



**Response to the
Discussion Paper on a Review of Queensland's
Compulsory Third Party Insurance Scheme**

16 SEPTEMBER 2016

1. BACKGROUND

This submission has been prepared by the Centre for Accident Research and Road Safety- Queensland (CARRS-Q) in response to the Discussion Paper on a Review of Queensland's Compulsory Third Party Insurance Scheme.

CARRS-Q was established in 1996 as a joint initiative of Queensland University of Technology (QUT) and the Motor Accident Insurance Commission (MAIC). The Centre's Vision is "*for a safer world in which injury-related harm is uncommon and unacceptable*", while its mission is "*to make an international impact on transport, occupational and community safety through high quality research, education and advocacy*". CARRS-Q is the leading centre in Australia dedicated to research, education and outreach activities in road safety and it exemplifies an approach to shaping and informing public debate that works through long-term partnerships with key government and industry bodies.

In the Discussion Paper, a number of discussion questions have been identified where CARRS-Q research is relevant. These are discussion questions 1, 6, 8, 12, 16, 17 and 18. As part of our response to question 16, the focus will be on how CARRS-Q's contribution to road safety improvements relates to *the role of MAIC as Scheme regulator, one of the primary activities of the Motor Accident Insurance Commission is to invest in research, education, rehabilitation and other initiatives to reduce the incidence and effect of road trauma.*

2. RESPONSE TO DISCUSSION QUESTIONS

Discussion question 1. Do the guiding principles as outlined represent an appropriate framework to underpin the Scheme? Do you have any comments on how they should be assessed?

The benefits of shorter decision making time is mentioned under the guiding principles of efficiency and flexibility. Improvements in vehicle technology will result in the increased use of data loggers (black boxes) and in-vehicle cameras which will expedite the identification of what happened in the crash and who is at fault. Beneficial innovation is listed under the guiding principle of flexibility. Intelligent Transport System advances will contribute to the prevention of crashes and/or a reduction in their severity. This will reduce claims costs and frequencies.

Discussion question 6. Are there any other features of the current Vehicle Class Filing Model that need to be changed to improve the Scheme outcomes?

The current Vehicle Class Filing Model does little to promote road safety initiatives that could contribute to lower claims frequencies and costs. Such incentives would probably require departing from the community risk rating approach currently used.

The first set of potential approaches could be related to reducing claims frequencies and costs by improved vehicle safety. For example, there is potential for the model to be changed such that it incentivises the purchase of safer vehicles, or safer use of vehicles. This approach is not limited to cars, but also could improve motorcycle and heavy vehicle safety. One research project undertaken by CARRS-Q for MAIC indicated that categorising motorcycles according to whether they complied with the Learner Approved Motorcycle Scheme or not was a much better predictor of claims costs than the current Class 12/13 categorisation.

The second set of potential approaches would relate CTP premiums to the amount and riskiness of driving that is undertaken. Given that some CTP providers may be considering the use of telematics to measure the distance that vehicles are driven, under what conditions and/or the extent of risky driving behaviour for their comprehensive motor vehicle policies, then these data could also be used to underpin the CTP premium charged for the same vehicles.

There are a number of ongoing societal and technological changes that will have implications for the Vehicle Class Filing Model. The most pressing of these is the legalisation of Uber services which effectively blurs the line between private cars and taxis. MAIC will need to assess whether Uber vehicles can remain as Class 1, whether they need to be identified as a separate class or whether they become the same category as taxis. The use of telematics to inform premium setting, rather than vehicle classes, may provide a useful alternative. Under this approach, the distinction between private car and taxi classes could be removed and distance driven could be the metric underlying the premium.

As technological advances in vehicle automation continue, there is a need to cater for partially and fully automated vehicles. As there is no accurate data about crash risks of such vehicles, pricing the lower/upper bounds of the premium will be therefore uncertain.

Discussion question 8. Should CTP insurance be unbundled from vehicle registration? If not, why not? If yes, what would be the perceived benefits?

A number of research studies predict that the pattern of car ownership will change. They argue that our society will transition to an ownerless/shared car culture where cars are summoned or co-owned upon demand. Therefore the pattern of (un)registration will be more frequent for a vehicle. CTP should be unbundled from vehicle registration and accommodate for shared CTP insurances between multiple owners/users.

Discussion question 12. Should the MAI Act be amended to: a) introduce a provision to remove the legal defence of inevitable accident? b) allow children aged 16 years and under the ability to access compensation entitlements under the CTP Scheme even if he or she was at-fault?

Australia's 65 plus group is the fastest growing population, from 14% of the population in 2013 to 23% in 2063. The 85 plus group is to increase from 2% to 5% of the population. The ageing of the Queensland population, combined with increased rates of licensure with age and age-related declines in health, means that there will be a greater proportion of drivers with medical conditions driving on Queensland roads. Drivers aged 75 and over are required to carry a medical certificate that applies for no longer than 12 months, and the medical certification process provides a means whereby medical conditions that the driver may not be aware of can be identified and addressed. Where this occurs, the conditions for an "inevitable accident" do not apply. However, if it is assumed that that a new medical condition could arise at any time for any driver, and is more likely to arise as age increases, then it is likely that the number of "inevitable accidents" will increase in line with the increased number of older drivers and their age distribution. The extent of this increase is potentially estimable, and there are measures that can be taken to reduce the risk involved, e.g. a wider range of medical checks with age, and/or medical checks targeted at the kinds of condition that appear to arise in this unexpected way, and/or more frequent checks.

Under these circumstances, it could be argued that the retention of the "inevitable accident" defence would mean that it serves the interest of insurers (in terms of compensation payments) to refrain from recommending that older drivers undertake these more far-ranging or frequent checks. This would represent a form of "moral hazard" that (for MAIC) would conflict with its other goals.

An approach that involves removal of the "inevitable accident" defence combined with promotion of enhanced and more frequent medical checks appears to be the optimal approach.

Queensland has adopted the 'Safe System' approach which advocates for a safe road system, better adapted to the physical tolerance of its users. The Safe System approach to road safety recognises the need for responsible road user behavior. The Safe system accepts that human error is "inevitable". Conceptually the provision to remove the legal defense of inevitable accident adheres with the Safe system approach.

Consideration should be given to extending the approach taken to the under 16 group to other road users such as elderly and/or dementia sufferers. Dementia is the single biggest health issue facing Australia in the 21st century. In the absence of new medications to treat dementia, almost 950,000 people (215,000 in Qld) will be living with dementia by 2050. Total direct health and aged care system expenditure on people with dementia was at least \$4.9 billion in 2009-10.

Discussion question 16. Should the role, structure and functions of MAIC be amended in any way, and if so, how and why?

As part of this discussion question, comment has been sought on the role of MAIC in investing in research, education, injury prevention and rehabilitation to reduce the incidence and effect of road trauma. This submission seeks to set out the ways in which MAIC's funding of the Centre for Accident Research and Road Safety-Queensland (CARRS-Q) has contributed to reducing the incidence and severity of road crashes in Queensland and thus to the aims of the CTP scheme.

MAIC has funded CARRS-Q since 1996 through a series of agreements between MAIC and Queensland University of Technology (QUT). In recent years, the contribution ratio has been 72:28. The funding provided by MAIC and QUT is fundamental to CARRS-Q's financial model and is generally referred to as our "core funding". The Centre has very effectively utilised the core funding provided by MAIC and QUT to leverage an equivalent amount of additional funding to support its road safety and injury prevention research and related activities. This demonstrates the strong multiplier effect achieved by the Centre's core funding.

The initial 5-year funding established the feasibility of a collaborative road safety research centre in Queensland. The 2001–2006 allocation enabled the Centre to grow to be a key road safety and injury prevention resource at State level, whilst the 2006–2011 allocation cemented its leadership role at a national level. In 2011, the next phase in the development of CARRS-Q consolidated and extended its capacity to undertake world class research and professional education activities, in order to become a leading international centre in both road safety and injury prevention. The most recent funding phase 2016-2019 is to further enhance the quality and impact in research, professional education and advocacy.

A key characteristic of CARRS-Q which distinguishes it from many other similar university-based centres is the scope of its activities. The Centre's extensive Research program underpins its strong focus on enhancing safety through a range of Professional Education & Support and Community Engagement & Advocacy activities. These three programs of activity complement one another and improve community attitudes and behaviour both directly and indirectly, through enhancing government and industry policies and practices.

In 2013, there was an external review of the Centre to assess its performance over the previous five years (2008-2012) and to identify opportunities to enhance the Centre's future strategic direction.

“The Panel commended CARRS-Q for its strong partnerships, internal and external collaborations, and achievements to date, which have led to the Centre's being recognised as a renowned leader in the field of road safety and injury prevention. The review panel can state authoritatively that CARRS-Q is prestigious in its field in world terms.” (p.6)

Through its research and related advocacy activities which flow from MAIC funding, the Centre has had a major impact on government and industry policies and practices at the state and national level. Centre staff engage widely with governments at all levels, road safety stakeholders, the media and the general public to promote better policies and practices in road safety and injury prevention. CARRS-Q's expertise is acknowledged through the expert advice provided to local, state and federal government agencies and community groups in relation to road safety and injury prevention.

CARRS-Q uses the results of its research to advocate for evidence-based improvements to road safety and injury prevention policy and practices. The Centre was mentioned on seven separate occasions in Hansard during the 2011-2015 period which illustrates the importance of its role and outputs. These mentions were in relation to our research into young driver safety, drink driving, hooning and fatigue and to its hosting of the Queensland Road Safety Awards and involvement in the *Safer Roads Safer Queensland* Forum.

CARRS-Q senior staff have provided an annual written and verbal briefing to the Queensland Transport Minister outlining the Centre's recent research findings and key road safety priorities for the following year. In April 2015, CARRS-Q staff were invited to participate in the *Safer Roads Safer Queensland* Forum and Professor Narelle Haworth accepted an invitation from the Honourable Mark Bailey MP, Minister for Main Roads, Road Safety and Ports, and Minister for Energy and Water Supply to be part of a small Steering Committee to provide input to the development of the Queensland Road Safety Strategy and Action Plan. In 2016, the Minister appointed her to chair the Serious Injury Expert Panel and to be a member of the Queensland Cycling Advisory Group.

During the 2012 to 2014 period, the number of road fatalities in Queensland decreased from 280 to 223. The number of road fatalities in 2014 was the lowest on record. This was part of a sustained long term average reduction in fatalities of all road users of 4.2% per annum since 2005.

Queensland was one of the jurisdictions with the strongest downward trends in fatalities (see BITRE, 2015). The long term reductions in fatalities are even more impressive when viewed against the increases in population and number of motor vehicles that occurred in Queensland over this time.

In 2014, the annual fatalities per 100,000 population in Queensland was 4.72 (lower than the Australian average), down from 8.76 in 2007. This represented an average percentage reduction of 6.2% in the fatality rate per 100,000 population from 2005 to 2014. Many of the fatality reductions have occurred in areas in which CARRS-Q has contributed to changes in policy and practice such as motorcyclist fatalities and young driver graduated licensing. These include:

- Revisions to the Q-SAFE practical driving test
- Changes to older driver and to motorcycle rider licensing what changes what changes
- Introduction of motor vehicle impoundment for hooning and drink driving

- Retaining the national safety standard for child restraints and the Queensland mandatory bicycle helmet wearing rule
- Introduction of the mandatory Clothing Standard for traffic controllers in Queensland
- Revision of the Australian Standard for railway level crossings
- Adoption of a new method for assessing risk at railway level crossings

CARRS-Q has also contributed to identifying and investigating issues at the request of MAIC, such as rear-end crashes, young driver safety and taxi safety.

MAIC and QUT have recently signed a new agreement to fund CARRS-Q for the period September 2016 to 2021. The Key Performance Indicators in the funding agreement are:

- 1 To develop, in association with MAIC, and within the framework of the 2016 funding submission, research and education activities that are aligned with MAIC's objectives to fund research in the field of motor vehicle crash injury prevention and in particular, those crashes which feature in the CTP scheme
- 2 Evidence of CARRS-Q research and education activities contributing to the overarching Qld Road Safety Strategy and Action Plan 2016-2021 or influencing road safety policy enhancements in Qld generally
- 3 To collaborate with MAIC to address additional research needs, subject to the capacity of both parties, and to identify and obtain the resources required
- 4 To review, evaluate and advise regarding processes, activities and projects as requested by MAIC, subject to expertise and the reasonable scope of the work required
- 5 To educate and disseminate information to road safety practitioners and other stakeholders, and to carry out activities which increase public awareness of the causes of motor vehicle crashes

CARRS-Q has committed to assist MAIC and other Queensland road safety stakeholders in achieving the aims set out in the *Safer Roads, Safer Queensland – Queensland's Road Safety Strategy (2015-2021)* and the Road Safety Action Plan (2015-2017) which aims to "drive a fundamental change in the culture and attitude to road safety". It will also endeavour to provide research outputs and other activities to bolster the aims of the MAIC Road Safety Strategy (2012) to decrease the frequency and size of claims lodged by claimants to the Queensland CTP scheme and decrease the numbers of crashes occurring on Queensland roads generally. The new National Injury Insurance Scheme in Queensland will also have an impact on research and activities that CARRS-Q may undertake for MAIC.

In alignment with the DTMR *Safer Roads, Safer Queensland – Road Safety Strategy*, the Centre's community engagement and advocacy program will seek to be a significant contributor to this change and will work towards achieving a better public understanding and commitment to the vision of zero fatalities and serious injuries; the role of speed in crashes and acceptance of the need for strong speed enforcement; the role that Connected and Autonomous Vehicles can play in improving road safety and less well-understood issues in road safety such as driver distraction and fatigue.

As noted in the Road Safety Action Plan 2015-2017, CARRS-Q:

- (i) Co-hosts the Queensland Road Safety Week with TMR and QPS to engage the community in important conversations about road safety

- (ii) Partners with TMR and other organisations to deliver best practice road safety programs for senior school students through the Queensland Community Road Safety Grants program, and chairs the selection committee for this scheme
- (iii) Works with the Taxi Council Queensland, MAIC and TMR to trial an innovative smartphone technology that monitors driving performance to measure the impacts of technology on driver behaviour
- (iv) as a priority of the Action Plan, has convened, with TMR, an expert panel to better understand serious injury data and targeted initiatives to reduce hospitalised casualties
- (v) as a priority to undertake targeted research to improve understanding of key risk groups and behaviours, is working with MAIC and TMR, works to evaluate a model for a community-based learner driver mentor program.

Discussion question 17. Should Queensland's Nominal Defendant (or 'insurer of last resort') Scheme be amended in any way and if so, how?

As discussed in earlier sections, in the absence of comprehensive rules for automated cars, the nominal defendant scheme may need to be adapted to cater for such disruptive technology.

Discussion question 18. Based on your experience with the Queensland CTP Scheme, do you have any other suggestions as to how the objectives of this scheme review could be achieved?

The scheme will need to adapt to accommodate the introduction of automated vehicles on public roads. With the progressive introduction of the new technology of automated and cooperative vehicles, legislation will need to reform existing laws to maximise the benefit that automated vehicles will bring to society before it results in an increase of complex, avoidable and unnecessary litigation.

Existing regimes in Australia dealing with rehabilitation and compensation for injury and death arising from road trauma – the compulsory third party motor accident schemes and the national injury insurance schemes – will require reform to accommodate the adoption of automated vehicles on public roads. In order to ensure continuous coverage of the schemes the threshold definitions of accident/personal injury to accommodate automated vehicles will need to be addressed and amended accordingly.

The current fault-based systems will no longer remain a viable pathway for apportioning liability in crashes involving increasingly automated vehicles. Australian compulsory third party motor vehicle insurance schemes are ill-prepared to deal with increasingly automated road vehicles as they are not adequately caught by the threshold definitions of 'vehicle' and 'accident' within the schemes. The

identification of the 'at fault' party with regards automated vehicles will become increasingly difficult as automation rises so that specific reforms around the core threshold definitions of 'accident' and 'driver' will be required.

A paper being presented at an international conference this month entitled "Automated Vehicles and Australian Compulsory Third Party Motor Vehicle Insurance Schemes" by Mark Brady, Kylie Burns, Tania Leiman and Kieran Tranter identifies a number of potential consequences of this new technology. Some possible changes may include:

- (1) removing the term 'driving' from the CTP schemes, and the NIS
- (2) removing the requirement for a 'driver' to be a 'person' so as to allow it to include the automated system in control of the automated vehicle at the time of an accident.
- (3) deeming the manufacturer to be a responsible party, increasing with the level of automation, when the vehicle is being operated by the automated system
- (4) in relation to highly automated vehicles, it will be necessary to specify what constitutes a 'reasonable management of risk' by manufacturers to clarify their rights and obligations in relation to automated vehicles and to provide greater certainty for litigators, and also,
- (5) specifying what constitutes contributory negligence in relation to piloting high automated vehicles to clarify what actions or omissions by the occupant will affect the amount recoverable following an injury in an automated vehicle.

Ultimately universal legislative reforms will be needed in order to facilitate the Australia-wide adoption of automated vehicles. This will include removing the requirement to prove fault for automated vehicles, in tandem with the existing regimes, to ensure persons injured in an automated vehicle accident can still recover where no 'driver' was at fault, which will eventually lead to a national no-fault scheme or federation of consistent state no-fault/hybrid CTP schemes.

3. CONCLUSIONS

This submission by the Centre for Accident Research and Road Safety-Queensland (CARRS-Q) has identified that ongoing developments in automated vehicle technology and the ageing of the population are likely to impact on how Queensland's Compulsory Third Party Insurance Scheme is structured and managed into the future.

Discussion question 16 seeks comment on the role of MAIC in investing in research, education, injury prevention and rehabilitation to reduce the incidence and effect of road trauma. This submission has set out the ways in which MAIC's funding of the Centre for Accident Research and Road Safety-Queensland (CARRS-Q) has contributed to reducing the incidence and severity of road crashes in Queensland and thus to the aims of the CTP scheme. Through its research and related advocacy activities which are enabled by MAIC funding, the Centre has had a major impact on government and industry policies and practices at the state and national level. Centre staff engage widely with governments at all levels, road safety stakeholders, the media and the general public to promote better policies and practices in road safety and injury prevention. CARRS-Q's expertise is acknowledged through the expert advice provided to local, state and federal government agencies and community groups in relation to road safety and injury prevention.

We look forward to continuing to assist MAIC and other Queensland road safety stakeholders to decrease the frequency and size of claims lodged by claimants to the Queensland CTP scheme and decrease the numbers of crashes occurring on Queensland roads generally.

Appendix 1: CARRS-Q impact on road safety policy and practice

Below is a comprehensive listing of CARRS-Q's impact on policy and practices:

Submissions to Queensland Government Committees/Reviews

Over the last four years, the Centre has provided verbal or written submissions to a variety of Government Committees and reviews including:

(a) Queensland Parliamentary Inquiry into the Motorcycle Licensing Process in Queensland

Professor Narelle Haworth, Dr Peter Rowden, Professor Barry Watson, Mr Darren Wishart and Dr Ross Blackman prepared a written submission to the Queensland Parliamentary Inquiry into the Motorcycle Licensing Process in Queensland and provided verbal evidence to the Transport and Local Government Committee in July 2012.

(b) Queensland Parliamentary Inquiry into Cycling Issues

CARRS-Q made a detailed written submission to the Parliamentary Inquiry and was requested to appear as a witness before the committee. The Centre was later invited to appear as a witness at a public roundtable discussion to clarify and deepen the Committee's understanding of the issues that have been raised in the process of inquiry to date; to canvas responses to various options being considered by the Committee at this point in the Inquiry; and to develop a clear understanding of the implications of implementing each of these options. The Committee's report widely cited CARRS-Q's submission and research. Their report noted "Queensland also benefits from the assistance of the Centre for Accident Research and Road Safety –Queensland (CARRS-Q), one of the leading centres in Australia dedicated to research, education and outreach activities in road safety, and is a vital player in the international pursuit of road safety." Where some of the Committee's recommendations conflicted with the research evidence presented by CARRS-Q, this was cited in the Government response.

(c) Transport Legislation Amendment Bill TLAB(H)

In response to a request from the Department of Transport and Main Roads, CARRS-Q provided expert advice regarding the Transport Legislation Amendment Bill. TMR has since advised that CARRS-Q's comments have been included in the TLAB(H) process and further consultation will occur as the initiatives are progressed.

Centre staff have participated as experts on various committees reviewing government programs or initiatives including:

(d) Older Driver Safety Initiatives

Professor Mary Sheehan, Professor Barry Watson and Dr Mark King were members of the Queensland Older Drivers Advisory Committee which provided advice to the Minister for Transport on potential older driver safety initiatives. The deliberations of this committee were primarily informed by a comprehensive report prepared by Dr Mark King and other researchers at CARRS-Q. The Committee report and recommendations, as well as the CARRS-Q report, were subsequently made publicly available as part of a community consultation process.

(e) Review of the Q-Safe Practical Driving Test

In August 2012 the Queensland Government released the Q-SAFE Practical Driving Test Review Report for consultation. This report was produced by an Expert Panel consisting of Professors Barry Watson and Narelle Haworth, Mr Gary Fites, representatives from the Department of Transport & Main Roads, and the Queensland Police Service.

(e) Health Statewide Respiratory Project

A submission was made on the issues of better treatment for Obstructive Sleep Apnoea (one of the contributors to falling asleep at the wheel), and the role of psychology in medical services.

Submissions to Interstate and Federal Government Committees and Reviews

(a) Inquiry into Vulnerable Road Users in the ACT

Professor Narelle Haworth gave evidence to the Inquiry into Vulnerable Road Users being conducted by the ACT Parliament Standing Committee on Planning, Environment and Territory and Municipal Services by teleconference in February 2014. This followed on from a written submission which the Centre made in August 2013. The CARRS-Q submission was cited extensively – and included aspects such as recommending minimum passing distance, changes to cycling laws, minor changes for motorcycles and also some minor changes relevant to younger drivers.

(b) The Senate Rural and Regional Affairs and Transport References Committee Inquiry into aspects of road safety in Australia

CARRS-Q contributed to the 2015 Australasian College of Road Safety (ACRS) submission to this Inquiry.

(c) NSW Young Drivers Safe Driving Course Board

Professor Barry Watson, Bridie Scott-Parker and Peter Rowden delivered a presentation to the NSW Young Drivers Safe Driving Course Board in June 2012 entitled Psychological and social factors influencing novice driver behaviour: Implications for a Safe Drivers Course

(d) Standards Australia - Safety concerns related to change tables

Dr Kirsten Vallmuur was invited to make a presentation to Standards Australia on safety concerns related to change tables and to prepare a subsequent submission for a proposal for the development of a standard for change tables in Australia. This submission was approved by Standards Australia as a priority project in December 2013 and work commenced in 2014 on its development. Data was compiled as part of the Fellowship project considered critical to inform the work of this group. This work was also informed by an Honours student project which Dr Vallmuur supervised (which attracted a grade of a High Distinction). This arose from Dr Vallmuur's research collaboration the Queensland Office of Fair Trading, Product Safety Unit.

(e) ACCC Review of the Consumer Product Safety Standard for Child Restraints

Associate Professor Kirsten Vallmuur and Amy Schramm provided a response to the ACCC proposed removal of mandatory standards for child restraints, commenting on the inherent risks associated with removal of such a standard. The ACCC proposal met with strong opposition from both injury prevention advocates and road safety experts, and the ACCC has since decided to retain the standard.

(f) Future injury surveillance data developments

Associate Professor Kirsten Vallmuur was invited to provide advice to the Australian Competition and Consumer Commission (ACCC) regarding their future injury surveillance data developments.

Submissions to International Committees/Reviews

(a) National Institute for Occupational Safety and Health (NIOSH) Strategic Plan for motor vehicle safety

Professor Barry Watson provided an expert review of the draft NIOSH strategic plan for motor vehicle safety which was published in May 2014. The final report incorporated many of Professor Watson's comments, particularly those about the need to clarify NIOSH interest in global activities.

(b) International Workshop on Young Drivers

Professor Barry Watson was invited to attend an International Workshop on Young Drivers in Chicago, USA, June 2014 organised by the Traffic Injury Research Foundation (TIRF) on behalf of the US National Safety Council. It was designed to identify innovative approaches to improving the safety of young drivers in the USA. Besides being one of only three Australians invited to the workshop, Professor Watson was asked to moderate one of the sessions relating to "Driver education & training".

Other contributions to policy-making

(a) Trial of road markings at Coorparoo and Cannon Hill level crossings

In October 2014, Queensland Rail advised that it had commenced trialling surface-level markings at Coorparoo and Cannon Hill Railway Stations (which have 24hr CCTV monitoring). This follows recommendations from the CRC Pedestrian project undertaken by Dr James Freeman, whose research has been noted as contributing to one of the design features - fines apply - which assisted in getting the proposal accepted.

(b) Older Australian Drivers

An NRMA-ACT Road Safety Trust funded project, led by Ms Ides Wong (PhD student), with Dr Simon Smith and Associate Professor Karen Sullivan, has provided an understanding of the everyday driving behaviour of older Australian drivers, and resulted in a more detailed understanding of their transport needs. The study – part of a larger research program that has included significant support from the Council of the Ageing (COTA), University of the Third Age (U3A), the Country Women's Association (CWA) and other groups – took place in the Australian Capital Territory, in collaboration with Professor Greg Kyle and his team at the University of Canberra (Pharmacy). The study findings have informed a new Multi-level Older Driver Self-regulation (MODS) model of driver behaviour, and have provided rich data on the transport needs, beliefs and behaviours of older Australian adults.

(c) Road Safety on the Gold Coast

Dr Mark King received two separate commissions relating to road safety on the Gold Coast. The first involved provision of advice to the City of the Gold Coast on the safety implications of the new light rail system (specifically for pedestrians and turning vehicles) and means of addressing it. The second involved providing expert advice on the development of the City of Gold Coast Road Safety Strategy, which anticipates the challenges of the introduction of light rail and the 2018 hosting of the Commonwealth Games.

(d) Rear-End Crashes

Professor Barry Watson and Professor Narelle Haworth, Dr Kirsten McKenzie and Dr Angela Watson met with staff from the Motor Accident Insurance Commission to discuss issues related to the MAIC claims data and opportunities to implement more targeted countermeasures. At a follow-up meeting it was agreed that the Centre would undertake a literature review into rear-end crashes, which have become a particular focus of the Motor Accident Insurance Commission.

(e) Ministerial approval of the update of the mandatory standard for child restraint for use in motor vehicles

This approval incorporates changes from the latest version of the voluntary Australian Standard into the mandatory product safety standard for child restraints for use in motor vehicles. The changes are in line with CARRS-Q input to consultations conducted by the ACCC and the November 2013 Consultation Paper.

(f) United Nations Decade of Action for Road Safety Donor Forum

Professor Barry Watson was invited to attend this forum, which was held in Melbourne in May 2014 and involved representatives from a wide range of countries. The primary aim of the forum was to review progress to date in the implementation of the UN's Decade of Action and identify strategies to increase global awareness of the road trauma problem.

(g) Expert Advice to the ACCC and Office of Fair Trading

Associate Professor Kirsten Vallmuur is regularly consulted by Office of Fair Trading Queensland and Australian Competition and Consumer Commission both individually and via the CPIRAG committee regarding injury risks of products in their risk assessment when deciding whether to issue a warning notice, recall or ban on products or allocate funding for educational campaigns. Examples of expert advice provided include water expanding polymer balls, quad bikes, button batteries, co-sleepers, products with mandatory standards, and ethanol burners. During the reporting period, Associate Professor Vallmuur has been invited to a series of meetings with senior directors in the ACCC to discuss the potential for them to expand their risk assessment resources and incorporate injury data into their surveillance database.

(h) Letter from the Office of Fair Trading

A letter of appreciation was received from the Office of Fair Trading regarding CARRS-Q's activities which highlights the increased commitment to safety that is credited to CARRS-Q as a result of Associate Professor Kirsten Vallmuur's association. CARRS-Q has clearly become acknowledged as a key resource for injury prevention initiatives and the provision of evidence-based research and outcomes. Associate Professor Vallmuur's varied activities have contributed to the submission of reports and publications, data collection and analysis, and, importantly, providing secretariat support for the Consumer Product Injury Research Advisory Group (CPIRAG). The Group enjoys a far-reaching effect and reputation and other States and Territories are considering CPIRAG as an example for their engagement purposes.

(i) The ACCC Product Safety Australia Website – Alerts (product-safety-alerts@acc.gov.au)

CARRS-Q was mentioned in all four consultation papers:

- Safety standards for cots, prams, strollers and bunk beds under review
- Consultation for the review of the mandatory standard for household cots
- Consultation for the review of the mandatory standard for prams and strollers
- Consultation for the review of the mandatory standard for bunk beds.

(j) NRMA-ACT Report – Deterrence of drug driving: The impact of the ACT drug driving legislation and detection techniques report

Following the submission of the NRMA-ACT Report, the Director of Social Research & Evaluation invited Professor Jeremy Davey, Dr James Freeman and Dr Kerry Armstrong to present the findings at their Canberra office and work through their implications for ACT policy and practice.

(k) Approval of the Rail Safety Investigator Course by the Australian Government

In October 2014 Professor Tom Short from the University of South Australia advised that the Rail Safety Investigator Course had been approved by the Australian Skills Quality Authority, so that for the first time there is a national qualification for the Rail Industry. CARRS-Q was involved in the development of this project, so to have a national qualification as the end result as and also for it to be the first in the country, is the best possible achievement and an excellent outcome for the industry, the CRC Rail Innovation, and the new carry-forward agency ACRI.

(l) Research Reviews (Sleep Research Review)

PhD student, Kalina Rossa's work was included in *Research Reviews* (Sleep Research Review, Issue 1) which is a summary of the latest medical research sent to many GPs and Specialists to keep them up to date.

(m) Cycling safety expertise position paper

On a request from the Registrar via QUT's Manager of Rehabilitation & Wellness, Professor Narelle Haworth provided input into a position paper on the issues of driving to/from work (particularly in the morning - as this is when the majority of our QUT journey claims occur - and on travelling by bicycle to/from/between work.

(n) Parental Education Advisory Group

Professor Barry Watson participated in this Group which was convened by VicRoads, the Transport Accident Commission and the RACV.

(o) Hoon Safe Driving Program – Expert Reference Group

This Group was convened by VicRoads and was attended by Professor Barry Watson and Dr James Freeman.

(p) Planning the Future of Injury Prevention in Australia

Professor Narelle Haworth and PhD student, Hollie Wilson, participated in a workshop on Planning the Future of Injury Prevention in Australia which was hosted by the Public Health Association of Australia at the Royal Children's Hospital in March 2014.