

21 April 2020

Committee Secretary
Transport and Public Works Committee
Parliament House
Brisbane Qld 4000

Dear Deborah

**Submission: Transport and Other Legislation (Road Safety, Technology and Other Matters)
Amendment Bill 2020**

I welcome the opportunity to make a submission to the Transport and Public Works Committee of the Queensland Parliament on the Transport and Other Legislation (Road Safety, Technology and Other Matters) Amendment Bill 2020, on behalf of the Australasian College of Road Safety (ACRS). The ACRS is the peak membership association for road safety professionals, advocates, and members of the public in Australia and New Zealand who are focused on saving lives and serious injuries on our roads. My roles in the College are as National Treasurer and Chair of the Queensland Chapter.

The comments below focus primarily on the road safety implications of the provisions in the proposed legislation.

Digital licence app

Unlicensed driving is associated with an increased risk of crashes and offences, and the recording of conditions of licences is an important means of managing driver access. The overall concept of a digital licence is supported, as it provides a means of readily keeping licence status and conditions up to date, and licensing app would facilitate this. We therefore support the digital licence app provisions.

With the widespread use of mobile phones and the adoption of a licence app, carriage of a licence will be facilitated. The College remains concerned that Queensland legislation continues to perpetuate barriers to the effective enforcement of licence legislation, since open licence holders are still able to drive without having their licence with them, and are given 48 hours to produce it. In other States, such as New South Wales, carriage of licence has been compulsory for more than half a century, and enables police to quickly check that a licence is held by the driver and its conditions are complied with. There is no argument against compulsory carriage of licence that stands up to scrutiny.



Camera detection of seatbelt and mobile phone offences

The rise in distracted driving crashes and the link to mobile phone use is well-documented. It has been acknowledged that enforcement of relevant legislation is difficult, and trials of camera detection has given promising results. The ACRS therefore supports the camera detection provisions of the Act. The College's concerns are of a more operational nature: if deployment of cameras is too limited, and if they are difficult to deploy at high risk locations, their effectiveness will be suboptimal. For example, distraction on narrow, high speed rural roads is very risky, yet both traditional and camera-based enforcement of mobile phone use is rarely carried out in such locations.

Seatbelt wearing offences are difficult to detect, and the use of cameras promises to be a way of addressing this gap, so the use of cameras for this purpose is supported. However, as for camera detection of mobile phone offences, the College is concerned that the use of cameras for this purpose might be restricted to locations that do not reflect patterns of non-wearing, which is known to occur more in rural areas.

I would be happy to provide further information to the Committee, if required. My contact details are below.

Yours sincerely



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