received by our neighbours. Austrade has previously [documented this potential](#). With a domestic and dedicated ODA program focused on the UN SDG Goal 3.6, 9.1 and 11.2 the benefits to Australia, Indo-Pacific Region and the world will be significant.

## Background

**Road safety targets were included in the final text of the new Sustainable Development Goals adopted by UN member states in New York in 2015.**

In 2015, world leaders agreed to 17 goals for a better world by 2030. These goals have the power to end poverty, fight inequality and stop climate change. Guided by the goals, it is now up to all of us, governments, businesses, civil society and the general public to work together to build a better future for everyone.

***“Goal 3.6 Reduce Road Injuries and Deaths***

***By 2020, halve the number of global deaths and injuries from road traffic accidents.”***

Australia is a signatory to the United Nations 2030 Agenda for Sustainable Development, which includes those 17 Sustainable Development Goals (SDGs).

### **Australia's Report on the Implementation of the Sustainable Development Goals 2018**

Each of the 193 countries that signed on to the 2030 Agenda for Sustainable Development has committed to producing a report on implementation of the Sustainable Development Goals (a Voluntary National Review) at least twice over the lifetime of the Agenda. The Voluntary National Reviews are to reflect a country's efforts and achievements against the Sustainable Development Goals (SDGs). Australia delivered its first Voluntary National Review at the UN [High Level Political Forum on Sustainable Development \(HLPF\)](#) on 17 July 2018.

The Review is a 'whole of Australia' report. It is not just about government initiatives and activity: it is about the efforts of the business sector, civil society, academia, communities and individuals. Australians are contributing to achievement of the Sustainable Development Goals through their work in the care economy, by volunteering, by preserving the natural environment and through their everyday activities.

The Review draws on the activities, engagement and leadership of key civil society, academic and business organisations and their members. In particular, the [Australian Council for International Development](#), the [Global Compact Network Australia](#), the [Sustainable Development Solutions Network Australia/Pacific](#), the [Australian Council of Social Service](#) and the [United Nations Association of Australia](#) made substantial contributions to the Review through the coordination of outreach events, their expert analysis, and by collecting and compiling case study material. Together, these organisations hosted the [2018 Australian SDGs Summit](#), where representatives from all sectors discussed Australia's progress towards the Sustainable Development Goals.



Aged Care Diversity Framework

Antenatal Care Guidelines

Australian Dietary Guidelines

Australian National Diabetes Strategy

Australian National Breastfeeding Strategy

Cultural Respect Framework for Aboriginal and Torres Strait Islander Health 2016-2026

National Aboriginal and Torres Strait Islander Health Plan 2013-2023 (and its Implementation Plan)

National Action Plan for Endometriosis

National Antimicrobial Resistance Strategy

National Digital Health Strategy National Drug Strategy, including the National Alcohol Strategy and the National Aboriginal and Torres Strait Islander Peoples Drug Strategy

National E-Health Strategy

National Fetal Alcohol Spectrum Disorders Action Plan

National Framework for Action on Dementia

National Framework for Action to Promote Eye Health and the Prevention of Avoidable Blindness

National Framework for Advance Care Directives

National Framework for Health Services for Aboriginal and Torres Strait Islander Children and Families

National Framework for Maternity Services

National Framework for Universal Child and Family Health Services

National Health Performance Framework

National HIV Strategy

National Immunisation Strategy for Australia 2013-2018

National Road Safety Strategy

National Strategic Framework for Aboriginal and Torres Strait Islander Peoples' Mental Health

National Strategic Framework for Chronic Conditions

National Strategic Framework for Rural and Remote Health

National Strategic Plan for Asbestos Management and Awareness

National Strategies for Blood-borne Viruses and Sexually Transmissible Infections

National Strategy to Address Healthcare Associated Infections

National Strategy for Heart, Stroke and Vascular Disease

National Suicide Prevention Strategy

Program of Assistance for Survivors of Torture and Trauma (for humanitarian entrants)

Stop it at the Start

**DFAT:**

Australian Sports Diplomacy Strategy 2015-2018

Health for Development Strategy 2015-2020

Health Security Initiative for the Indo-Pacific

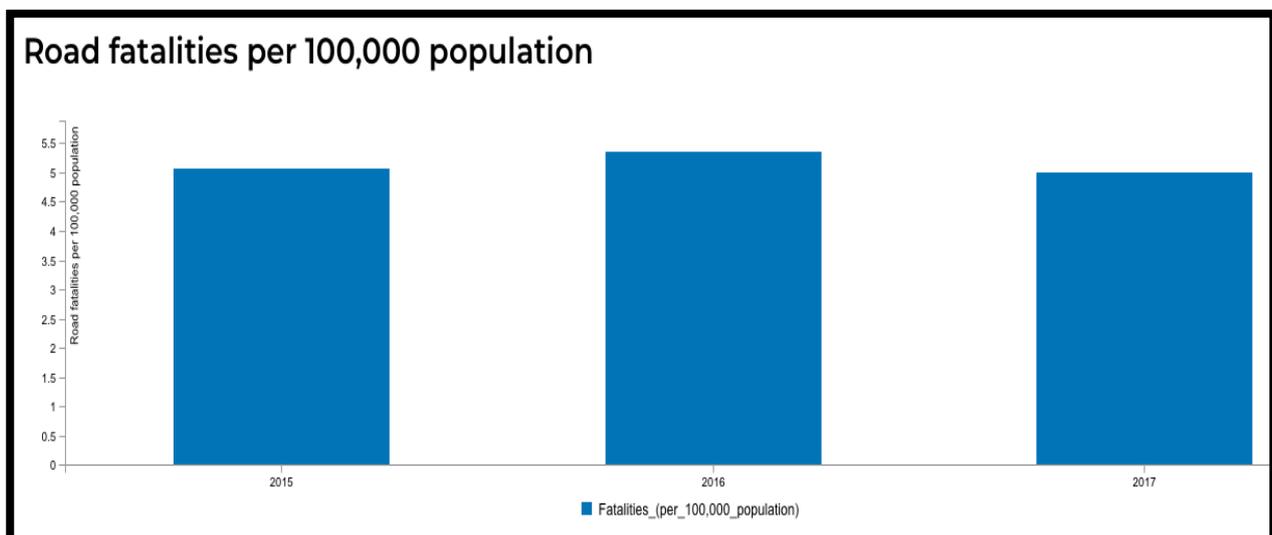
## Road Safety

The SDGs form a roadmap for global development efforts to 2030 and beyond.

[BITRE reports data](#) against indicators for Goal 3 and Goal 9. BITRE data follows the globally agreed methodology for this UN SDG Indicator and has been identified by the responsible agency as the most appropriate data source.

*'Australia is improving road safety and conditions through technological advancements and innovation in vehicle design, as well as emerging technologies like connected and automated vehicles and better data collection and analysis. For example, extensive safety upgrades to Queensland's Bruce Highway have significantly decreased the rate of serious and fatal crashes, saving lives. States and territories are investing in new technology and considering its application: South Australia has legislated to allow on-road trials of driverless cars, while in New South Wales, the Cooperative Transport Initiative provides a 42-kilometre road corridor to enable testing of cooperative intelligent transport systems technology, which allows vehicles to communicate with each other and roadside infrastructure.'*

*The Western Australian METRONET program in Perth will create an accessible and sustainable transport system, reducing congestion and improving road safety. Planned station precincts will create universally accessible and connected community centres and provide a range of housing, jobs and services to residents. The METRONET program also includes a link from Perth's city centre to Perth's international airport.*



Fatalities_(per_100,000_population)	
2015	5.05
2016	5.34
2017	4.98

Showing 1 to 3 of 3 entries

### **‘International Action**

*The Indo-Pacific region faces significant infrastructure challenges with varied population growth, increasing urbanisation, rapid economic growth, gender inequalities and susceptibility to climate change and natural disasters. Infrastructure is a key focus of Australia’s aid-for-trade approach, covering transport, energy, gender equality, large-scale water and sanitation, and information and communications technology infrastructure investments. This work contributes to regional integration and economic growth, and provides improved access to basic services for some of the poorest communities in our region.’*

(<https://dfat.gov.au/aid/topics/development-issues/2030-agenda/Pages/sustainable-development-goals.aspx> )

## Attachments

### *Attachment 1 – ACRS Membership*

The Australasian College of Road Safety membership consists of the following:

- All Australian and New Zealand road safety research agencies
- Australian and New Zealand universities
- Injury prevention, brain injury and neuroscience research organisations
- Australasian medical representative groups
- Australian federal government road safety & health promotion agencies
- State and Territory road transport agencies
- Local government agencies
- Policing agencies (both federal and state)
- Emergency services agencies
- Road safety research funding organisations
- Medical associations
- Safety promotion and training agencies
- Carer advocacy groups and associations
- Independent road safety consultants
- State vehicle and personal insurance agencies
- Driving schools and instructor associations
- Road safety advocacy groups, including motorcycles, children, youth, pedestrians, cyclists
- Road industry groups, including vehicles, trucks, roads
- International road safety consultants, agencies and advocacy groups
- Fleet safety associations
- Independent economist consultants and companies
- Engineers & engineering associations
- Legal firms
- Trucking companies
- Vehicle manufacturing companies
- Vehicle safety advocacy and testing organisations
- Other public or private companies interested in or working in the field of road safety
- Secondary, tertiary and post-graduate students currently studying in the road trauma field