comprehensive approach to improving rider safety and mobility in Victoria. Some of the key actions and projects that are currently being delivered have been identified in this paper. A partnership between the agencies and departments involved in its delivery, the Victorian Motorcycle Advisory Council, motorcycle industry, rider clubs and associations as well as local government will be critical to the successful implementation of the plan. Further information on the strategic action plan can be found at www.vicroads.vic.gov.au/ptwplan

Report on Moscow Road Safety Conference

By Lauchlan McIntosh, Chairman ANCAP Australasia Ltd, and President Australasian College of Road Safety

This is a summary of an address given by Mr McIntosh at a Seminar Crunch Time - National Road Safety Strategy towards 2020 held at the George Institute for International Health, Level 7, 341 George Street, Sydney on 9 December 2009, following his attendance at the First Global Ministerial Conference on Road Safety, 19-20 November 2009, Moscow, Russia. (Mr McIntosh attended the Moscow conference by invitation from the Russian Federation)

Proposal for a ‘Decade of Action’

In November 2009, Ministers and senior officials from 160 countries met in Moscow and agreed to propose to the UN General Assembly that a Decade of Action for Road Safety be declared early next year.

The aim of the proposal is to save 5 million lives in the decade as well as save 50 million from being maimed or seriously injured in road crashes. This was a real target, and agreed as possible.

Ministers and Secretaries of State from countries such as the USA, UK, Sweden, Switzerland, Italy, Russia, Brazil, South Africa, Mexico, Chile, Malaysia, Vietnam, Indonesia, Cameroon, Morocco, Ghana and Uganda to name a few, as well as senior officials from the World Bank, OECD, the WHO, and companies such as Michelin, Shell, IRF and a range of NGO’s attended.

Australia was thanked for providing financial support for the conference, but it was disappointing that the other mention of Australia was that our previous good ranking in the road safety performance tables had fallen in recent years.

Australia has a target to reduce our road crash fatality rate by 40% in this current decade (ending this year). Surprisingly Australian State and Federal Ministers a decade ago watered down a target from a recommended 50% to 40%. Given the current political demands for long term target setting over carbon emissions it is interesting that no one in the community and certainly none of their representatives in the State and Federal Parliaments appear to have noticed our failure to meet road safety targets this decade.

Since January 2001 over 14,000 people have lost their lives in Australia in road crashes; that is 1300 lives above the watered down target. This generated an additional cost to Australia of around $15bn or $1.5bn every year this decade. That is the additional cost! The dollars are terrible but of course the tragedy of this additional trauma is even worse.

The Conference in Moscow was something of a standard international “high level meeting”. A plenary session with over 20 individual Ministerial presentations led by Russian President
Recent Progress in Implementing the Safe System Approach

By Blair Turner, Peter Cairney, Chris Jurewicz & David McTernan ARRB

The Safe System Vision

The Safe System approach has now been adopted by each jurisdiction within Australia, and is likely to be at the core of the new national road safety strategy.

Based primarily on the Swedish ‘Vision Zero’, and the Dutch ‘Sustainable Safety’ approaches, the Safe System approach recognises that humans as road users are fallible and will make mistakes. There are also limits to the kinetic energy exchange which humans can tolerate (e.g. during the rapid deceleration associated with a crash) before serious injury or death occurs.

A key part of the Safe System approach requires that infrastructure be designed and managed to take account of these errors and vulnerabilities so that road users are able to avoid serious injury or death on the road.

Although the Safe System vision is clear within Australia, and there is general agreement about this, the approaches that might be taken to achieve this vision are less obvious. Advice is required regarding infrastructure options for achieving Safe System outcomes; on appropriate speed management strategies; and on ways to maximise the alertness and compliance of road users.