



# Role of ARR and AVSR in promoting road safety

Nick Fischer

# History of the Australian Road Rules

1933 – first calls for national road traffic laws

1958 – first National Road Traffic Code issued

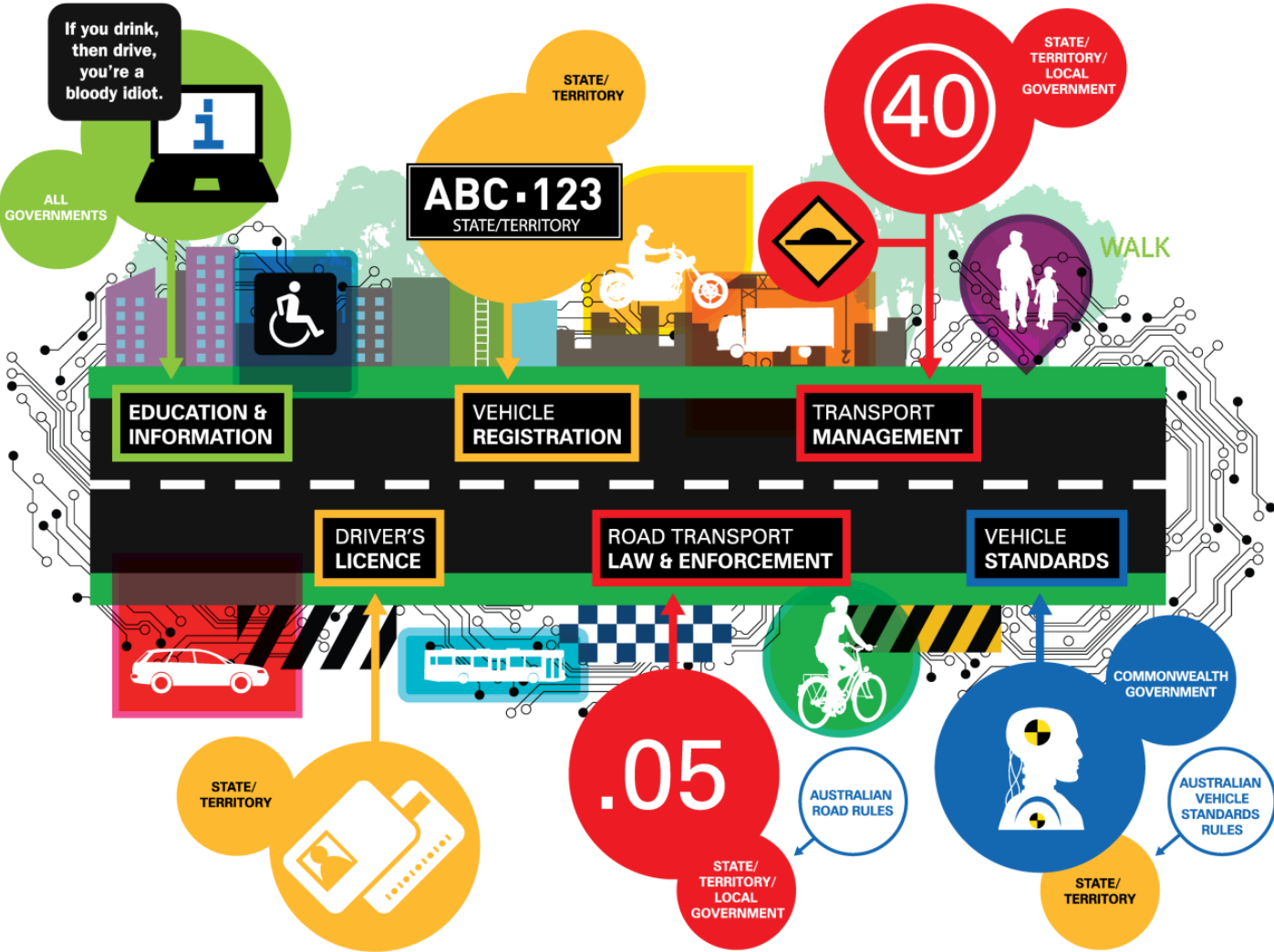
1999 – Australian Road Rules issued

# History of the Vehicle Standards

1969 – introduction of Australian Design Rules

1999 – Australian Vehicle Standards Rules

# Australia's road transport system



# Operational objectives of ARR

1. Introduce uniform rules throughout Australia for all road users
2. Specify behaviour that supports the safe and efficient use of the road system

# Draft recommendations

Improve coordination of “whole of government” decisions for transport

Rules should include national transport vision, policy objectives and principles

Update and simplify the objectives of the ARR

Improve consultation, engagement and planning processes for updating the rules

Implement rules with applied law

# Applied law recommendations

## **Draft recommendation 4**

That Australia implements an applied law approach for the Australian Road Rules if the benefits are greater than the costs

## **Draft recommendation 5**

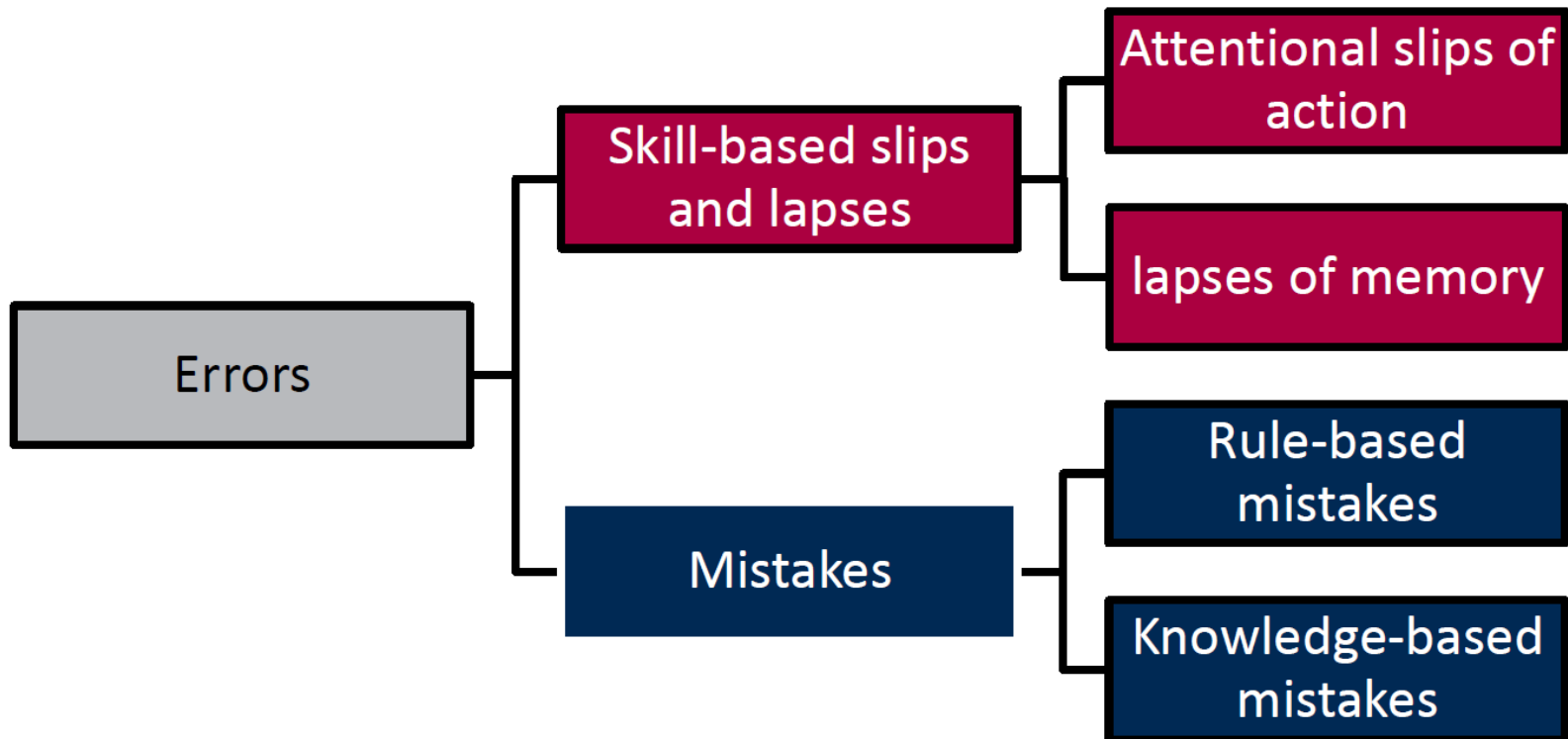
That Australia implements an applied law approach for the Australian Vehicle Standards Rules for light vehicles if the benefits are greater than the costs

# Model v applied law

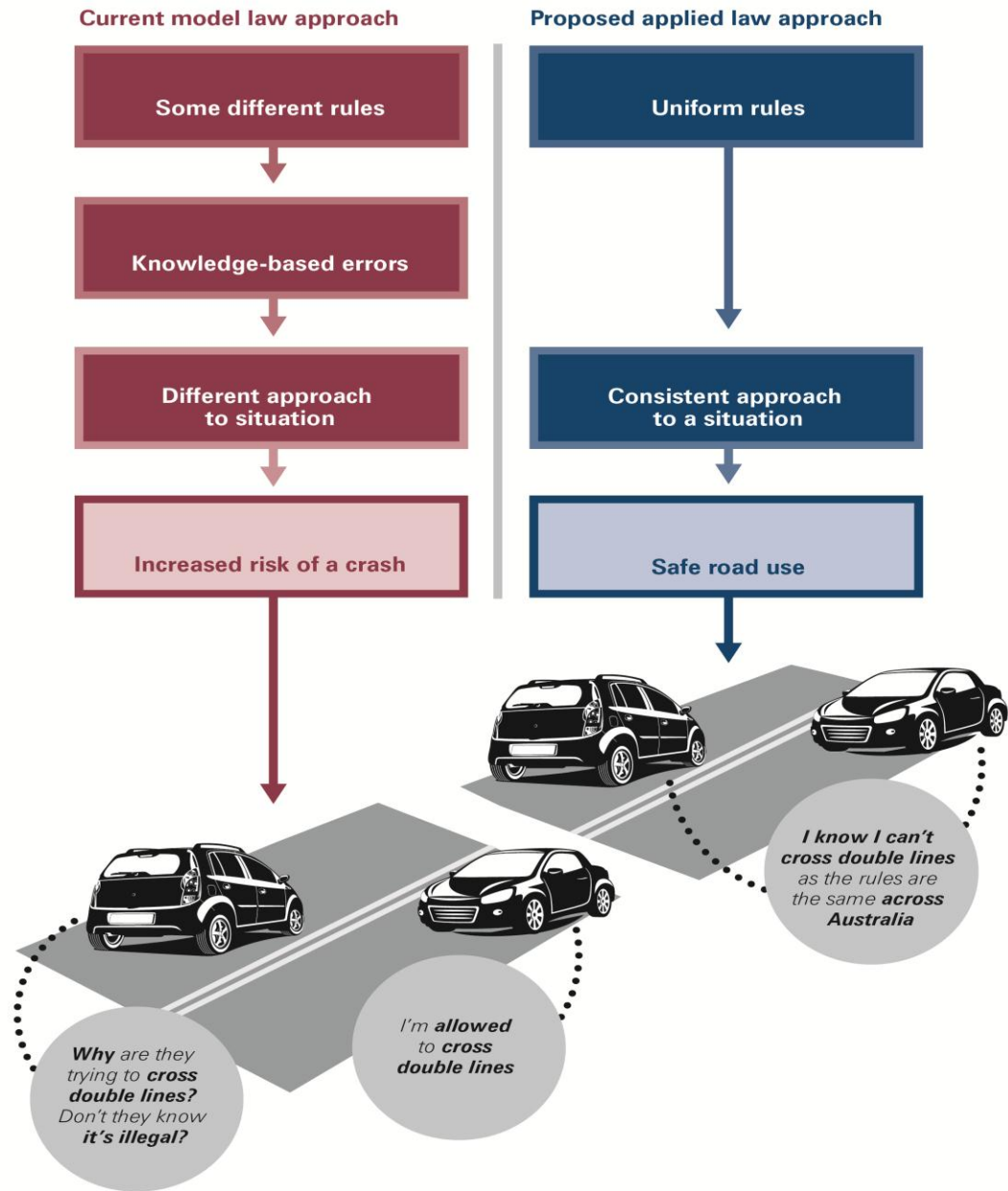
Approach	Strength	Weakness
<b>Model law</b>	Flexibility for state and territory governments	Some different laws for road users
<b>Applied law</b>	Uniform laws for road users	Can take longer to agree on laws



# Knowledge-based errors



# Behaviour in model v applied law systems



# Implementation times produce risk

<b>Proposal</b>	<b>Approval by Transport Ministers</b>	<b>Shortest implementation time by state or territory</b>	<b>Average implementation time</b>	<b>Longest implementation time by state or territory</b>
<b>Original Australian Road Rules</b>	January 1999	9 mths	1 yr	1 yr 9 mths
<b>1<sup>st</sup> update</b>	June 1999	3 mths	7 mths	1 yr 9 mths
<b>2<sup>nd</sup> update</b>	October 1999	3 mths	6 mths	1 yr 9 mths
<b>3<sup>rd</sup> update</b>	September 2003	Immediately <sup>a</sup>	1 yr 3 mths	4 yrs 9 mths
<b>4<sup>th</sup> update</b>	June 2003	6 mths	2 yrs 4 mths	6 yrs
<b>5<sup>th</sup> update</b>	June 2006	2 yrs	2 yrs 8 mths	3 yrs
<b>6<sup>th</sup> update</b>	May 2007	3 mths	2 yrs 2 mths	5 yrs 6 mths
<b>7<sup>th</sup> update</b>	January 2008	3 mths	1 yr 1 mth	4 yrs 6 mths
<b>8<sup>th</sup> update</b>	November 2009	3 mths	1 yr 2 mths	3 yrs
<b>9<sup>th</sup> update</b>	December 2011	6 mths	9 mths <sup>b</sup>	1 yr 6 mths <sup>b</sup>

# Costs and benefits of model v applied law

	Stay with the current model law approach	Change to an applied law approach
Costs	<p>No change in costs to governments.</p> <p>This approach creates additional risk for users. Assumed this additional risk results crash costs of between \$6 million and \$72 million (nominal) over 20 years.</p>	<p>Costs to government to change to an applied law approach assumed to be around \$3 million for implementing the applied law into parliaments and \$8 million for updating computer systems and documents.</p>
Benefits	<p>No additional costs for governments.</p>	<p>Reduced risk. Assumed to save between \$6 million and \$72 million (nominal) over 20 years.</p> <p>National joint communications for new and updated rules. Assumed to save \$2 million over 10 years.</p> <p>Creates opportunities for a national novice and learner driver manual that produces additional unquantified savings to governments.</p>

# Further information sought

Do you have any estimates for the number of serious crashes caused by different rules?

- NTC hypothesises 1-12 out of 35,000 p.a.

We want to know:

- cost of crashes caused/contributed to by different rules
- cost of changing to applied law approach

# Further information sought

Are uniform rules desirable? Where and why?

What obstacles to implementing an applied law approach?

What timeframe is optimal for changing to an applied law approach?



Please send comments on draft  
evaluation report to:

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# Latest Road Rules amendment package

<http://www.ntc.gov.au/viewpage.aspx?documentid=1561>



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