

# 2020-2021 ACRS Pre-Budget Submission



## A proposal for resourcing national road safety to reduce the tragedy of increasing deaths and injuries on our roads

### ***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 David John Hurley AC DSC (Retd), Governor-General of the Commonwealth of Australia.

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## **Change needed in national road safety investment and budgeting**

The Australasian College of Road Safety recognises that the Australian Government has funded two programs put forward by the College in prior pre-budget submissions: 1) Establish a self-sustaining International Outreach Chapter in Asia and 2) Multi-year support for the College's Australasian Road Safety Conference and LMIC Scholarship Program.

We acknowledge the trust shown in the College through this funding, and are committed to delivering on these important initiatives and programs.

We also acknowledge that advocacy for road safety is a key function of the College for our members. They want sound, reasoned arguments in favour of the elimination of fatal and serious injury by 2050.

In 2017, the then Federal Minister of Transport, Hon Darren Chester, recognising ongoing failures in the provision of a safe road traffic system, commissioned an [Inquiry into the National Road Safety Strategy 2011-2020](#). For the extremely limited resourcing that was made available, the [Inquiry Report](#) delivered a remarkably cohesive and compelling, necessarily high-level, analysis of the national state of road safety in Australia.

[Fatality reductions have plateaued over the last decade, and injuries have worsened](#). It has been a lost decade for road safety. The upcoming budget must lay the investment groundwork to tackle the of annual \$30 billion in economic costs from road crashes in Australia (a conservative estimate detailed in the [NRSS Inquiry Report](#)), and the estimated \$3.7 billion in annual budget costs for government estimated by the AAA in its 2017 report ["Cost of Road Trauma in Australia 2015"](#).

Regrettably, the current road safety situation has been the result of previous bipartisan lack of recognition for road trauma reduction. It was considered to be a problem for the States and Territories, and underlying it all was a view that users were responsible for their own safety.

Thankfully, some change is underway. The College has commended the current government for recognising the severity of the problem, and for establishing an Office of Road Safety within the Commonwealth government. This is a critical step in favour of national leadership for road safety within Australia. We recognise the wish of the Australian Government to progress on a bipartisan basis, as evidenced by the establishment of the Joint Road Safety Select Committee. Progress has been too slow however. Considerable additional investment is required, and considerable improvement is required in the quality of road safety investment.

Amongst its [12 key recommendations](#), the National Inquiry report recommended establishing a minimum \$3 billion a year road safety fund, and enacting legislation to ensure Australian Government investment in road safety is at least 10% of the annual cost of road crashes to the country (which \$3 billion currently represents). They recommended that a minimum 5% of funds are allocated for a road safety innovation initiative that can deliver results in Australia and provide export potential globally, and a minimum 5% of funds are allocated for a road safety enablers initiative.

It may be assumed that the announcement of an ["additional \\$2.2 billion in road safety funding"](#) as part of the 2019 budget of the Australian Government was an adequate response to this recommendation. However, it

can be argued that this expenditure does not meet a simple safety test – is this how \$2.2 billion in safety funding would be allocated by a Government with a vision to achieve zero road fatalities by 2050?

Funding packages highlighted in the budget were:

- An additional \$1.1 billion in funding for local governments under the Roads to Recovery program – the ACRS supports cost effective investment in the safety of local road networks, and this program does allow investment in road safety infrastructure in regional Australia. However, the Roads to Recovery program “supports the maintenance of the nation's local road infrastructure asset.” It is a road maintenance program not a road safety program.
- An extra \$550 million for the successful Black Spot Program – this is a road safety program. The ACRS supports cost effective investment in parts of the network, and this program does allow targeting of known high-risk locations. However, funding should be considered within a much wider set of performance management accountabilities for State and Territory roads authorities. The United Nations has established safety star ratings as the means of setting infrastructure safety performance targets and these should be included at a statewide level in any requirements for Commonwealth funding into the road traffic system. The College has called for no Commonwealth funding for the national road network without publication of infrastructure safety star ratings by States and Territories.
- A further \$571.1 million to improve the safety and efficiency of heavy vehicle operations through the Bridges Renewal Program, Heavy Vehicle Safety and Productivity Program and Heavy Vehicle Safety Initiatives. The question here is whether this is what a safety driven analysis of half a billion dollars investment in reducing fatalities and serious injuries associated with heavy vehicles would focus on.

Much smaller safety focused expenditure, for example the essential establishment of the Office of Road Safety, should be seen as the starting point only for establishing and scaling up a major new investment in a transformative national road safety agenda. The College expects to see this investment significantly ramped up in the upcoming budget, or forecasts for how this will be done in implementing the upcoming national road safety strategy.

The Australasian College of Road Safety strongly endorses the vision of Australia’s Transport and Infrastructure Ministers to achieve zero road fatalities by 2050 ([TIC Communique, Nov 2019](#)), and has called for this vision to extend to serious injuries. As a result the College has called for 50% reduction targets to 2030 ([ACRS Policy Position Paper – Road Safety Targets to 2030](#)). These are challenging, and achievable. If matched in 2040 and in 2050, Australia will at least be on the cusp of realising that vision we can all share.

As the National Inquiry report put forward so well, a transformation is required regarding our road traffic system. Significant new safety focused investment planning is required immediately, and this needs to be budgeted into long range expenditure forecasts through to 2030 at the least. Current practices and processes which assume residual safety benefits from programs are not designed to eliminate serious road trauma and are not working – a flatlining of fatalities and a surge in injuries is tragic evidence of this. Those practices and processes need to be replaced with safety focused programs capable of realising our common vision. This work needs to be flagged and progressed in the upcoming budget.

## **Budget Support for ACRS Programs**

In recognising that our nation is well behind the targets set by our own country to reduce death and injury on our roads, the Australasian College of Road Safety (ACRS) strongly supports recent crucial recommendations from the Ministerial Inquiry into the Effectiveness of the National Road Safety Strategy, and specifically the call for national leadership to address this tragic situation.

Around 100 Australians are dying every year over what has been predicted, and the number of Australians seriously injured are rising such that at least 37,000 people are hospitalised each year - of which 4400 become permanently disabled.

The College requests the Federal Government, through its annual budget processes, funds a credible response to all 12 recommendations from the Inquiry, and supports the College in our collaborative efforts to implement those recommendations. The College further requests that the Federal Government directly fund programs within the College and our stakeholders to simultaneously support development of the next National Road Safety Strategy (2021-2030), so that we can maximise beneficial outcomes under that Strategy. In addition, the College commends the [Coalition's Plan for Keeping Australians Safe on our Roads](#), and strongly recommends an expansion of funding to support all road safety investments aimed at underpinning the Inquiry's 12 recommendations.

This request includes specifically a collaborative program between the Commonwealth Government and the Australasian College of Road Safety to assist in building knowledge and capacity for road safety professionals and practitioners, especially in rural and regional Australia where 66% of fatalities occurred during 2015 ([Transport and Infrastructure Council](#), 2016) (Recent State figures confirm this disparity for 20% of the population). The collaborative program would extend the Austroads and Local Government actions and would allow the Commonwealth Government to leverage a stronger road safety response from existing road safety activities of the College.

Over the last 5 years the ACRS has successfully implemented a range of activities at low cost, and developed enhanced road safety communication programs through weekly online e-newsletters, professional journals, city-based chapter meetings, and a significantly expanded annual conference in partnership with Austroads (the Australasian Road Safety Conference series from [ARSC 2015-> onwards](#)) which has attracted 600-700 delegates per event. This combined conference has supported an increase of almost 50% in number of attendees and there has been corresponding increase in collaborative programs which have specifically encouraged breakdown of silos within portfolios and across portfolios. The Conference has also been successful with sponsored outreach programs with rural and remote and Low- and Middle-Income Country participants.

As testament to the high regard in which the College ACRS is held, on 12 November 2017 the College was awarded a prestigious [2017 Prince Michael International Road Safety Award](#) for excellence in work supporting the Management Pillar recommended in the UN Decade of Action agenda. This award is recognition of both the collaborative and inclusive nature of the College as well as reliance on a strong multi-sectoral network of experts to support the provision of evidence-based strategies for road trauma reduction.

The College is a very cost-effective organisation, with a small, efficient secretariat supported voluntarily by a range of specialist practitioners, professionals and leading academic researchers. This efficient model has demonstrated success with increased awareness and research. A collaborative program with the Government would allow an extension of the programs and contribute directly to reduction in road trauma.

The College reaffirms its previous request for funding, detailing a revised set of proposals to the value of \$2.13m over 3 years, and encourages the Government to commit to an adequately resourced national budget for successful development and implementation of the next NRSS.

## Specific Requests

We have previously proposed bringing the College's collective expertise to bear on:

- The preparation (in conjunction with the National Health and Medical Research Council, and the Australian Research Council) and initial implementation of a National Road Safety Research Plan
- The coordination (in collaboration with the Bureau of Infrastructure, Transport and Regional Economics) of work on injury data collection and reporting to meet OECD reporting guidelines for estimating serious injuries.

These are important long-term activities for road safety in Australia. There are other significant investments required by all Governments and stakeholders and the ACRS has identified a number of priority initiatives in previous submissions.

Through this pre-budget submission, ACRS invites the Federal Government to leverage the College's road safety status in Australia, bringing together as we do all major road safety research institutes, consultancies, non-government organisations, as well as many different public agencies with responsibility in the area.

It is proposed that the Government continues to work with ACRS to establish a number of strategic road safety communication and partnership projects. Options include:

- 1) **National Road Safety Promotion:** Prepare and deliver a national road safety communications plan targeted to major influencers and organisations across society to facilitate greater contributions. This would include support for College member programs which target community awareness, such as the Safer Australian Roads And Highways Foundation (SARAH) National Road Safety Week Yellow Ribbon program.
- 2) **Regional and Remote Capacity Development:** Develop and implement a specific regional and remote program incorporating scholarships and small grants to initiate community responses within this significantly over-represented community
- 3) **National Road Safety Research and Knowledge Transfer Plan Development:** Harness and build on prior work of the College and the National Health and Medical Research Council to develop a National Road Safety Research and Knowledge Transfer Framework. A resultant NRSRP would provide a high quality and effective framework for efficient research, development, evaluation and capacity building activities, with a longer-term goal of decreasing the rate of fatalities and injuries on Australia's roads.

**Table 1: Contribution sought by ACRS to improve road trauma reduction outcomes**

<u>Program</u>	<u>2020/21</u>	<u>2021/22</u>	<u>2022/23</u>	<u>Total over 3 years</u>
1. National Road Safety Promotion	\$ 250,000	\$ 250,000	\$ 250,000	<b>\$ 750,000</b>
2. Regional and Remote Development	\$ 250,000	\$ 250,000	\$ 250,000	<b>\$ 750,000</b>
3. National Road Safety Research Plan Development	\$ 210,000	\$ 210,000	\$ 210,000	<b>\$ 630,000</b>
<b><u>Total per year</u></b>	<b>\$ 710,000</b>	<b>\$ 710,000</b>	<b>\$ 710,000</b>	<b>\$2,130,000</b>

1	National Road Safety Promotion
Why	<p>Despite the breadth and diversity of stakeholders working towards road trauma reduction, there is no truly national approach to support road safety promotion other than the College’s publications. We need to build scale in communication across the country to counter “fake commentary” and build a knowledge-based support for safe system management of road safety improvements.</p> <p>Communication is key to ensuring stakeholders feel engaged and supported in their work towards trauma reduction, as well as keeping them informed of latest developments and information. Feedback from non-ACRS members who become aware of the ACRS Weekly Alert for example is often surprise that this comprehensive engagement service is available, and wish they had been aware of it earlier. The benefit of this weekly newsletter is that it promotes not only ACRS news and events, but includes outcomes, summaries and commentary from relevant events, helping to build a consensus across stakeholder networks.</p> <p>There is much more that can be done to bring in the wider groups of stakeholders including manufacturers and insurers for example, and to build a platform to launch community awareness programs at a national level. The College has the expertise and independence to be able to expand our work in this area.</p>
What	<p>Communicate with all road safety stakeholders, by expanding ACRS’s already successful communication programs and networks to reach a broader stakeholder audience. This may include expansion of the College’s Journal of Road Safety, e-Newsletters and event communications.</p> <p>Develop and implement with government agencies, including the transport and health sectors, an agreed Road Safety Communications &amp; Marketing Plan to leverage the opportunities available through a stronger network of road safety. This Plan would include support for College member programs which target community awareness, such as the Safer Australian Roads And Highways Foundation National Road Safety Week Yellow Ribbon program.</p> <p>The communication strategy would include a strong focus on connecting with regional and remote stakeholders who are working to reduce their significant over-representation in road death/injury statistics. This strategy would include employment of dedicated regional and remote communications specialist(s)/coordinator(s).</p>
How	<p>It is proposed that the Federal Government engage the College to establish a National Road Safety Communications Working Group with members sourced from nationally identified specialist organisations. The aim of this working group would be to:</p> <ul style="list-style-type: none"> <li>• Develop a Road Safety Communications &amp; Marketing Plan</li> <li>• Work with an ACRS Communications specialist to implement the Plan</li> </ul> <p>There are a variety of ways this could be managed. The College proposes that it employs a full-time Senior Road Safety Communications Manager who would be responsible for managing the Communications Working Group, and implementing the resultant Communications Plan. The College would supervise this work at our cost.</p>
Investment	<p>Total ACRS staff, meeting and publication expenditure: <u>\$250,000 per year</u> (1<sup>st</sup> year, 2<sup>nd</sup> &amp; subsequent year costs dependent on goals of resultant Communications Plan).</p>

2	Regional and Remote Capacity Development
Why	<p>We continue to experience a disparity between the number of deaths occurring on roads within urban areas and those in our regional/remote areas. The latest data shows that around 2/3rds of road deaths are occurring on regional roads.</p> <p>Our conference in Perth in 2017 enabled the WA Road Safety Commission to provide scholarships for 19 regional and remote participants to attend the conference, representatives who would otherwise be unable to participate. Feedback from each attendee has been very positive in terms of both networking opportunities for future work and knowledge transfer. We are fortunate to have the Transport Accident Commission and the Victorian Government support a similar program for ARSC2020. We proposed that forming a partnership with the Commonwealth will allow this program to be expanded to maximise trauma reduction outcomes in our regional and remote regions.</p> <p>With the jurisdictions currently considering the development of a regional and remote road safety strategy, the College would provide a perfect opportunity to provide an independent facilitator/manager to assist in strategy development, stakeholder engagement and strategy implementation.</p>
What	<p>Communicate with all road safety stakeholders to develop and implement a Regional Road Safety Strategy.</p> <p>Develop and implement with government agencies, including the transport and health sectors, an engagement strategy for regional and remote stakeholders, potentially including convening a satellite event(s) with the Australasian Road Safety Conference for those working in Local Government Agencies and wider stakeholder groups as required/agreed. Mentoring programs and scholarships would be enabled.</p> <p>Develop and implement a communications and engagement strategy for Regional and Remote stakeholders, to complement and strengthen outcomes from the R&amp;R strategy and the ARSC satellite event(s).</p>
How	<p>It is proposed that the Federal Government engage the Australasian College of Road Safety to assist in/drive development and implementation of a Regional and Remote Road Safety Strategy. The aim of this engagement would be to:</p> <ul style="list-style-type: none"> <li>• Provide a central reference point, with the Department, and oversight of development of a Regional and Remote Road Safety Strategy</li> <li>• Work with the ACRS management specialist to implement the Strategy</li> </ul> <p>There are a variety of ways this could be managed. The College proposes that it employs a full-time Senior Road Safety Regional and Remote Manager who would be responsible for managing satellite events at ARSC conferences as well as managing engagement activities across jurisdictions throughout the year.</p>
Investment	<p>Total ACRS staff, hosting and attendance expenditure: <u>\$250,000 per year</u> (1<sup>st</sup> year - 2<sup>nd</sup> &amp; subsequent year costs dependent on goals of resultant Communications/Regional and Remote Road Safety Plan).</p>

3	National Road Safety Research Plan Development
Why	<p>Stakeholders in the road safety sector have indicated that research efforts are somewhat fragmented and have suggested that opportunities exist to improve the coordination and strategic direction of Australian research funding to complement the National Road Safety Strategy. The idea to develop a <a href="#">National Road Safety Research Framework</a> came about after discussions held by the Australasian College of Road Safety (ACRS) National Executive Committee, many of whom are directors of major road safety research institutions. Subsequent consultation with National Health and Medical Research Council (NHMRC) at a senior level led to the agreement to progress this initiative.</p> <p>Thanks to the subsequent support of the NHMRC, in 2013 a National Road Safety Research Framework was developed with the goal of ensuring high quality, sustainable research and evaluation activities that can support an evidence-based approach to road safety which in turn can lead to the lowest rates of road trauma in the world.</p> <p>Reducing road trauma is a preventive activity for health care, with the potential to significantly relieve financial and social pressure on our public health system. It is therefore proposed to extend this framework to include a knowledge transfer component which will support efforts for communities and professionals to promote strong evidence-based and results-focused decisions in favour of road safety.</p>
What	<p>It is proposed the Federal Government provides a three-year commitment to continue prior work aimed at developing and implementing a National Road Safety Research and Knowledge Transfer Strategy, underpinned by the National Road Safety Research Framework. This work would involve setting up an expert leadership team to convene a national forum for all stakeholders to refresh the existing Framework, and progress development of a resultant National Road Safety Research and Knowledge Transfer Strategy.</p>
How	Multi-year agreement
Investment	<p>College management of the updating of the National Road Safety Research Framework (which would include a Knowledge Transfer component), development of a National Road Safety Research and Knowledge Transfer Plan (\$150,000 p/a), and procurement of eminent speakers &amp; meeting costs (\$60,000). Total: <u>\$210,000 per annum</u> over three years.</p>

## 1.0 Key ACRS Achievements

This section describes three current and innovative activities, and outlines our most recent achievements over the past 24 months in particular. The College has three innovative programs presently contributing to the process of reducing road trauma, predominately concentrating on the Management Pillar recommended in the UN Decade of Action agenda.

1. Collaboratively supporting the [Australian](#) and [New Zealand](#) National Road Safety Strategies;
2. Managing the [Australasian Road Safety Conferences \(ARSC\)](#); and
3. Publishing the world's only peer-reviewed [Journal](#) dedicated to road safety.

### 2.1 Collaboratively supporting the Australia and New Zealand's National Road Safety Strategies.

In 2017 the College presented a comprehensive [2017 Submission to Australian Federal Parliamentarians](#), outlining Australia's stalled progress against National Road Safety Strategy 2011-2020 targets for death and injury reduction, the multi-portfolio impacts of road trauma across the spectrum of federal departments, and comprehensive recommendations on the way forward to reduce road trauma.

The innovative process developing this submission including drafting in collaboration with the [ACRS Executive Committee](#) and [Fellows](#). This submission was supported by significant organisations including the [Australian Automobile Association](#), the [Royal Australasian College of Surgeons](#), and [Carers Australia](#) – in tandem representing around 10 million Australians/New Zealanders. This submission has been downloaded over 6,000 times globally and has generated ongoing discussions in Federal Parliament including in the [Senate by the co-Chair of the Parliamentary Friends of Road Safety](#).

### 2.2 Managing the Australasian Road Safety Conference (ARSC)

The [Australasian Road Safety Conference \(ARSC\)](#) series (including prestigious [Awards](#)) was established with leadership from the College Executive Committee during an extended submission process in 2014/15. ARSC has successfully amalgamated the College conference and the Australian/New Zealand government-run conference (via the [Austroroads multi-jurisdictional agency](#)) to form the largest road safety-dedicated conference in our region. The College manages the conference on behalf of all ACRS members and jurisdictional government agencies.

The conferences to date have attracted 600-800 attendees and have received an overwhelmingly positive reception. (See the [ARSC2019 post-conference wrap-up](#), [ARSC2018 post-conference wrap-up](#), [ARSC2017 post-conference wrap-up](#), the [ARSC2016 post-conference wrap-up](#), the [ARSC2015 post-conference wrap-up](#) and the [photo galleries](#) for supporting evidence).

In Adelaide there were 150+ peer-reviewed papers and 13 symposia, providing the platform for the wide range of delegates to build their knowledge for application in reducing road trauma. ARSC2019, with a theme of "Towards Zero – Leading the Way!", attracted 550 delegates to Adelaide, South Australia last September.

For the fourth year we welcomed delegates awarded [Scholarships to attend from Low and Middle Income countries](#), with specific targeted sessions to assist in building knowledge and skills. We thank the federal government for valued support for ARSC2019 in the form of a Gold Sponsorship plus sponsorship of the LMIC Scholarship program.

ARSC2020 will be in Melbourne in September 2020 and is anticipated will be our largest event yet. The focus on regional safety and international outreach will expand thanks to the support of the Victorian government and the Transport Accident Commission.

### **2.3 Publishing a quality peer-reviewed Journal on road safety research.**

The College's recently rebranded [Journal of Road Safety \(JRS\)](#) publishes high quality peer-reviewed papers four times a year. It provides a rigorous platform to communicate the evidence for the delivery of road safety. The re-brand of the JRS (from the Journal of the Australasian College of Road Safety) is a reflection of our increasingly international standing and influence in road safety.

Recently the ACRS has concentrated on significantly expanding and strengthening the [JACRS Editorial Board](#) and raising the JACRS Impact Factor (IF) in order to become a world class publication, sought after by high profile authors.

### **2.4 Recent Achievements:**

Achievements of the College have been extensive and include the following:

- Managing the annual Australasian Road Safety Conference series, in partnership with Austroads. In 2019 this event attracted 550 road safety stakeholders to Adelaide. The [post-event survey](#) showed a high level of satisfaction across all facets of the event, and the conference has now become the major road safety event on the calendar in our region.
- The holding of multiple Australasian and Chapter events across a diverse range of subjects, from older drivers to safer vehicles and the safe system. Numbers of delegates attracted has ranged from 40 to 100+ attendees.
- Presentation of a various submissions, including the comprehensive [2017 Submission to Federal Parliamentarians](#). This submission has been downloaded over 6,000 times and was developed collaboratively relying on the expertise of our [ACRS Executive Committee](#) and [Fellows](#).
- Meetings with federal and state politicians to assist in expediting reductions in the road toll. This has included meeting with Deputy Prime Minister McCormack, his advisers and Department, as well as meetings with a variety of jurisdictional Ministers.
- Supporting the federal [Parliamentary Friends of Road Safety](#) group. This is a non-partisan group of federal politicians which has 4 main objectives:
  - Elevate within the Federal Parliament greater awareness of road safety.

- Inform Federal Parliamentarians of the need for continued improvement in road safety outcomes.
- Inform Federal Parliamentarians of the national and international initiatives with potential to improve road safety outcomes.
- Ensure the Federal members of Parliament are aware of the enormous social and economic cost of failing to continually prioritise improved road safety outcomes.
- Maintaining a close connection with the College's eminent Patron. Our current Patron is the Governor-General of Australia, His Excellency General the Honourable David John Hurley AC DSC (Retd), whose patronage supports a broader profile for the work of the College and all those involved in saving lives and injuries on our roads. This support has included activities such as the [recent event held at Canberra's Government House](#) which involved several member organisation and Chapter representatives, and gave us the opportunity to catch up individually with both the Governor-General and his wife.
- The holding of a successful [2019 Australasian Road Safety Conference in Adelaide](#). Many thanks go to our competent South Australian Chapter Executive Committee, ably led by co-Chairs A/Professor Jeremy Woolley and Mr Martin Small.
- In partnership with 3M, ACRS has continued for the eighth year the prestigious [3M-ACRS Diamond Road Safety Award](#). This annual award has provided recognition to exemplary road safety initiatives, including the [Queensland Government's 'Hold the Red: Radar-based intersection collision avoidance system \(2019\)'](#), [NT MACC \(2018\)](#), [Kidsafe ACT \(2017\)](#), [DriveSafe NT Remote \(2016\)](#), [Queensland Government Bruce Highway Project \(2015\)](#), [Amy Gillett Foundation \(2014\)](#), [BHP-Billiton Mitsubishi Alliance \(2013\)](#), [Project Tocan \(2012\)](#), and [Project RAPTAR \(2011\)](#). Through this award we encourage all road safety practitioners from the public or private sectors to submit highly innovative, cost-effective road safety initiatives/programs which they have recently developed that stand out from standard, everyday practice and deliver significant improvements in road safety for the community.
- Presentation of the [ACRS Fellowship](#) to deserving candidates who have made outstanding contributions towards road trauma reductions. In 2019 this honour went to [Professor Michael Regan](#), and in 2018 to [A/Professor Jeremy Woolley and Dr John Crozier](#), for their outstanding work and leadership over many years.
- Presentation of several verbal and [written submissions](#) to a variety of audiences.
- Media releases on topical issues including [seat belts on high speed school buses](#), the [NT open speed limit proposal](#), and the [proposal to relax QLD bicycle helmet laws](#). Recent media releases include:
  - [ACRS Special Notice – Announcing a New Name for our Premier Publication + Call for Mentors](#) (9 January 2020)
  - [United Nations World Day of Remembrance for Road Trauma Victims](#) (17 November 2019)
  - [NT's Indigenous Child Safety Program Takes Out Top Road Safety Prize](#) (5 October 2018)
  - [A/Professor Jeremy Woolley and Dr John Crozier, recognised with prestigious Australasian Road Safety Fellowship Awards](#) (5 October 2018)



- [World Day of Remembrance for Road Traffic Victims -Joint ACRS President & Governor-General Sir Peter Cosgrove Media Release](#) (19 November 2017)
- [ACT Child Safety Program Takes Out Top Road Safety Prize](#) (12 October 2017)
- [TAC's Samantha Cockfield recognised with prestigious Australasian Road Safety Award](#) (12 October 2017)
- [US Expert to Keynote Perth Road Safety Conference](#) (8 October 2017)
- [Road Trauma Rising - ACRS presents the way forward](#) (27 March 2017)
- [Road deaths and injuries rising: Time to fund road safety election promises in budget to save lives and injuries](#) (17 January 2017)
- In partnership with the National Health and Medical Research Council, the College held a National Road Safety Research Workshop during 2013 which culminated in the development of a [National Road Safety Research Framework](#). This work is ongoing.
- During 2011 the College initiated an [ACRS Weekly Alert e-newsletter](#) which was converted to an online version in 2013. Circulation of the e-newsletter continues to increase amongst road safety stakeholders as it provides an easily digestible weekly snapshot of the many news items and events around Australasia and the rest of the world.
- Recently the College undertook to develop and maintain an [online database of papers for annual Australasian Road Safety Research Policing and Education conferences](#). This has provided researchers, authors and the general public with an accessible, up-to-date repository of these important publications. This database is updated annually following each conference.
- ACRS continues to publish the quarterly ACRS journal, which is the only road safety dedicated peer-review journal - ably edited by our competent Journal Managing Editor Dr Chika Sakashita and Editor in Chief Professor Raphael Grzebieta.

## **2.0 Key ACRS Benefits**

The [Australasian College of Road Safety](#) is Australasia's peak membership association and provides a wide range of services to members, particularly focussing on factors in the Management Pillar of road safety action in the UN Decade of Action for Road Safety.

### **3.1 Aim and objectives**

ACRS is the region's peak membership association for road safety professionals, advocates, and members of the public who are focused on saving lives and serious injuries on our roads. The College aims to provide a rich, collaborative environment promoting communication, networking, professionalism & advocacy across all spheres of road safety – including policy, advocacy, research, application & dissemination.

The Objectives of the College are specifically aimed at expediting road trauma reduction as follows:

- To foster closer communication, co-operation and support among all groups and individuals working at all levels in road safety and traffic education programs;
- To provide a focus for dissemination of information on road safety and traffic education available in Australia and from overseas;
- To encourage community groups to work for the reduction of the road toll;
- To encourage the professional assessment, evaluation and monitoring of road safety programs, and to promote those that are most effective in reducing road trauma;
- To provide a forum for promotion of workable road safety initiatives through appropriate government and private bodies;
- To encourage the provision of an environment of care and support for victims of road trauma; and
- To promote best practice road safety to all levels of Government

[ACRS membership](#) includes experts from all areas of road safety, and has active Chapters in jurisdictions across Australia/New Zealand. ACRS is proud to have as our [Patron the Governor General of Australia](#), who has officiated at College Awards and other activities.

### **3.2 Eminent Patronage**

ACRS is privileged to have as our Patron the current Governor-General of Australia, His Excellency General the Honourable David John Hurley AC DSC (Retd) (2019 - Current). His Excellency was pleased to accept the role as ACRS Patron as he sees the work of the College as complementary to his responsibilities as Governor-General and to themes of personal interest to him.

### **3.3 Cost-effective budget plus respect earned since inception in 1998**

The College is a Not-For-Profit entity and has operated effectively since foundation in 1988, with funding from membership subscriptions and events. ACRS relies heavily on volunteer contributions from members and, in particular, the [Executive Committee](#) and our [awarded Fellows](#).

Through our increased activity and outreach over the last 5 years our turnover has quadrupled to over \$1m in recent years. We however retain only a minimal residual operating budget for our small administration team of 2.4 FTE paid staff, so that operating funds can primarily support road trauma reduction activities.

### **3.4 Network of Experts & Research base**

The College relies strongly on the expertise of our [Executive Committee](#) and [awarded Fellows](#) for advice on all matters.

In 2013 the College initiated a collaboration with the [National Health and Medical Research Council](#) (NHMRC), hosting a [workshop](#) aimed at developing a [National Road Safety Research Strategy](#). Forty-five stakeholders from around Australia including economists, policy makers, lobbyists, health professionals, researchers and scientists, met to discuss a research strategy, determining national research priorities in line with the current National Road Safety Strategy 2011-2020 and the UN Decade of Action for Road Safety. The main outcome of the workshop included agreement and consensus on the need for a research framework that could be monitored and updated on an annual basis – which was one of the reasons for the formation of ARSC Conferences in 2015.

For the JRS and ARSC conferences, all papers submitted for publication undergo a rigorous peer-review process. Papers submitted to JACRS as a *Perspective/Commentary on Road Safety* or *Correspondence* are also required to meet the high standard expected of our authors.

### **3.5 Innovative organisation**

The College is a cost-effective and innovative platform for:

- Distribution of evidence-based road safety knowledge;
- Encouraging active networking;
- Enhancing management of road safety nationally, regionally and internationally; and
- Providing independent and reputable advocacy on mechanisms for reducing road trauma.

The College was invited to be a lead contributor to the Government review of the National Road Safety Strategy. This is evidence of the high esteem in which the College is held amongst the road safety fraternity.

The annual series of ARSC conferences (since 2015) are recognised widely through high participation and a wider reach as a key independent forum for sharing expertise to reduce trauma (see [feedback](#) and [surveys](#) from ARSC2018 as an example here).

JRS is circulated to all members and is available freely online. It provides a vehicle for road safety professionals to publish research, sometimes a requirement for academic recognition. JRS citations are now being indexed in the Emerging Sources Citation Index (ESCI), and citation activity is visible in Web of Science

The College has gained increasing reputation internationally, and has [recently become an official member of the United Nations Road Safety Collaboration \(UNRSC\)](#).

The College is a key supporter of the [Australian Parliamentary Friends of Road Safety](#) group of around 50 federal politicians, and assists in encouraging the Co-chairs to join the Global Legislators for Road Safety program.

### **3.6 Ongoing evaluation**

Evaluation has been sourced through the post-conference delegate survey and feedback from conference attendees as detailed/hyperlinked above, and has been overwhelmingly positive.

### **3.7 Ongoing commitment to improvement**

The College has a history of growth and is already working on the three key projects for 2020 and beyond. The venue for ARSC2020 in Melbourne is booked and arrangements are progressing for ARSC2021 and ARSC2022. JRS has revitalised the Editorial Board, including the addition of key international experts, and will become the highest calibre scientific journal for road safety. The College is also seeking to expand our ability to assist in road trauma reductions through this budget submission and detailed proposals contained within.

### **3.8 Ease of replication**

The College model is easily replicable in other regions. The College has minimal operational resources but is willing to provide qualified advice and support to potential start-up entities.

### **3.9 Sustainable organisation through diligent management**

The College is expanding in terms of increased turnover and standing within the road safety community, and in acceptance and recognition. Membership is diversifying and comprises individuals, jurisdictional government agencies, research establishments, and private firms.

Funding is always 'tight', and proposals and programs are regularly initiated to ensure a sustainable organisation.

## 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
- Interested members of the public