



POST-EVENT SUMMARY OF OPENING PLENARY SESSION AT ARSC2015

(As at 22 October 2015)

Thursday 15 October: 8:30am – 10:00pm

Arena 1B

Opening Plenary Session

**ACRS, Austroads, CARRS-Q + Keynote speakers
Dr Barry Watson, GRSP & Mr Gavin Smith, Bosch**

Summary (Prepared by Therese Back, ACRS):

The inaugural Australasian Road Safety Conference (ARSC) 2015 was officially opened by the Conference Hosts, Lauchlan McIntosh AM, President of the Australasian College of Road Safety, Professor Narelle Haworth, Director of CARRS-Q and Nick Koukoulas, CEO of Austroads.

After acknowledging ARSC2015 sponsors, exhibitors and supporters, Lauchlan advised attendees that the RSRPE2014 delegate donation of \$7000 had been provided to a worthy project found in Lusaka, Zambia “Safe to School, Safe to Home” managed by Barry Watson at the Global Road Safety Partnership (GRSP). Lauchlan noted that 500 children die every day on the world’s roads and a short film #SaveKidsLives provided by the FIA Foundation was shown.

Lauchlan introduced the ARSC Declaration and encouraged all delegates to sign the Declaration prior to it being presented to a high level Ministerial meeting in Brazil during November, at which the federal Minister responsible for road safety would also be attending. He finished by congratulating ACRS Fellow Soames Job who will be leading the World Bank’s engagement in the area of road safety.

Nick Koukoulas, CEO of the Austroads Safety Taskforce welcomed delegates, thanked ACRS and CARRS-Q and gave a brief presentation.

Austroads:

- is collectively responsible for the management of 900,000 kilometres of roads valued at \$200 billion
 - the single largest community asset in Australia and New Zealand.
- improves practice and capability
- promotes consistency
- provides expert technical input to national policy
- undertakes research, collaborates and has produced 50+ Road Safety research reports since 2010

The Austroads Safety Program 2016 – 2020 will design, build and manage road transport systems that will protect road users and reduce the number of deaths and serious injuries.

Professor Narelle Haworth, Director of CARRS-Q also welcomed delegates and thanked sponsors, exhibitors and supporters.

Uncle Darryl Lingwoodock was then introduced to give the Welcome to Country. Uncle Darryl is a member of the Kubbi-Kubbi Language Group and was attending on behalf of the Yugambah people, the traditional owners of the local area. Uncle Darryl provided some history of the area and it's people and drew comparisons between the meetings of the traditional land owners with those from the Sunshine Coast and the bringing together of the road safety delegates in the room – to trade and share ideas and learn from each other.

Lauchlan then welcomed Keynote Speaker, Dr Barry Watson, CEO of the Global Road Safety Partnership.

Dr Watson's presentation, "*Global road safety: Challenges for the future and learnings from Australasia*", outlined the humanitarian crisis represented by current trends in global road trauma.

- There are nearly 3400 road deaths per day:
 - more than 2 deaths per minute
 - the equivalent of losing a country town every week
- Road crashes are the 8th leading cause of death, and the biggest killer of those aged 15-29
- 90% of road deaths occur in low/ middle income countries (LMICs), but these countries only account for 52% of the world's motor vehicles
- More than 50% of those killed are pedestrians, or riders of two or three wheelers
- Half way through the Global Decade of Action – how are we performing?
 - succeeding in sustaining and slightly reducing road trauma, however, a number of factors are contributing to the gap
 - rapid motorization
 - disproportionate funding
 - slow uptake of evidence based policies and practices
- There are strategies to reduce the gap in global road safety performance
 - global funding opportunities
 - multi-sectorial collaboration and partnerships
- GRSP's role to build partnerships between government agencies, private enterprise and civil society organizations
- Need to align road safety with broader transport, health and environmental agendas to leverage funding
- This focus on enhancing safe mobility and more liveable cities is a strong feature of the new Bloomberg Initiative for Global Road Safety (BIGRS)
 - US\$125 million program focusing on 10 priority cities in Africa, Asia and Sth America and 5 priority countries in Asia and Africa
 - Strong focus on addressing key risk factors of: drink driving, speeding, motorcycle helmet wearing, and seat belt and child restraint use
- Australia is at the forefront in developing the Safe System Approach
 - the Safe System Approach is now reflected in the road safety strategies of many countries recognising that
 - humans inevitably make mistakes
 - the road transport system needs to be more 'human proof'
- Enhance safety through the application of technology to
 - improve vehicle safety for occupants and pedestrians
 - improve road environment safety through assessing and treating poor roads
 - encourage compliance with road rules
 - optimise the interactions between vehicles and road users through ITS and cooperative systems

- Need to assist with capacity building and make training programs available to LMICs
 - priority needs to be given to context-effective technology and related implementation issues
- Australasian is a world leader in road safety enforcement and education
 - TAC is recognized as a world leader in funding through compulsory 3rd party accident insurance schemes
- Australasia must
 - maintain the drive for innovation:
 - embed road safety within a broader perspective of 'safe mobility'
 - evolve 'Safe system' thinking

Lauchlan then welcomed Keynote Speaker, Mr Gavin Smith, CEO Bosch Australia

Mr Smith's presentation, *"For as long as the automobile has existed, it has been a regrettable fact that injury and death of occupants, pedestrians and other road users has been considered unavoidable."* highlighted that the biggest benefit to road safety will likely come from removing human decision making in the driving activity.

- Since first road fatality, Bridgett Driscoll in 1896, we have been developing driver assistance technologies
 - the O'Leary Fender, elastic windshields, rear facing seats for passengers, 2 levers instead of steering wheel etc
- Key milestones in assistive technology began in 1978 with the world's first ABS
 - followed over the years by airbags, traction control, ESP, predictive emergency braking, regenerative braking with ESP, lane change assist and anticipated in 2016, active pedestrian protection, and in future years, fully automated driving
- Autonomous cars are not new
 - Google caught our imagination in 2009 with the release of its self-driving cars
 - the race is on towards full autonomy
- Automated driving starts with highway driving and parking functions
 - step-by-step approach – for technological and psychological reasons
 - a survey showed 52% in favor of automated driving as long as it can be switched off
- By 2020 it is anticipated that through the use of ultrasound sensors, cameras and maps, a connected vehicle will drive autonomously without driver into parking space
- The technical leap is about integrating and combining technologies so they work flawlessly and in all conditions
- A lot of work to be done before we can achieve full "auto pilot", however, over time, reduced driver supervision will lead to fully automated vehicles.
- Automated parking will be available fairly soon, park steering and park maneuver control is in production and remote park assist (park from outside the car using smartphone) will be available in 2016
- In terms of policing - what will be allowed and what will not be allowed? What will the limits be if the car can do more of the decision making without risk in terms of policing
- Benefits of autonomous vehicles are widely reported
 - resulting in benefits such as reduced infrastructure, better streetscapes and less driver errors, avoidable congestion, reduced fuel consumption and emissions, no road rage – above all, reduced collisions and reduced road trauma
- Autonomous Driving should be embraced, enabled, and accelerated