



TRAVELSAFE COMMITTEE OF THE 50TH PARLIAMENT

ANNUAL REPORT 2000/01

REPORT NO. 35

FOREWORD

It is my pleasure to present this report on the activities of the Travelsafe Committees of the 49th and 50th Parliament for the period 1 July 2000 to 30 June 2001.

I commend this report to the House.

Jim Pearce MP
Chairman

August 2001

1. THE COMMITTEE

The Travelsafe Committee of the 50th Parliament is a select committee of the Parliament responsible for monitoring, investigating and reporting on all aspects of road safety and public transport in Queensland. Its constitution, responsibilities and inquiry powers are established by the Standing Rules and Orders of the Legislative Assembly, sections (24)-(26) of the *Parliamentary Committees Act 1995*, and by a resolution passed by the Legislative Assembly on 2 May 2001. That resolution states:

- (1) That a select committee, to be known as the Select Committee on Travelsafe, be appointed to inquire into and report on all aspects of road safety and public transport in Queensland. In particular the Committee shall monitor, investigate and report on—

- (a) issues affecting road safety including the causes of road crashes and measures aimed at reducing deaths, injuries and economic costs to the community;

- (b) the safety of passenger transport services, and measures aimed at reducing the incidence of related deaths and injuries; and

- (c) measures for the enhancement of public transport in Queensland and reducing dependence on private motor vehicles as the predominant mode of transport.

- (2) That the committee consist of Mr Pearce (Chair), Hon. V. P. Lester, Ms Lee Long, Ms Male, Mrs Reilly, Miss Roberts and Mrs C Scott.

- (3) That the committee have power to call for persons, documents and other things notwithstanding any prorogation of the Parliament.

- (4) That the committee may examine witnesses on oath or affirmation.

- (5) That a quorum consists of four members of the committee.

- (6) That the Chair of the committee or the Deputy Chair when acting as Chair, shall have a deliberative vote and in the event of an equality of votes shall also have a casting vote.

- (7) That as soon as practicable after the end of each year ending 30 June the committee shall prepare a report on the operations of the committee during that year.

- (8) That the foregoing provisions of this resolution, so far as they may be inconsistent with the standing orders, have effect notwithstanding anything contained in the standing orders.

2. YEAR IN REVIEW

The following table presents a chronology of the main activities of the Travelsafe Committees of the 49th and 50th Parliaments during 2000/01.

Travelsafe Committee of the 49th Parliament

DATE	EVENT	DATE	EVENT
14 July 2000	The Chairman tabled report No. 32 <i>Report of Queensland Transport's Road Safety Statistical Methodologies</i> .	26 October 2000	The committee held a public hearing in the Parliamentary Annexe for its inquiry into rural road safety in Queensland.
15 July – 17 July 2000	The committee visited north Queensland as part of its inquiry into rural road safety in Queensland. The committee was briefed by government departments involved in rural road safety and representatives of Aboriginal and Torres Strait Islander communities in Cairns. The committee then visited and held public meetings in Cooktown, Wujal Wujal, Weipa, Kowanyama and Mount Isa.	26 November – 28 November	Committee members, the Research Director and the Senior Research Officer attended the Road Safety – Research, Policing and Education 2000 Conference held at the Sheraton Hotel, Brisbane.
21 July 2000	Members of the committee and staff attended the CARRS-Q and RACQ Queensland Road Safety Awards. The Chairman participated on the awards judging panel.	5 December 2000	Hon Nita Cunningham MP tendered her resignation from the committee due to her appointment to the position of Minister for Local Government and Planning.
5 October 2000	The Chair tabled Report No. 33 <i>Annual Report 1999/2000</i> .	23 January 2001	Dissolution of the 49 th Parliament and the committee.

Travelsafe Committee of the 50th Parliament

DATE	EVENT	DATE	EVENT
2 May 2001	Travelsafe committee of the 50 th Parliament appointed by the Parliament.	15 May 2001	The committee resolved to: <ul style="list-style-type: none"> • complete inquiries into rural road safety in Queensland and public transport in south east Queensland commenced by the previous committee; and • to co-host a symposium on work-related road trauma and fleet management during August 2001 with the Queensland University of Technology Centre for Accident Research and Road Safety – Queensland.
3 May 2001	The committee elected Hon Vince Lester MP, Member for Keppel, to be its Deputy Chairman.		

3. COMMITTEE MEETINGS AND HEARINGS

The Travelsafe Committee of the 49th Parliament held 6 private meetings, 8 public meetings and 1 public hearing between 1 July 2000 and 23 January 2001. All committee members attended the public hearing held at the Parliamentary Annexe on 20 October 2000.

The Travelsafe Committee of the 50th Parliament held 4 private meetings between 2 May and 30 June 2001.

3.1 ATTENDANCE AT COMMITTEE MEETINGS

3.1.1 49th Parliament

Date	Cunningham	Hobbs	Healy	Nelson-Carr	Stephan	Sullivan
3 July 2000 (12 noon)	✓	✓	✓	✓	✓	✓
3 July 2000 (2.30 pm)	✓	✓	✓	✓	✓	✓
3 July 2000 (6.30 pm)	✓	✓	✓	✓	✓	✓
4 July 2000		✓	✓	✓	✓	✓
5 July 2000 (9.30 am)		✓	✓		✓	✓
5 July 2000 (2.00 pm)		✓	✓		✓	✓
5 July 2000 (5.10 pm)		✓	✓		✓	✓
6 July 2000 (9.00 am) ¹		✓	✓		✓	
22 August 2000	✓	✓	✓	✓	✓	✓
5 September 2000	✓	✓		✓	✓	✓
3 October 2000	✓	✓	✓	✓	✓	✓
17 October 2000	✓	✓	✓	✓	✓	✓
9 November 2000	✓	✓	✓	✓	✓	✓
16 November 2000	✓	✓	✓	✓	✓	✓

3.1.2 50th Parliament

Date	Pearce	Lester	Lee Long	Male	Reilly	Roberts	Scott
3 May 2001	✓	✓		✓	✓		✓
15 May 2001	✓	✓	✓	✓	✓	✓	✓
29 May 2001	✓	✓	✓	✓	✓		✓
19 June 2001	✓	✓	✓	✓	✓	✓	

¹ Sub-committee formed by resolution on 5 July 2000.

4. SIGNIFICANT ISSUES THE COMMITTEES CONSIDERED

Between July 2000 and January 2001, the Travelsafe Committee of the 49th Parliament completed a major review of road safety statistical methodologies used by Queensland Transport. It also continued its work on inquiries into public transport in south east Queensland and rural road safety in Queensland, both substantial inquiries.

The terms of reference for the inquiry into rural road safety in Queensland were to examine and report on:

- the implementation of the 1996 *Rural Road Safety Action Plan* in Queensland; and
- what, if any, additional measures should be taken to improve rural road safety in Queensland.

The inquiry into public transport in south east Queensland has examined:

- the importance of public transport to the region;
- the effectiveness and efficiency of the region's existing public transport system;
- problems with the existing system; and
- measures for the system's improvement.

The Travelsafe Committee of the 50th Parliament resolved on 15 May to complete these inquiries. After issuing interim findings for public comment, the committee will issue final reports by December 2001.

5. MINISTERS' RESPONSES TO TRAVELSAFE COMMITTEE REPORTS

5.1 REPORT NO. 32: REPORT ON QUEENSLAND TRANSPORT'S ROAD SAFETY STATISTICAL METHODOLOGIES

Report No. 32 examines the statistical methodologies used by Queensland Transport to gauge its road safety performance. In particular, the report examines:

- Queensland Transport's road safety role;
- road safety statistical analyses in Queensland; and
- Queensland Transport's use of its road safety statistical methodologies.

The report makes the following recommendations:

- that Queensland Transport establish a statistical steering committee to provide ongoing expert advice to the Director-General on the department's statistical methodologies and analyses;
- that Queensland Transport obtain independent external evaluations of all the department's major road safety countermeasures;
- that Queensland Transport devise a timetable for the independent evaluation of the department's major road safety countermeasures and report the timetable to Parliament;
- that Queensland Transport obtain an independent evaluation of the Safest Schools Program and a further independent evaluation of the Random Road Watch program as a priority. The evaluation of Random Road Watch should analyse the effectiveness of the program for accident-types and include geographical aspects of where the enforcement activities for the program occurred and where reductions in crashes were achieved;
- that Queensland Transport seek amendment of section 44T(1) of the *Traffic Act 1949* to include 'evaluations of road safety countermeasures' as a further purpose for surplus penalty revenue from camera-detected traffic offences;
- that Queensland Transport only publish data on the effects of population and economic growth on the Queensland road toll that is supported by independent statistical proof; and
- that Queensland Transport only publish data on crashes and/or injuries prevented by the department's road safety countermeasures and benefit cost ratios for individual countermeasures from the department's Control Chart Evaluations that is supported by independent, external evaluations of the countermeasures to substantiate the claims.

5.1.1 Response by the Minister for Transport and Minister for Main Roads

The Hon Steve Bredhauer MP tabled his response to the report on 7 December 2000. The response supports four of the committee's recommendations. These included –

- the establishment of a statistical steering committee to provide expert advice to the Director-General;

- that Queensland Transport obtain independent external evaluations of all the department's major road safety countermeasures;
- that Queensland Transport devise a timetable for the department's major road safety countermeasures and report it to Parliament; and
- that Queensland Transport only publish data on the effects of population growth that is supported by independent statistical proof. The Government Statisticians Office will provide future analyses of the impact of these externalities.

The response gives partial support for two recommendations –

- that the department obtain an independent evaluation of the SafeST and Random Watch programs – the department will seek further independent evaluation of the Random Roadwatch Program, though not as a priority. Further evaluation of the program will occur May – August 2002; and
- that Queensland Transport only publish data on crashes and/or injuries prevented by the department's road safety countermeasures and benefit cost ratios for individual countermeasures from the department's Control Chart Evaluations that is supported by independent, external evaluations – the department proposes to continue to cite the results of its internal control chart evaluations until the results of independent program evaluations are available, following a review of the methodology by the Monash University Accident Research Centre.

The response rejects –

- the recommendation that the *Traffic Act 1949* be amended to include 'evaluations of road safety countermeasures' as a further purpose for surplus penalty revenue from camera-detected traffic offences.

The response states that this is not necessary as the provision already provides for offence revenue to be used for road safety education and awareness campaigns that are based on evaluation results. The relevant provision has been transferred to Part 7, Division 2, Section 117 of the *Transport Operations (Road Use Management) Act 1995*.

5.2 REPORT NO. 22: COMPULSORY BAC TESTING

Report No. 32 examines whether blood alcohol content (BAC) testing of road accident casualties who attend a hospital for examination or treatment as a result of a motor accident should be made compulsory in Queensland. In particular, the report examines the road safety implications of drink driving; provisions for BAC testing of road accident casualties, whether compulsory BAC testing should be introduced in Queensland and the terms and conditions for testing.

The Travelsafe Committee of the 48th Parliament tabled the report on 12 November 1997. It contains thirteen recommendations:

- That the Traffic Act 1949 be amended so that all drivers, motorcycle riders and pedestrians who are 15 years of age or over and attend a hospital for examination or treatment of injuries resulting from an accident involving a motor vehicle on a road, whether in Queensland or elsewhere, be required to supply a sample of breath and/or blood when requested to do so by a certified person.
- That the Traffic Act 1949 be amended so that doctors, nurses and other people who are appropriately trained and certified by a hospital be allowed by law to demand and take breath and/or blood samples from all drivers, motorcycle riders and pedestrians who are 15 years of age or over and attend a hospital for examination or treatment of injuries resulting from, or suspected to be resulting from, an accident involving a motor vehicle on a road, whether in Queensland or elsewhere.
- That BAC readings from samples taken within 4 hours of the accident be accepted as prima facie evidence for a prescribed concentration of alcohol charge, and that the BAC readings from samples taken within 12 hours of the accident be acceptable as supporting evidence.
- That the government consult with hospitals and relevant hospital staff to develop a 'code-of-practice' so that all drivers, motorcycle riders and pedestrians who are 15 years of age or over and attend a hospital for examination or treatment of injuries resulting from an accident involving a motor vehicle on a road, whether in Queensland, or elsewhere, have a breath and/or blood sample taken for BAC testing.
- That any person who is liable to be tested, but fails to supply a breath or blood sample when requested to do so by a certified person, be guilty of an offence under the act and receive a penalty that is equivalent to that for driving a motor vehicle with a BAC reading of over 0.15.
- That any person who hinders or obstructs a doctor, nurse or other certified person from taking a breath or blood sample be guilty of an offence and receive a penalty that reflects the seriousness of the act.
- That compulsory BAC testing be achieved through the collection of both breath and blood samples. Wherever possible, people who are liable to be tested should, in the first instance, be tested using a preliminary breath test (PBT). All people whose PBT result indicates a positive BAC (regardless of the BAC level) and any people who cannot supply a breath sample should have a blood sample taken for analysis.
- That any person who is liable to be tested and, within four hours of the accident, wilfully does anything to alter the concentration of alcohol in his/her blood (except under the direction or under the supervision of a medical practitioner or nurse and for the proper care and treatment of the person), be guilty of an offence and receive a penalty that is equivalent to that for driving a motor vehicle with a BAC of over 0.15.
- That doctors, nurses and other people who are certified to take samples be indemnified from civil and criminal liability for anything they properly and reasonably do in the course of taking blood and/or breath samples for the purposes of the Traffic Act 1949.
- That the conditions under which doctors, nurses and other people who are certified to take a sample, and analysts may be called to court be the same as those within section 57 of the Victorian Road Safety Act 1986.
- That legislation in Queensland allow for the reciprocal exchange of blood and/or breath test results with other jurisdictions, and for the results from other jurisdictions to be admissible as evidence in Queensland courts.
- That the Queensland Police Service negotiates with authorities in New South Wales, the Northern Territory and South Australia to establish an agreement and protocol for cross border sampling.
- That the Minister for Transport and Main Roads lobby the Australian Transport Council to ensure all states and territories implement legislation to allow for the reciprocal exchange of blood and/or breath test results, and the

admissibility of blood test results from other jurisdictions as evidence in court.

- That police should conduct a preliminary breath test (PBT) on all drivers, riders and pedestrians who are involved in an accident, are at the accident scene and able to supply a breath sample.

Recommendations 1 and 2 were based on amendments to the *Traffic Act 1949*. This act has since been replaced by the *Transport Operations (Road Use Management) Act 1995*.

5.2.1 Ministerial response tabled 19 June 2001

The Hon Steve Bredhauer MP, Minister for Transport and Minister for Main Roads, and Hon Tony McGrady MP, Minister for Police and Corrective Services and Minister Assisting the Premier on the Carpentaria Minerals Province tabled a joint response to the report on 19 June 2001.

The response rejects the recommendations for the introduction of compulsory BAC Testing of people involved in motor vehicle accident. The ministers argue that it is unlikely that the benefits of introducing such a system will outweigh the costs to any significant degree.

However, the response acknowledges the several of the recommendations to be "sound" and states that Queensland Transport would support a review of the legislation to -

- allow appropriately trained staff, other than doctors, to take blood samples under the current system, at the request of a police officer;
- include a provision under the current system that would make it an offence for any person to alter the concentration of alcohol in his/her blood within four hours of an accident;
- allow for reciprocal exchange of any blood test results obtained under the current testing systems; and
- accept samples taken within 4 hours of accidents as prima facie evidence for a prescribed concentration of alcohol charge.

In regard to the recommendation that police should conduct preliminary breath testing of all drivers, riders and pedestrians who are involved in an accident, are at the accident scene and able to supply a breath sample, the ministers' joint response states that Queensland Transport would

support an examination of this through a joint investigation with the Queensland Police Service.

5.3 REPORT NO. 29: DRUG DRIVING IN QUEENSLAND

Report No. 39 examines drug driving in Queensland. In particular, the report examines—

- the nature and extent of the road safety problem caused by drug driving in Queensland;
- the adequacy of existing measures in Queensland to deal with drug driving; and
- what if any additional measures should be taken in Queensland to combat drug driving.

The committee tabled the report on 9 November 1999. The report makes sixteen recommendations for the government to implement.

5.3.1 Ministerial response tabled 19 June 2001

The Hon Steve Bredhauer MP, Minister for Transport and Minister for Main Roads, and Hon Tony McGrady MP, Minister for Police and Corrective Services and Minister Assisting the Premier on the Carpentaria Minerals Province tabled a joint response to the report on 19 June 2001.

Their response supports thirteen of the committee's recommendations. These include—

- that drink driving remains the primary focus of the Queensland Police Service and Queensland Transport's efforts to reduce impaired driving;
- the establishment of a Queensland Drug Driving Prevention Working Group to co-ordinate and promote policies and programs to prevent drug driving;
- the establishment of a nationally co-ordinated drug driving research program through Austroads;
- the incorporation of drug driving material into driver training literature and in licence testing procedures;
- the education of health professionals on the possible effects of medication on driving and improved labelling of on prescription and over the counter drugs at a national level; and
- the conduct of a formal trial of the Guidelines for Impairment Assessments by police and a formal review of the trial at its conclusion.

The response gave partial support for the remaining three recommendations –

- the establishment of a research program by the Queensland Drug Driving Prevention Working Group;
- the development of an ongoing education and publicity program to highlight the risks of driver impairment due to drugs; and
- a range of proposed amendments to the *Traffic Act 1949* which has now been subsumed by the *Transport Operations (Road Use Management) Act 1995*.

6. COMMITTEE EXPENDITURE

Committee expenditure during the year was \$214,386.95. This was \$27,506.11 or 11 percent below budget.

6.1 EXPENDITURE DURING 2000/2001

Description	Expenditure
Salaries and related costs	\$142,629.47
Employment agencies	\$11,908.36
Overtime/meals allowance	\$186.23
Superannuation	\$16,913.54
Long service leave levy	\$2,152.61
Payroll tax	\$7,631.35
Workcover	\$369.15
Staff professional development	\$645.45
Travel by committee members on committee business outside of Brisbane	\$13,748.19
Travel to Brisbane on committee business by committee members from electorates outside of Brisbane	\$3,971.53
Travel by committee staff on committee business	\$6,285.79
Telephone costs	\$2,026.39
Business advertising	\$1,223.90
Printing/Binding	\$1,043.00
Reference books/serial subscriptions/publications/ memberships	\$1,204.00
Witness expenses	\$936.40
Hospitality	\$1,430.54
Miscellaneous ²	\$81.05
Total	\$214,386.95

² 'Miscellaneous' includes expenditure on postage, stationery, consumables, freight and maintenance of equipment.

7. COMMITTEE MEMBERS

Mr J Pearce MP (Chair)	Member for Fitzroy
Hon V Lester MP (Deputy Chair)	Member for Keppel
Ms R Lee Long MP	Member for Tablelands
Ms C Male MP	Member for Glass House
Mrs D Reilly MP	Member for Mudgeeraba
Miss E Roberts MP	Member for Gympie
Mrs C Scott MP	Member for Charters Towers

8. COMMITTEE STAFF

Research Director	Mr Rob Hansen
Senior Research Officer	Mr Tim Moroney
Executive Assistant/s*	Ms Andrea Musch and Ms Tania Jackman

* Since April 2001, Ms Tania Jackman and Ms Andrea Musch have provided support on a shared basis to the Travelsafe Secretariat equivalent to 60 percent of a full time position.

9. THE COMMITTEE'S CONTACT DETAILS

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TRAVELSAFE PUBLICATIONS

No Report Title

1. Annual Report for the period 10 May 1990 to 30 June 1990.
2. The need for some form of compulsory periodic inspections of passenger vehicles as an effective means of reducing road crashes and the severity of associated injuries, and the need to improve the standards of motor vehicle repairs as a means of improving vehicle and road safety.
3. Road Safety Education AND Traffic Law Enforcement.
4. Annual Report for the period 1 July 1990 to 30 June 1991.
5. Bicycle Safety.
6. Achieving High Levels of Compliance with Road Safety Laws - a review of road user behaviour modification.
7. Road Environment and Traffic Engineering.
8. Annual Report for the period 1 July 1991 to 30 June 1992.
9. Pedestrian and Cyclist Safety.
10. Annual Report for the period 1 July 1992 to 30 June 1993.
11. The Safety and Economic Implications of Permitting Standees on Urban and Non-Urban Bus Services.
12. Local Area Traffic Management.
13. Annual Report for the period 1 July 1993 to 30 June 1994.
14. The Desirability of Requiring Compulsory Third Party Insurance Cover for Boats and Trailers.
15. Speed Cameras: Should They Be Used in Queensland?
16. Report on Driver Training and Licensing.
17. Annual Report for the period 1 July 1995 to 30 June 1996.
18. Queensland's Road Toll : An Overview.
19. Queensland's Road Toll : Drink Driving (Part 1).
Issues Paper No:1: *Compulsory Blood Alcohol Content Testing.*
20. Unsecured Loads.
21. Annual Report for the period 1 July 1996 to 30 June 1997.
22. Compulsory BAC Testing.
23. Brisbane's Citytrain Network - Part One – Safety of the Rail System and Infrastructure.
24. Brisbane's Citytrain Network - Part Two - *Passenger Security.*
25. Shared Bikeways.
Issues paper No. 2: *The Road Safety Implications of Unlicensed driving and the Driving of Unregistered Vehicles in Queensland.*
26. Annual Report for the period 1 July 1997 to 30 June 1998.
Issues Paper No. 3: *Drug Driving in Queensland.*
Issues Paper No. 4: *Rural Road Safety in Queensland.*
27. Unlicensed, Unregistered and on the Road: *The road safety implications of unlicensed driving and the driving of unregistered vehicles in Queensland.*
28. Annual Report for the period 1 July 1998 to 30 June 1999.
29. Drug Driving in Queensland.
Information paper No.1: *Public Transport in South East Queensland.*
30. Meeting of Australasian Parliamentary Road Safety Committees and Ministerial Advisers, Brisbane 13 May 1999.
31. Report from a Symposium on International Visitors and Road Safety in Australia - Brisbane 14 May 1999.
32. Report on Queensland Transport's Road Safety Statistical Methodologies.
33. Annual report 1999/2000

For copies of Travelsafe Committee publications, contact the committee's secretariat:

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