



# Towards Zero Action Plan 2020–2024

Quarterly Progress Report to RSAC as at 31 December 2023



# Contents

<b>Progress on meeting Towards Zero Strategy targets.....</b>	<b>3</b>
Serious Casualties .....	3
Fatalities.....	3
Fatalities Tasmania – Annual Count – 2023, 2022 and 5-Year Average (2018-2022).....	3
Serious Casualties Tasmania – Annual Count, Percentage Split by Quarter and Towards Zero Target.....	4
Annual fatalities – Rate per 100,000 population.....	4
<b>Progress on meeting MAIB targets.....</b>	<b>5</b>
Fatalities – 12 Month Rolling Total.....	5
Total Serious Claims – 12 Month Rolling Total .....	5
<b>Statistics.....</b>	<b>6</b>
Serious Casualties by Quarter by Age Group – 12 period moving average .....	6
Serious Casualties by Quarter by Sex – 12 period moving average .....	6
..... <b>Error! Bookmark not defined.</b>	
Serious Casualties by Quarter by Road User Type – 12 period moving average.....	7
Serious Casualties by Quarter by Speed Zone – 12 period moving average.....	7
Serious Casualties by Quarter by Crash Type (DCA) – 12 period moving average .....	8
Serious Casualties by Quarter by Urban/Non-Urban – 12 period moving average.....	8
Serious Casualty locations to 31 December 2023 (Black = Fatality, Red = Serious Injury).....	9
<b>Key themes and priority actions 2020-2024 .....</b>	<b>10</b>
Funding of key themes .....	10
<b>Project status report .....</b>	<b>11</b>
<b>Progress on key themes .....</b>	<b>12</b>
Rural roads grants program for local government.....	12
Infrastructure upgrades on low volume State roads .....	13
Motorcyclist safety on rural roads.....	13
Speed moderation and community engagement strategy.....	13
Safe system knowledge and skills training .....	14
Targeted infrastructure upgrades in high traffic urban areas.....	15
Vulnerable Road User Program.....	15
Community Road Safety Grants Program.....	16
Trial of innovative technologies.....	16
Innovative infrastructure treatment demonstrations .....	17
Learner Driver Mentor Program and Driver Mentoring Tasmania .....	18
Graduated Licensing System Project .....	18

Motorcyclist Graduated Licensing System review..... 19

RYDA program..... 19

Driving for Jobs Program..... 20

RACT education initiatives ..... 20

Real Mates media campaign ..... 20

Bicycle Network bike education..... 21

Safety around schools..... 21

Kidsafe child restraint check program..... 21

Full Gear motorcycle safety project..... 22

Inattention and distraction..... 23

Safe behaviour campaigns ..... 24

Mandatory Alcohol Interlock Program (MAIP)..... 24

Protective clothing for motorcyclists ..... 25

Road safety penalties review ..... 25

Speed enforcement strategy ..... 26

Enforcement of high-risk behaviours ..... 26

Automated Traffic Enforcement Program..... 27

High-risk motorcycling enforcement..... 28

Road Rules Awareness..... 28

Tourist road safety signage program ..... 29

Responsive electronic signage trial..... 29

Tourist education materials ..... 29

Strategic partnerships..... 30

Tourist education at gateway entry points ..... 30

Stakeholder alliances..... 30

Australasian New Car Assessment Program (ANCAP) ..... 31

Safer cars for young drivers..... 31

Autonomous vehicle and crash avoidance readiness..... 31

Workplace driver safety ..... 32

Light vehicle safety strategy ..... 32

# Progress on meeting Towards Zero Strategy targets

The key interim target for the Towards Zero – Tasmanian Road Safety Strategy 2017-2026 (Towards Zero Strategy) is to reduce the number of annual serious injuries and deaths on Tasmanian roads to fewer than 200 by 2026. This is an ambitious target of 100 fewer serious casualties per year than for the period 2012-2016 (annual average) and will move us towards the long-term goal of zero serious casualties on Tasmanian roads.

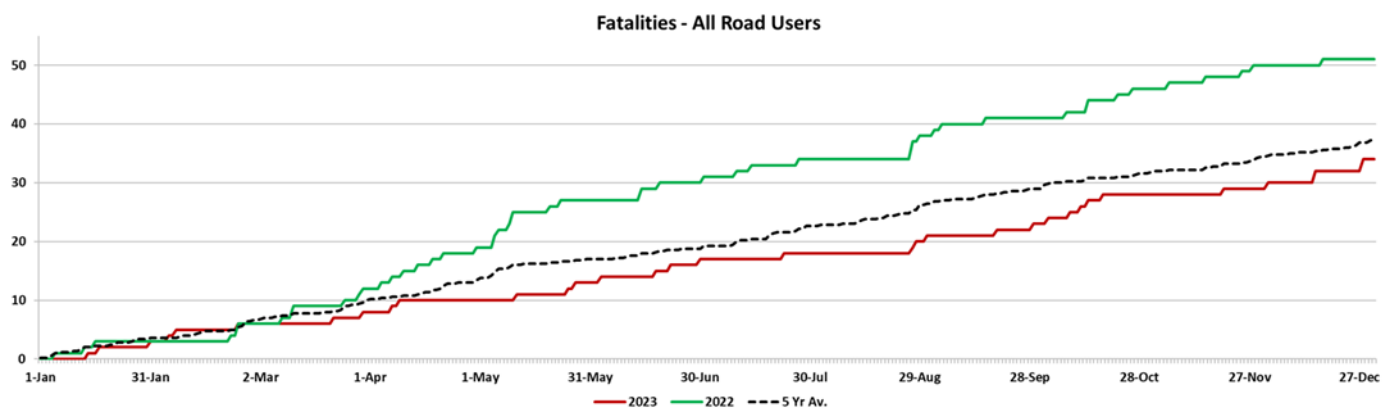
## Serious Casualties

The number of serious casualties in 2023 was 344, compared to 320 in 2022, a 7.5 per cent increase. The 2023 figure of 344 is a 12.9 per cent increase on the five year serious casualty average of 304.8 (2018-2022).

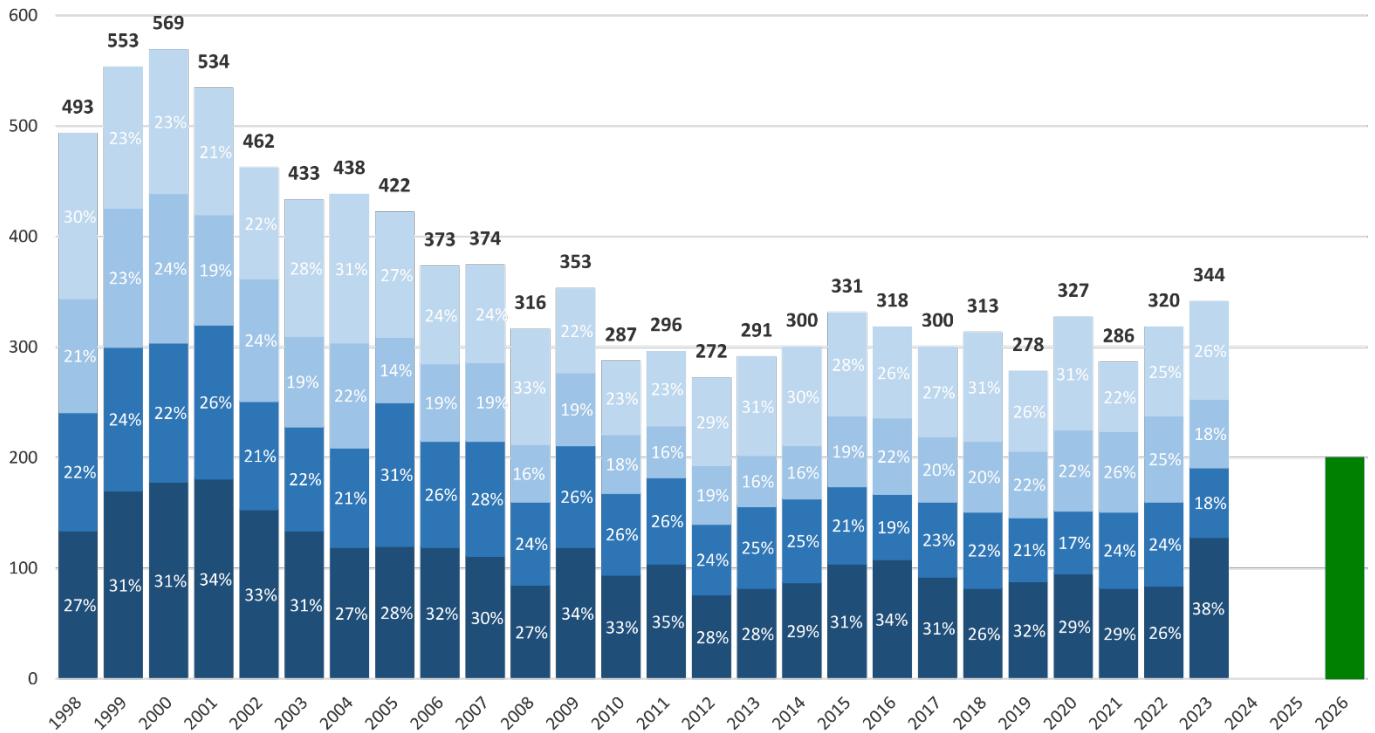
## Fatalities

In 2023, there were 35 fatalities on Tasmanian roads which is 16 fewer than the number recorded in 2022. The figure of 35 fatalities in 2023 is a 5.9 per cent decrease on the five-year fatality average of 37.2 (2018-2022).

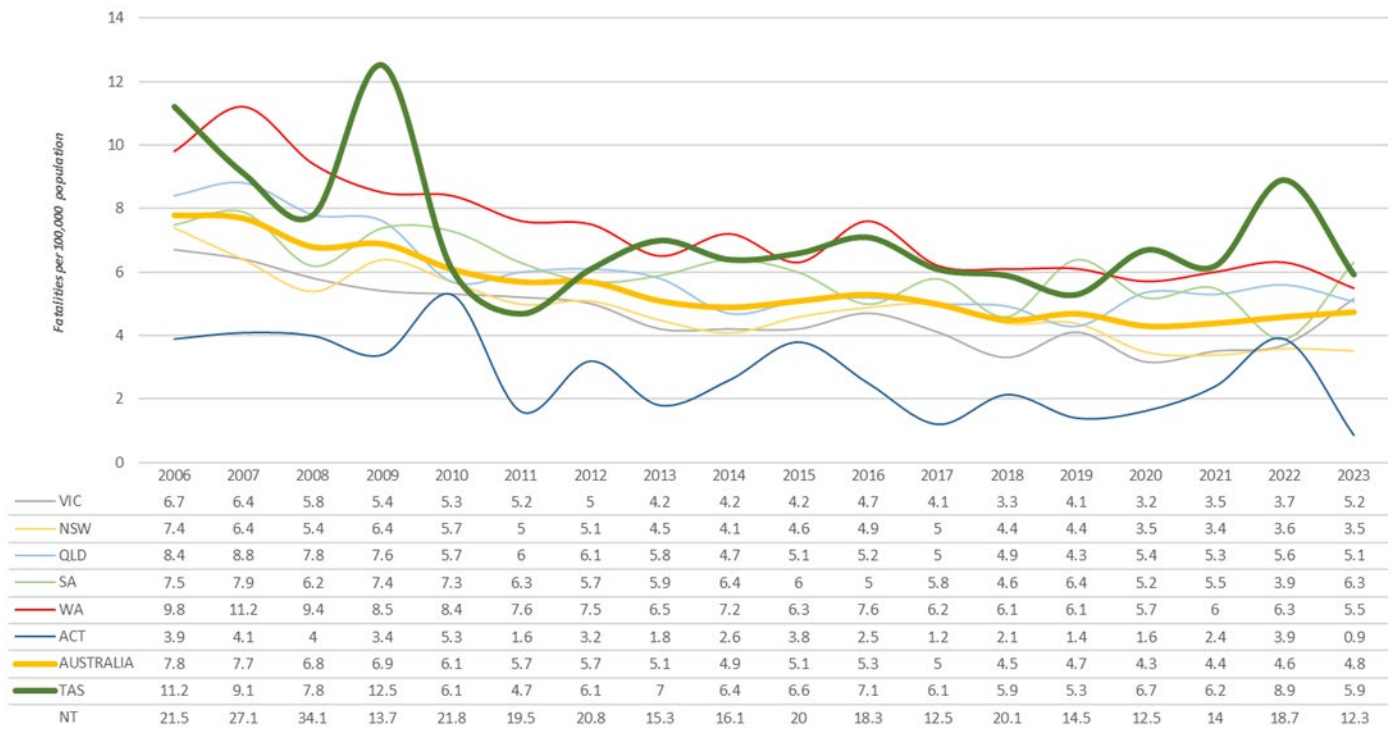
Fatalities Tasmania – Annual Count – 2023, 2022 and 5-Year Average (2018-2022)



## Serious Casualties Tasmania – Annual Count, Percentage Split by Quarter and Towards Zero Target



## Annual fatalities – Rate per 100,000 population



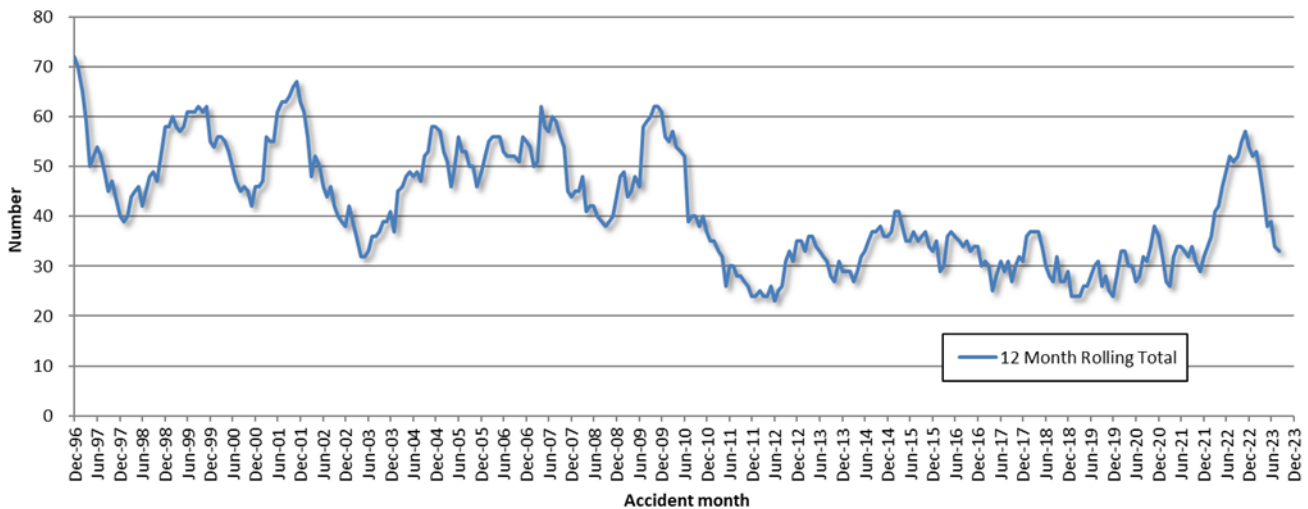
Note: NT omitted from chart for clarity purposes.

# Progress on meeting MAIB targets

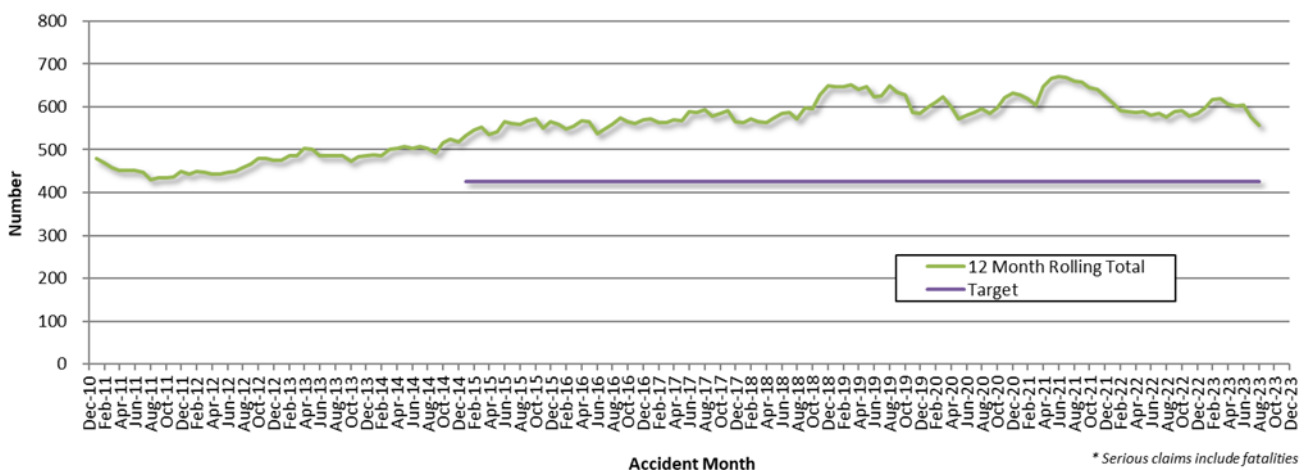
Motor Accidents Insurance Board (MAIB) injury statistics show the number of fatalities and the level of claims for serious injuries on our roads.

Various claim reduction targets are specified in the Memorandum of Understanding between the Department of State Growth (State Growth) and the MAIB. Progress against high level targets is shown below, expressed as 12 month moving totals.

## Fatalities – 12 Month Rolling Total



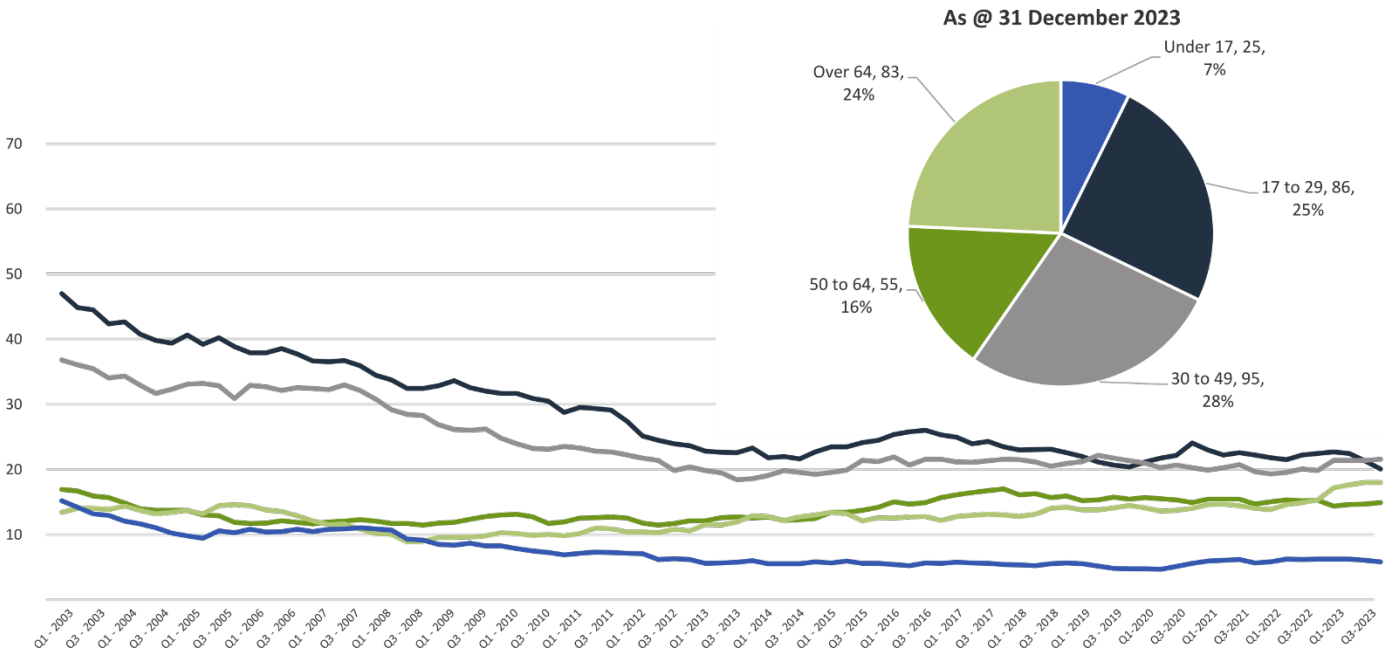
## Total Serious Claims – 12 Month Rolling Total



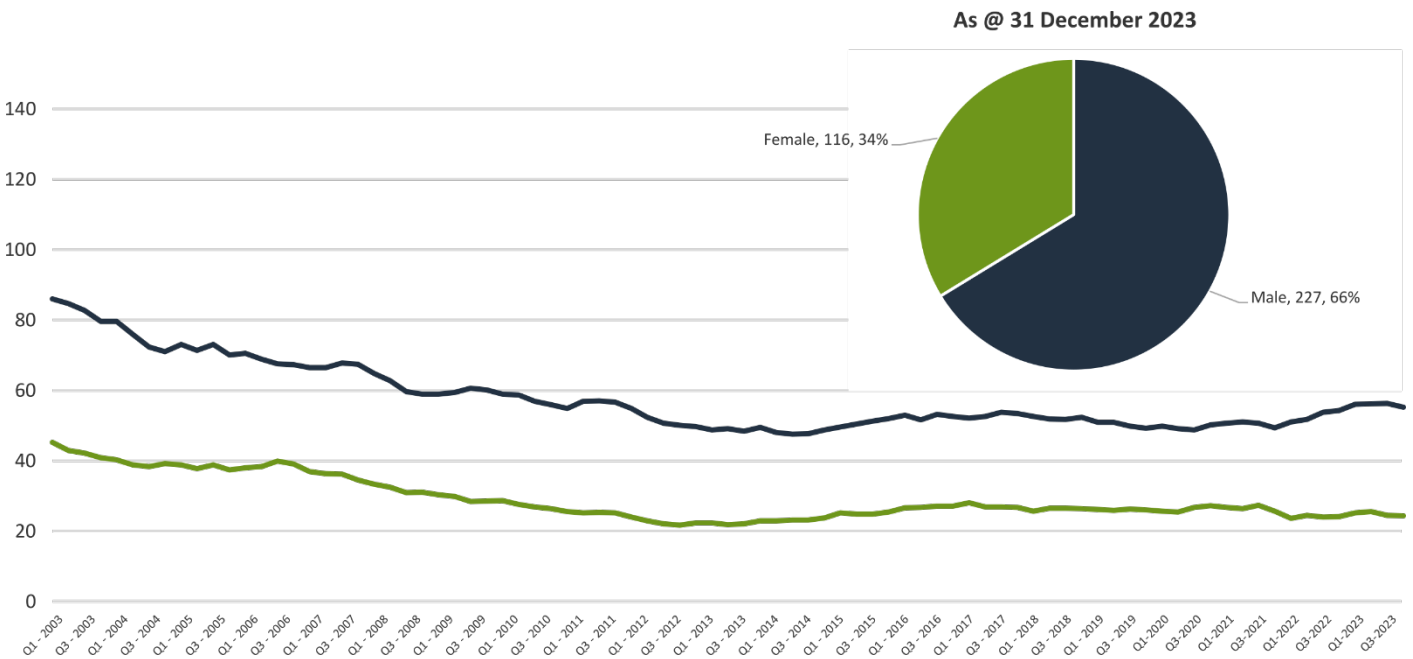
\* Serious claims include fatalities

# Statistics

Serious Casualties by Quarter by Age Group – 12 period moving average

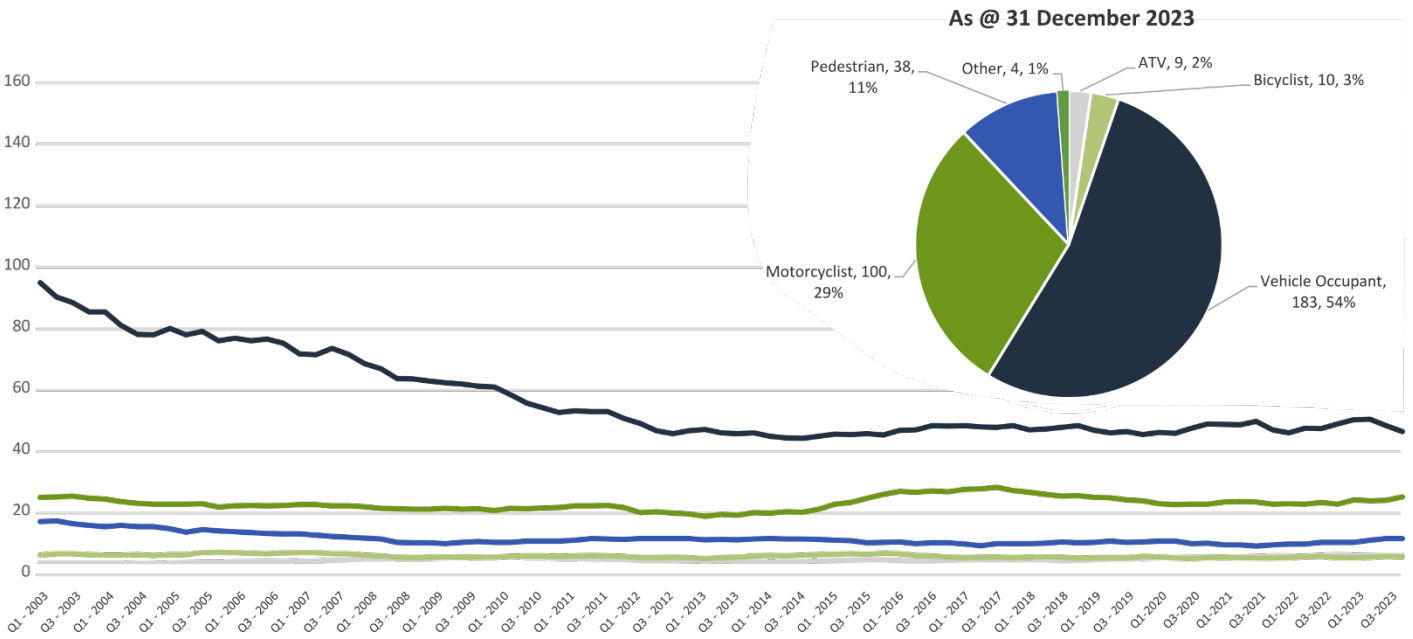


Serious Casualties by Quarter by Sex – 12 period moving average

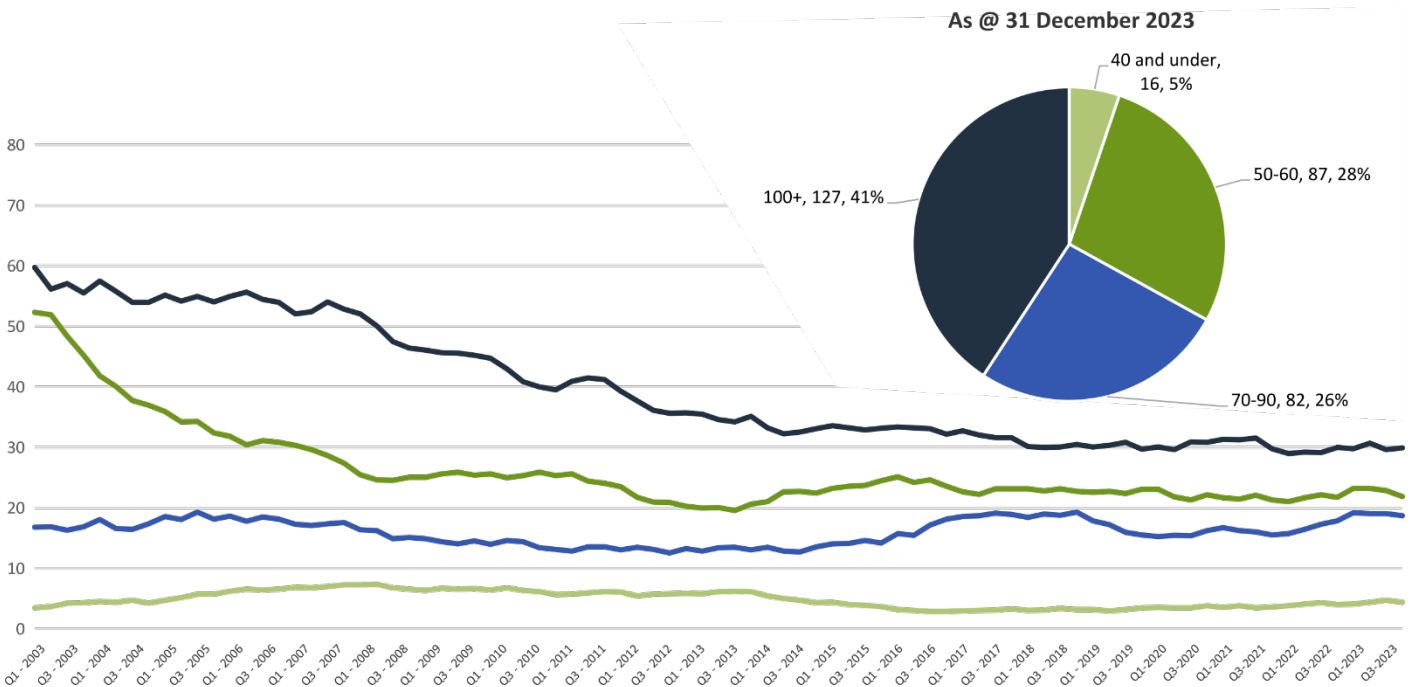




## Serious Casualties by Quarter by Road User Type – 12 period moving average

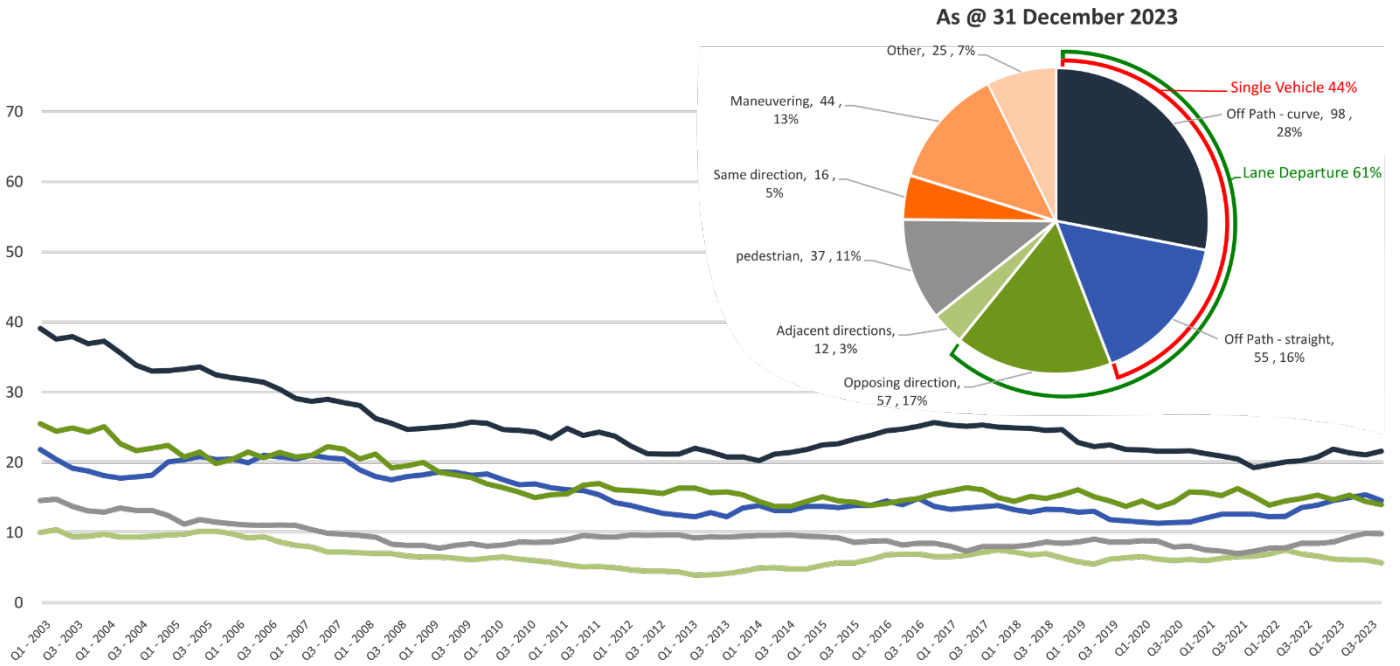


## Serious Casualties by Quarter by Speed Zone – 12 period moving average



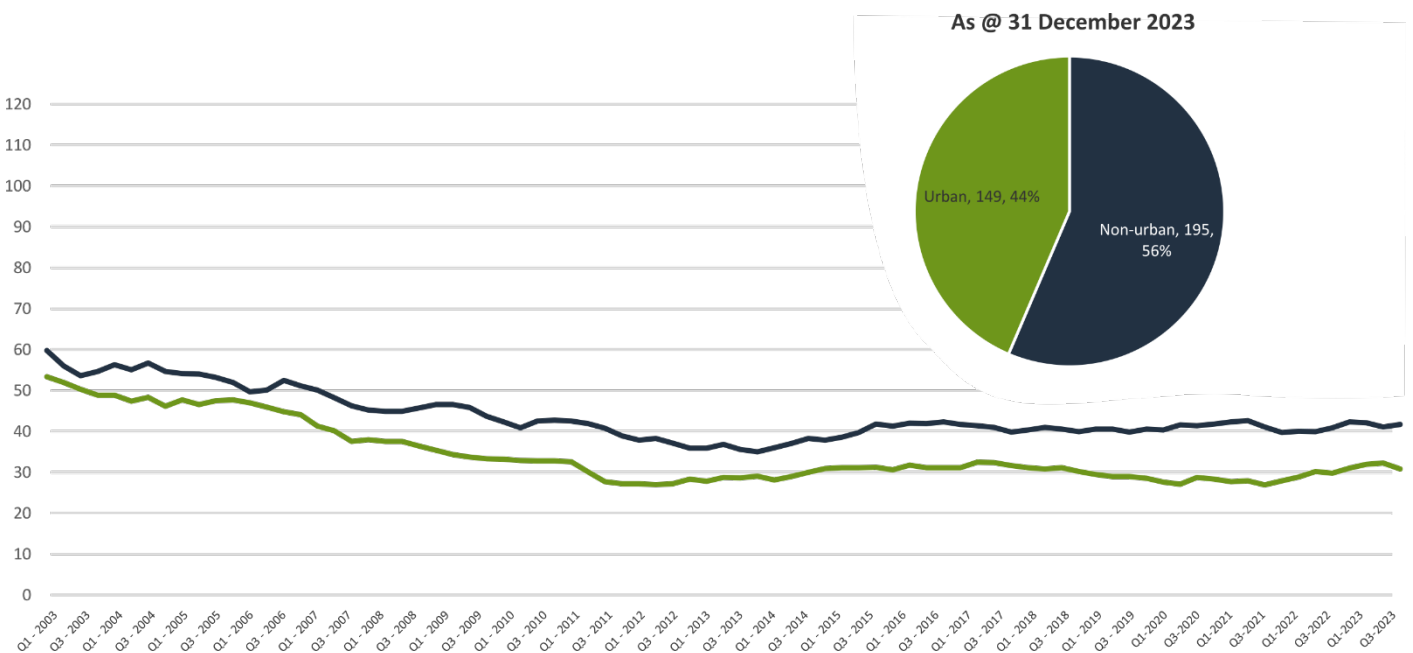
Pie chart excludes serious casualties where speed zone is recorded as 'not known'

### Serious Casualties by Quarter by Crash Type (DCA) – 12 period moving average



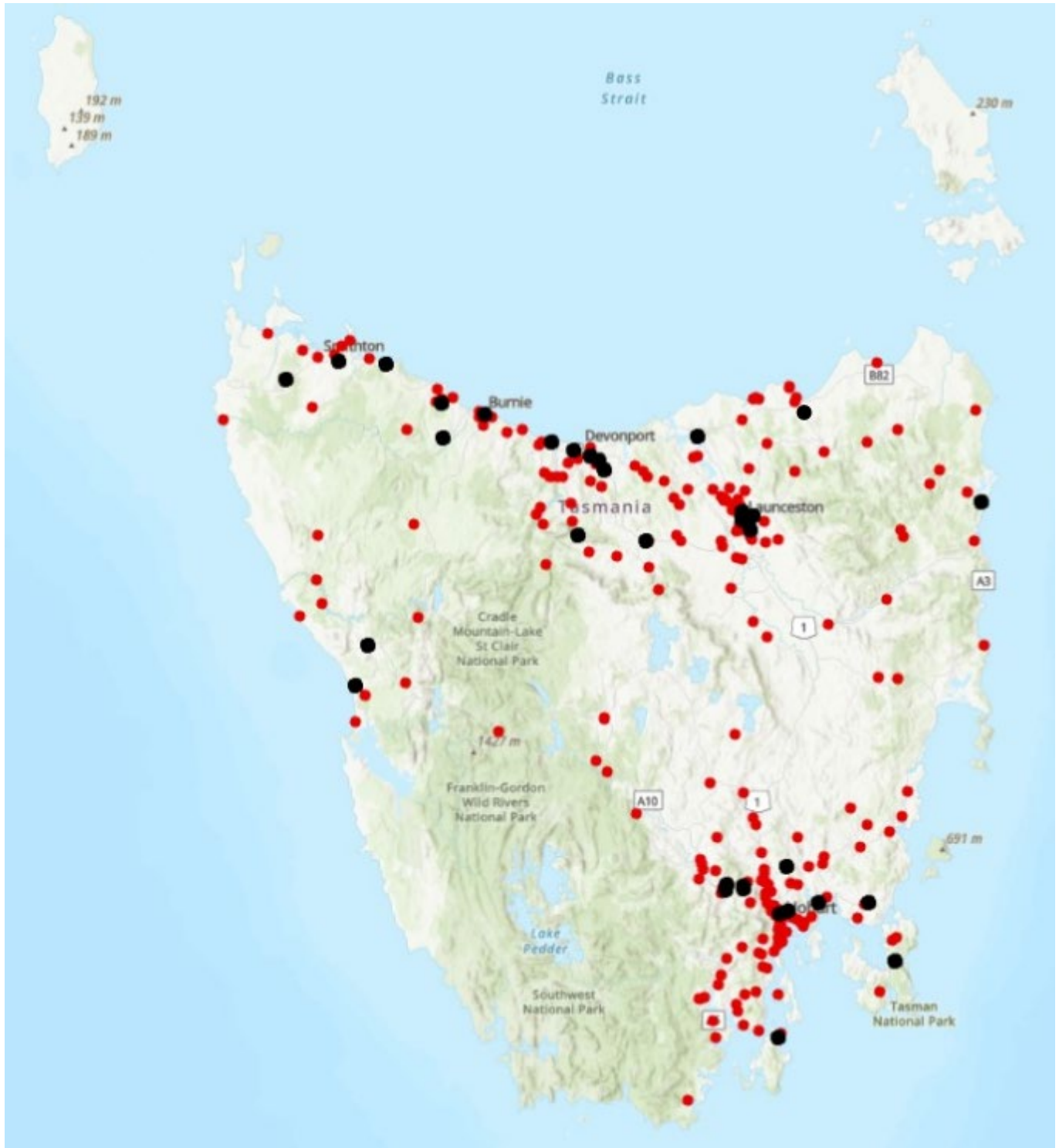
Other includes crash types: overtaking (4%), on-path (2%), & passenger and miscellaneous (1%).

### Serious Casualties by Quarter by Urban/Non-Urban – 12 period moving average



Based on the Australian Bureau of Statistics' 'significant urban area' geographic definition.

Serious Casualty locations to 31 December 2023 (Black = Fatality, Red = Serious Injury)



# Key themes and priority actions 2020-2024

The Quarterly Progress Report details progress on key themes and priority actions under the Towards Zero Action Plan 2020-2024 and the Towards Zero – Tasmanian Road Safety Strategy 2017-2026.

The progress report should be read in conjunction with the Action Plan and understood in the context of the Towards Zero Strategy. These documents are available at: [www.towardszero.tas.gov.au](http://www.towardszero.tas.gov.au)

## Funding of key themes



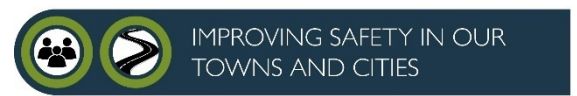
Over \$20 million



Over \$12 million



\$2 million



Over \$31 million

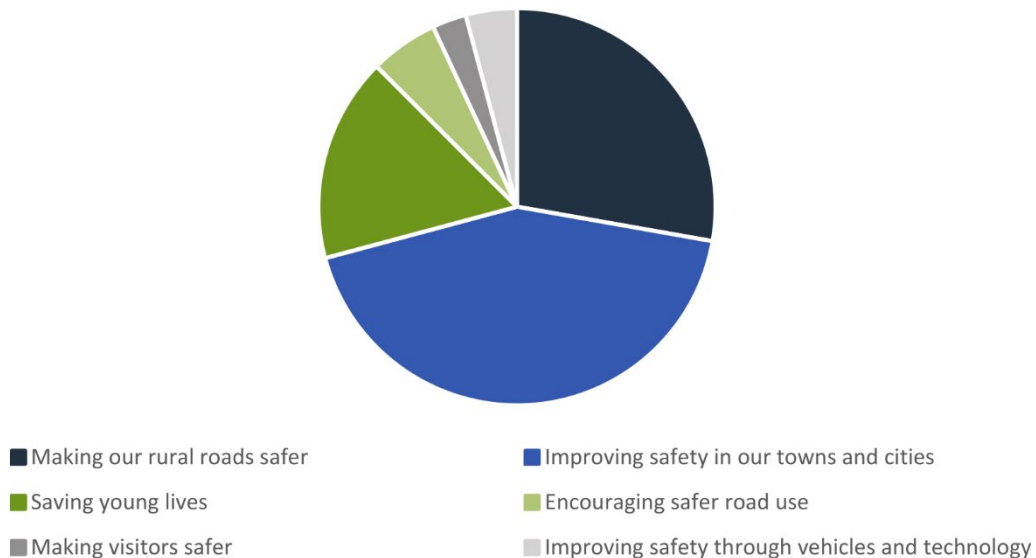


Over \$4 million



Over \$3 million

Funding for the Towards Zero Action Plan 2020-2024



# Project status report

Making our rural roads safer				
Rural road grants program for local government	On schedule		Infrastructure upgrades on low volume State roads	On schedule
Motorcyclist safety on rural roads	On schedule		Speed moderation and community engagement strategy	On schedule
Safe system knowledge and skills training	On schedule			
Improving safety in our cities and towns				
Targeted infrastructure upgrades in high traffic urban areas	Not yet commenced		Vulnerable Road User Program	On schedule
Community Road Safety Program	On schedule		Trial of innovative technologies	Not yet commenced
Innovative infrastructure treatment demonstrations	Not yet commenced			
Saving young lives				
Learner Driver Mentor Program and Driver Mentoring Tasmania	On schedule		Graduated Licensing System Project for drivers	Complete
Rotary Youth Driver Awareness Program	On schedule		Driving for Jobs Program	On schedule
RACT education initiatives	On schedule		Real Mates media campaign	On schedule
Bicycle Network bike education	On schedule		Safety around schools	On schedule
Kidsafe child restraint check program	On schedule		Full Gear motorcycle safety project	On schedule
Develop a Graduated Licensing System for motorcyclists	On schedule			
Encouraging safer road use				
Inattention and distraction	On schedule		Safe behaviour campaigns	On schedule
Mandatory Alcohol Interlock Program	Major delays		Protective clothing for motorcyclists	On schedule
Road safety penalties review	On schedule		Speed enforcement strategy	On schedule
Enforcement of high-risk behaviours	On schedule		Automated Traffic Enforcement Program	On schedule
High-risk motorcycling enforcement	On schedule		Road Rules Awareness	On schedule
Making visitors safer				
Tourist road safety signage program	On hold		Responsive electronic signage trial	On hold
Tourist education materials	Limited activity		Strategic partnerships	On hold
Tourist education at gateway entry points	Limited activity		Stakeholder alliances	On hold
Improving safety through vehicles and technology				
ANCAP	On schedule		Safer cars for young drivers	Not yet commenced
Autonomous vehicle and crash avoidance readiness	On schedule		Workplace driver safety	Not yet commenced
Light vehicle safety strategy	On schedule			

# Progress on key themes

Progress on key themes is reported as:

Status	Major delays/on hold/high risk	Delayed/some issues/medium risk	On schedule/progressing/low risk	Not yet commenced
--------	--------------------------------	---------------------------------	----------------------------------	-------------------



60 per cent of fatalities occur in rural areas

## Rural roads grants program for local government

The Safer Rural Roads Program (SRRP) provides funding to councils to implement infrastructure treatments on rural road corridors to reduce lane departure crashes and the harm when they do occur. An allocation of \$10 million was made to the SRRP to be administered over five funding rounds of \$2 million for the life of the Action Plan.

### Current situation / comments

The Australian Government's Road Safety Program (RSP) is a \$3 billion Commonwealth Budget commitment. Under the RSP, Tasmania has been notionally allocated up to \$66 million in funding for small-scale road safety infrastructure projects.

The RSP provided valuable additional funding to the SRRP. As a result, two funding rounds were held during the 2020–2021 financial year (FY21).

In FY21, 61 applications were received under the SRRP with 59 receiving funding. The successful projects from FY21 total approximately \$10 million in value. This includes funding of \$5.88 million from the Australian Government's RSP, \$2.45 million from the Road Safety Levy, and \$1.64 million from Local Government co-contributions.

As of 31 December 2023, 56 projects from the FY21 program rounds have been delivered, one project is in progress and two projects are experiencing delays.

The 2022–2023 funding round for the SRRP opened on 16 January 2023 and closed on 17 March 2023. It made available \$3.68 million from the Road Safety Levy for successful applicants. The SRRP Assessment Committee recommended all 18 applications for funding with all 18 being progressed for funding.

For these approved SRRP applications, \$3.2 million of funding, alongside \$1.6 million in co-contributions from councils, will allow for \$4.8 million of infrastructure to be built to improve safety on rural roads. Funded infrastructure treatments include guardrails, pavement widening, line marking and traffic signage.

As of 31 December 2023, 16 of the 18 2022-23 VRUP projects are in the delivery of works stage. We are waiting on two projects to return their signed grant deeds, so that they can be executed.

The 2023-24 funding round of the SRRP opened on 4 December 2023 and will close on 23 February 2024. This round will have a combined pool of funds with the VRUP of \$4.68 million as approved by the Minister for Infrastructure and Transport on 27 September 2023.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

## Infrastructure upgrades on low volume State roads

This program will provide funding for lower volume State roads, where cost effective treatments such as shoulder sealing, pavement markings, curve warnings, road side hazard removal and safety barriers will achieve maximum value for money.

### Current situation / comments

This program of works has supported Road Safety Levy co-contributions under the Australian Government’s RSP. This has taken advantage of the opportunity that Australian Government co-funding has presented for targeted shoulder sealing and junction upgrades across Tasmania.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

## Motorcyclist safety on rural roads

Road safety audits will be conducted on high-risk touring routes across Tasmania. This program will involve local motorcyclists and a safe system approach will inform audits. Findings will be shared with stakeholders to identify countermeasures that go beyond typical infrastructure solutions.

### Current situation / comments

#### Safe System motorcycle road safety audits

An audit of the Channel Highway between Margate and Verona Sands was completed on 6 March 2023. Infrastructure treatments resulting from the audit are expected to commence in early 2024.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

## Speed moderation and community engagement strategy

Speed moderation requires a holistic strategy encompassing public education, road risk assessments, enforcement, speed limit setting, speed limit mapping and technology, KPIs and evaluation. This project will involve community engagement to inform and build support for action on safer speeds. A significant ongoing coordination effort will be required to support the strategy.

### Current situation / comments

A revised high-level Speed Management Strategy approach has been completed, including a proposed project timeline. This has been endorsed by the RSAC at its most recent meeting in November 2023. Changes sought by the RSAC include amending Strategy guiding parameters to differentiate between Category I and other roads on the whole of Tasmanian network, in relation to the 'mismatch' between speed and infrastructure. It also advised that the Strategy make explicit links to benefits of speed management for the environment, fuel reduction and other relevant issues. These changes have now been updated in the project plan.

State Growth is now in the process of finalising the governance structure to guide development of the Strategy. This will include an internal working group comprising relevant areas within the Department and an external governance group, which the RSAC has agreed will include State Growth, Tasmania Police, the Local Government Association of Tasmania (LGAT), the Royal Automobile Club of Tasmania (RACT), and the RSAC independent road safety expert.

The RSAC has agreed that public consultation will be undertaken on speed management. State Growth is currently developing advice for the RSAC's consideration on the most appropriate method of consultation.

Next steps for the project include State Growth communicating with governance group representatives in establishing the Working Group and Steering Committee, including seeking nominations from external organisations. Pending approval from the RSAC on the preferred consultation method, a process will be commenced to seek public and stakeholder feedback on speed management issues.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

## Safe system knowledge and skills training

This initiative aims to improve Safe System knowledge for all those in a position to influence road safety outcomes. The initiative will focus on Safe System infrastructure design, including appropriate speed setting, and will consist of technical training sessions, workshops and forums across Tasmania.

### Current situation / comments

State Growth has developed a Safe System Training Framework to provide a strategic approach in expanding Safe System knowledge and skills, an initiative under the *Towards Zero Action Plan 2020-2024*. Following consultation with key stakeholders, State Growth is progressing with development of an introductory Safe System Training module to support the existing training and workshops delivered by training organisations.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--





# IMPROVING SAFETY IN OUR TOWNS AND CITIES

1/4



Pedestrians and cyclists are vulnerable and represent one in four serious casualties in our towns and cities

## Targeted infrastructure upgrades in high traffic urban areas

This program provides for delivery of a range of infrastructure safety upgrades to make our towns and cities safer. This will include shoulder sealing, intersection improvements, safety barriers and pavement marking at high traffic areas. This program targets high volume state roads that are not planned for major investment in the short term.

### Current situation / comments

This initiative has not yet commenced and will be considered as part of the mid-term review.

However, funding allocated to this initiative to date, under the Action Plan, has supported the Road Safety Levy co-contributions under the Australian Government's RSP. This has taken advantage of the opportunity that Australian Government co-funding has presented for targeted shoulder sealing and junction upgrades across Tasmania, and the upgrade of nearly 600 electronic school zone signs across approximately 220 locations.

Status				Not yet commenced
--------	--	--	--	-------------------

## Vulnerable Road User Program

The Vulnerable Road User Program (VRUP) is an established grants program which assists local government with the costs of installing safety improvements in built up areas. The aim of the program is to reduce conflict between vehicles and vulnerable road users - cyclists, pedestrians and motorcyclists.

Additionally, the program has a focus on increasing Safe System knowledge and capacity in local governments. The funding available under the VRUP was increased from \$500,000 to \$1,000,000 per annum, under the current Action Plan.

### Current situation / comments

The Australian Government's Road Safety Program (RSP) provided valuable additional funding to the VRUP. As a result, three funding rounds were held during FY21. In FY21, 95 applications were received under the VRUP with 71 receiving funding. This includes seven cycling safety-focused projects that all received funding under round three.

The successful projects from FY21 total approximately \$11.58 million in value. This includes funding of \$4.63 million from the Australian Government's RSP, \$4.70 million from the Road Safety Levy, and \$2.25 million from Local Government co-contributions.

As of 31 December 2023, 60 projects from the FY21 rounds have been delivered, three projects are in progress and three projects are experiencing delays. Five projects from the 71 successful projects, valued at \$750 000, have been withdrawn.

The 2022–2023 funding round of the VRUP opened on 16 January 2023 and closed on 17 March 2023. It made available \$1 million from the Road Safety Levy for successful applicants. 22 applications were received. As the SRRP was undersubscribed, the VRUP Assessment Committee recommended using \$406,000 of the unspent SRRP funds to increase the funds available to \$1.41 million. The Assessment Committee recommended 15 applications for funding.

The movement of funds between the programs was endorsed by the RSAC and approved by the Minister for Infrastructure and Transport in June 2023. For these approved VRUP applications, \$1.41 million of funding, alongside nearly \$500,000 in co-contributions from councils, will allow for \$1.9 million of infrastructure to be built to protect vulnerable road users. Funded infrastructure treatments include traffic calming measures, electronic speed signage, footpaths, pedestrian refuges, curb ramps and crossing.

As of 31 December 2023, 14 of the 15 2022-23 VRUP projects are in the delivery of works stage. There is one project still in the finalising plans stage.

The 2023-24 funding round of the VRUP opened on 4 December 2023 and will close on 23 February 2024. This round will have a combined pool of funds with the SRRP of \$4.68 million, as approved by the Minister for Infrastructure and Transport on 27 September 2023.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

## Community Road Safety Grants Program

The Community Road Safety Grants Program (CRSGP) is an established grants program that aims to build community engagement to address local road safety issues. The program supports local councils, schools, community groups, research institutions and charity organisations to promote road safety at the grass roots level.

### Current situation / comments

There are 11 projects from the 2022-23 funding round still in progress. Of these, two will conclude in January 2024, five will be completed by July 2024, and the remaining four are due for completion by the end of 2025.

The 2023-24 funding round, opened on 3 November 2023 and closed on 1 December 2023. There were five successful applicants with projects commencing in early 2024.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

## Trial of innovative technologies

This project will include monitoring, investigation and trialling of new and emerging technology based approaches to improving safety for vulnerable road users.

### Current situation / comments

This project has not yet commenced and will be considered as part of the mid-term review.

Status				Not yet commenced.
--------	--	--	--	--------------------

## Innovative infrastructure treatment demonstrations

This project will investigate, trial and demonstrate innovative Safe System urban infrastructure treatments to improve road safety in our urban areas. We will work with local councils to show how Tasmania's cities and towns can be improved for the benefit of all road users, particularly cyclists and pedestrians.

### Current situation / comments

This project has not yet commenced and will be considered as part of the mid-term review.

Status				Not yet commenced.
--------	--	--	--	--------------------



# SAVING YOUNG LIVES



92 young people are seriously injured or killed on our roads every year

## Learner Driver Mentor Program and Driver Mentoring Tasmania

The Learner Driver Mentor Program (LDMP), supported by Driver Mentoring Tasmania (DMT), is a well-established program that supports disadvantaged learner drivers to gain supervised on-road driving hours to gain a licence. DMT supports LDMP providers through peak body support and coordination.

### Current situation / comments

Between October and December 2023, the LDMP delivered 4,140 hours of supervisory driving and achieved 51 provisional licences.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

## Graduated Licensing System Project

Changes have been made to the Graduated Licensing System (GLS) for drivers to better protect young and novice drivers and improve the licensing pathway. Young drivers are overrepresented in crash statistics and most at risk when they first get their Ps and start driving solo. The changes to the GLS aim to address this risk and improve road safety outcomes for both young and novice drivers.

### Current situation / comments

The Tasmanian Government implemented regulatory changes to the GLS on 1 December 2020. Tasmania’s GLS now meets the enhanced model under the national driver GLS framework. The GLS changes were accompanied by a public education campaign explaining the policy changes and how they would apply to current and new learners.

Complementing the policy changes are three digital products that were progressively launched from July 2021.

The Plates Plus learning and assessment platform was designed to improve learner driver education by focusing on developing safe behaviours and attitudes. It is an innovative tool that takes users through a series of interactive exercises to ensure new drivers know the road rules and understand the impact of the fatal five road behaviours.

A public education campaign accompanied the launch of the Plates Plus platform and ran until September 2021. The campaign encouraged take-up by promoting the convenience of the platform, which is accessible from any device connected to the internet.

The Plates Plus logbook app launched in November 2021. For many Tasmanian learners, this will replace the existing hard copy logbook. It provides an easy and efficient way to record supervised driving hours during the learner licensing phase. A public education campaign targeting 15 to 25-year-olds accompanied the launch of the Plates Plus logbook app. To engage with this age group, the campaign focused on selected social media platforms.

The computer-based hazard perception test (HPT) was launched on 7 March 2022. The HPT is a mandatory assessment that has been introduced to the learner licensing pathway. The HPT assesses a learner’s ability to identify and react to safely avoid hazards. It features high-quality 3D clips developed by Austroads in conjunction with the Centre for Automotive Safety Research, using real Australian crash data to identify the most dangerous driving situations for novice drivers.

The HPT was the final product to be delivered under the GLS project.

Status	Complete
--------	----------

## Motorcyclist Graduated Licensing System review

The Tasmanian motorcyclist GLS is being reviewed to identify enhancements to ensure novice motorcyclists are as safe as possible on Tasmanian roads.

### Current situation / comments

Following initial consideration by the Department of State Growth, the Centre for Automotive Safety Research (CASR) was engaged to conduct a review of the Tasmanian motorcyclist GLS. The findings and recommendations of the review were presented to the RSAC at its May 2022 meeting.

A public consultation process run in August and September sought feedback on CASR’s recommendations. Feedback was collated and presented to the RSAC at its November 2022 meeting, together with a package of options to amend the motorcyclist GLS. At the RSAC’s request, additional information was provided and considered at its March 2023 meeting. The RSAC endorsed a package of recommended changes to the motorcyclist GLS for consideration by the Minister for Infrastructure and Transport. These recommendations are currently being considered.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

## RYDA program

RYDA is a one-day interactive road safety education program for Year 10-12 students to assist them to respond positively to the challenges and responsibilities of being a driver or passenger. Every year 4000 students take part in a series of practical demonstrations and learn valuable road safety lessons from expert presenters and volunteers. RYDA is delivered by Rotary Tasmania.

### Current situation / comments

The RYDA program was conducted throughout Tasmania from September to November 2023.

The RYDA program was successful in receiving the MAIB Community Safety Award of the Tasmanian Community Achievement Awards for 2023. Student participant numbers for 2023 will be reported in the next quarterly report.

The MAIB Community Safety Award recognises individuals and groups who have, through their dedication and efforts, improved safety and/or reduced injury and harm in the community, whether that be on the roads (such as

emergency services and first responders, road safety etc), to specific groups, specific areas or for specific activities.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

## Driving for Jobs Program

The Driving for Jobs (Dfj) Program aims to support disadvantaged students who would otherwise be unable to enter and progress through the Graduated Driver Licensing System (GLS). The program provides students at selected schools with the opportunity to increase their road safety knowledge whilst also improving their job readiness. Students undertake a personalised intensive program with a strong road safety focus including professional on-road driving lessons and participation in the Rotary Youth Driver Awareness Program (RYDA).

### Current situation / comments

The Dfj Program operates at Jordan River Learning Federation (JRLF) and Claremont College in the South and Launceston and Newstead Colleges in the North.

In 2023, Dfj students undertook 1,254 hours of fully funded driving lessons delivered by RACT accredited driving instructors. A total of 28 students obtained their learner licence and 31 students obtained their provisional driver licence. 68 students attended the full day RYDA road safety program. Unfortunately JRLF has been unable to provide data for the number of learner and provisional licences obtained and the number of students who attended RYDA. This data collection issue will be resolved from the commencement of term one 2024.

The Dfj Program continues to go from strength to strength with more driving lessons delivered in 2023 than in previous years. Program demand continues to exceed program capacity. One additional day per week of driving lessons will be provided at Claremont College in term one of 2024. Unfortunately, RACT is unable to provide any additional lessons for either Launceston or Newstead College. A review of the Dfj Program will be undertaken by consultant Purple Infinity and completed by mid-2024 with recommendations to inform opportunities to increase program capacity and to utilise budget underspend.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

## RACT education initiatives

The RACT delivers a range of community and school-based road safety education programs for seniors community groups and primary and secondary students. This includes a program for Year 10-12 students focused on the dangers of distraction and inattention, and a program to teach students how to progress through the GLS and about the specific rules that apply to L and P plate drivers. Sessions for seniors include safe driving tips and road rule reminders.

### Current situation / comments

The RACT will continue to deliver their suite of road safety programs for the 2023-24 financial year.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

## Real Mates media campaign

The MAIB-funded Real Mates campaign engages with young men to encourage them to avoid the risks of drink driving by empowering them to speak up and stop a mate from driving after drinking.

**Current situation / comments**

A new iteration of Real mates was launched on the 5 September 2022. This is the eighth iteration of the real mates campaign, the new campaign shows how a Real Mate can and should help their mates make the right decision to avoid the very real consequences of driving after drinking. The key campaign message is remind your mates what’s at stake.

The campaign ran across television in September 2023, with a focus on the AFL finals and Grand Final, which was identified as an opportunity to reach the target demographic of young men.

The Real Mates sponsorship of the North West Football League commenced in March 2023 and continued until September 2023, highlighting the Real Mates message in the North West of Tasmania.

The 2024 iteration of the Real Mates campaign is being discussed with a creative agency, to launch in the second half of 2024.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

**Bicycle Network bike education**

The Bicycle Network delivers the Ride2School program to primary schools across Tasmania. Ride2School focuses on raising awareness for primary-aged students in safe cycling, road safety and positive road sharing behaviour.

**Current situation / comments**

The Bicycle Network will continue to deliver the Ride2School program for the 2023-24 financial year.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

**Safety around schools**

Safety around schools is promoted through designated crossings, lower speed zones, more than 100 school crossing patrol officers and public education. The current Safety around Schools project, including the Love 40 campaign, encourages drivers to lower their speed and keep a look out for children in school zones and around buses.

**Current situation / comments**

The successful Love 40 campaign has continued at the commencement of each school term, supplemented by high visibility policing and routine visits from Transport Safety Inspectors.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

**Kidsafe child restraint check program**

Kidsafe Tasmania conducts free child restraint checking sessions and training sessions for professionals to ensure young children are safely and lawfully seated and restrained in cars. Kidsafe also distribute and promote educational materials to inform the public of the correct child restraint type for a child’s age and size.

**Current situation / comments**

Kidsafe will continue to conduct free child restraint checking sessions for the 2023-24 financial year.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

## Full Gear motorcycle safety project

The Glenorchy City Council, in partnership with Bucaan House, delivers its successful Full Gear motorcycle safety project (Full Gear), which helps at-risk young motorcycle riders to enter the licensing system and adopt safe riding practices.

### Current situation / comments

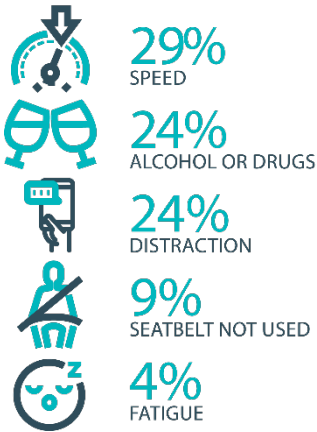
The Full Gear program has concluded for 2023. Planning for 2024 has commenced, including negotiations with neighbouring community organisations to facilitate outreach programs.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--





## ENCOURAGING SAFER ROAD USE



### The fatal five behaviours contributing to serious casualties

## Inattention and distraction

Inattention and distraction are concerning causes of serious casualty crashes and may have a far greater impact than current data suggests. There are a number of research projects and enforcement initiatives that are being used to address this issue. This project will include consideration of emerging strategies for tackling distraction, encouraging compliance through enforcement and influencing driver behaviour through public education campaigns.

### Current situation / comments

#### Enforcement

Tasmania Police introduced three unmarked motorcycles to increase the rate of detection and enforcement of illegal phone use whilst driving. These motorcycles operate across all districts and target the low speed road network and congested traffic conditions, utilising 'lane filtering' legislation to full advantage.

In an agency first, the riders are also fitted with helmet cameras to capture the offence, an initiative that has effectively nullified disputes. The introduction of unmarked motorcycles has proved to be incredibly successful with riders reporting high-level public support and a notable change in driver behaviour. In addition regular operations continue to be conducted which target illegal phone use.

Tasmania Police continue to identify, trial and implement emerging technologies to address speeding, seatbelt, inattention and distraction offences including, improving enforcement of high-risk driving. Technologies such as hand held speed cameras, updated ANPR technology and dash cams are now being trialled and ongoing support is being provided to the Automated Traffic Enforcement Project being led by the Department of State Growth.

#### Public Education

The Click. Store. Go. campaign was developed to inform drivers of the new mobile phone and seatbelt detection cameras in Tasmania, and encourage them to put their phones away and their seatbelts on.

The first phase of the 'Click. Store. Go' campaign ran from April to August 2023 letting drivers know the cameras would soon be operational in Tasmania.

The second phase of the 'Click. Store. Go' campaign launched in August 2023, which let drivers know mobile phone and seatbelt detection cameras are now live.

The second phase is still partially in market, with billboards and bus backs remaining until the next phase of Over is Over is released in April 2024.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

## Safe behaviour campaigns

Targeted media campaigns will continue to educate people about high-risk behaviours and to highlight the dangers of the 'Fatal Five'.

### Current situation / comments

The Over is Over campaign had another burst across television and social media in September 2023, highlighting the dangers of speeding.

The 'Road Safety Starts with Me' campaign continued through July and August 2023 across social media, cinema and digital billboards. This campaign encourages the community to think about the role they play in making Tasmanian roads safe and how they can be a safer and more courteous road user.

The social media campaign 'Drive to the conditions' continued from June to September 2023, encouraging drivers to be aware of changing road and weather conditions and to slow down when necessary.

The Love40 campaign had another burst at the start of term three in July 2023. Love40 aims to encourage motorists to drive at or below the school zone limit to keep our children safe.

The Rule 79a campaign had another burst across television, social and radio beginning in September 2023, reminding drivers that the road rule requiring motorists to slow down to 40 km/h when passing emergency vehicles like police, fire and ambulances, now includes roadside assistance vehicles with flashing yellow lights.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

## Mandatory Alcohol Interlock Program (MAIP)

The MAIP aims to have repeat and high-level drink driving offenders demonstrate they are able to separate their drinking from driving through the installation of an alcohol interlock in their vehicle. New measures will be introduced to increase participation in the MAIP.

### Current situation / comments

Drafting instructions for the revised framework were provided to the Office of Parliamentary Counsel (OPC) in October 2019. Parliamentary priorities, including COVID-19, caused reprioritisation of OPC work. Drafting instructions were withdrawn from OPC in May 2021, before the first draft of amendments had been received, to enable the new Road User Services' managers to review the drafting instructions to ensure that they remain current. The revised instructions were re-submitted to OPC on 15 February 2022. Again, Parliamentary priorities slowed the work of OPC. Nonetheless, version 2 of the amendments were received in November 2022, and work continues with OPC.

Two approved Providers have signed new contracts; negotiations continue with the third. The contracts expiry has been extended until October 2023 under a new Treasury process. Work commenced on creating new contracts in early February 2023. Crown Law has advised that: (i) the format of the contract must be updated to reflect the new TTCC template; and (ii) we must undertake a full tender process rather than roll the contracts over. This approach will also capture the two intending approved providers. Work continues.

Status	Major delays/on hold/high risk			
--------	--------------------------------	--	--	--

## Protective clothing for motorcyclists

Motorcyclists are overrepresented in Tasmania’s road trauma figures. Motorcyclists are vulnerable road users due to a lack of physical protection. Protective clothing can reduce injury severity in the event of a crash. Tasmania is a funding member of MotoCAP. MotoCAP provides safety assessment star ratings for protective clothing and prepares education materials for motorcyclists.

### Current situation / comments

In June 2023, an updated public education brochure educating riders on the importance of wearing protective motorcycle gear was re-distributed to Tasmanian retailers, Tasmanian Neighbourhood Houses and AJL training facilities. The brochure reiterates the importance of wearing full gear on every ride and directs motorcyclists to the MotoCAP website to check gear safety ratings before purchase.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

## Road safety penalties review

For enforcement activities to improve safety on our roads, they need to be backed up with appropriate penalties. Tasmania’s road safety penalties will be reviewed to ensure they are up-to-date and provide an appropriate deterrence to those who break the rules and put themselves and others at risk.

### Current situation / comments

The Department previously completed a review of road safety penalties in 2020, which showed that Tasmania was largely consistent with other jurisdictions, except for speeding offence penalties, which were lower.

The results of that review were presented to the Road Safety Advisory Council (RSAC) in November 2020. RSAC recommended not amending penalty values due to the economic impacts of COVID-19 and general parity with other jurisdictions.

Since November 2020, some jurisdictions have implemented higher penalties, which has widened the gap between Tasmania’s penalties and some jurisdictional averages.

The Road Safety Branch (RSB) undertook a review of Tasmanian road safety penalties to compare Tasmanian penalties to the average of other Australian jurisdictions for the fatal five road offences – speed, mobile phones, alcohol and drugs and failure to wear a seatbelt.

The review compared Tasmania’s penalty levels to a ‘jurisdictional average’ (i.e., an average of all other jurisdictions, without inclusion of Tasmania’s penalties) to avoid skewing the average. To ensure that the comparison of monetary penalties considers the differences in earning potential across the jurisdictions, comparisons are being done as a percentage of each jurisdiction’s seasonally adjusted average weekly wage (not a whole dollar value).

A recommendation to consider endorsing amendments to the monetary penalties for offences relating to illegal mobile phone use, seatbelt non-compliance, registration, and speed, was provided to RSAC for review in its May 2023 meeting. RSAC considered the proposal, recommending penalties should not be amended until the effects of the new automatic traffic enforcement program have been considered. RSAC agreed to review penalties again towards the end of the current Action Plan which concludes on 31 December 2024.

Status			On schedule/progressing/low risk
--------	--	--	----------------------------------

## Speed enforcement strategy

Speed is one of the fatal five offences addressed within the *Tasmania Police Road Safety Strategy 2022-2024*.

The strategy directs enhanced speed enforcement strategies and techniques to increase the rate of detection and increase the perception that offending drivers and riders will be caught through the coordination of high-visibility speed enforcement in high-risk areas across all police districts.

With regard to speed enforcement, Tasmania Police has conducted several technology trials, including in-motion camera technology, where speed cameras are fitted to moving vehicles, and of mobile point-to-point speed detection, where average speed enforcement utilises two vehicles fitted with automatic numberplate recognition technology. In addition, Tasmania Police continues to support the Department of State Growth in the conduct of the automated speed enforcement program in Tasmania.

Tasmania Police has implemented a Strategic Asset Management Plan (SAMP) for all speed detection devices. The SAMP provides for continual review of new and emerging technologies, includes provisions for regular replacement and upgrade of equipment and importantly supports long-term financial planning and budgeting. In line with the SAMP, Tasmania Police’s Southern Road and Public Order Services is also trialling a rear-facing radar on a patrol vehicle.

Tasmania Police has completed the implementation of new vehicle livery across the fleet to include the introduction of ‘Over is Over’ campaign mark-ups on selected traffic enforcement cars and motorcycles. Tasmania Police continue matching different livery designs to specific uses, for example general patrol, high-visibility patrol, and low-profile marked vehicles – all of which are relevant to different methodologies of speed reduction and enforcement. The introduction of unmarked highway patrol cars has also proven to be very successful and complements the use of overt policing tactics well.

Tasmania Police recently updated the marked police motorcycle fleet with new livery for these bikes being implemented to heighten the visibility of police on the road network.

Status			On schedule/progressing/low risk
--------	--	--	----------------------------------

## Enforcement of high-risk behaviours

To reduce high-risk behaviours and increase compliant road user behaviour, State Growth and Tasmania Police will work collaboratively to investigate and introduce new enforcement techniques and technologies to detect high-risk behaviours that address the ‘fatal five’, including mobile phone use, speeding and failure to wear a seatbelt.

### Current situation / comments

*Tasmania Police Road Safety Strategy 2022-2024*, focuses on the fatal five causes of serious and fatal crashes, which are the highest risk driver behaviours: speeding; alcohol and drugs; distraction and inattention; seatbelts; and fatigue.

The strategy includes the analysis of current data that assists to identify where enforcement activities should be focused according to the highest risk, road safety locations, times and behaviours to achieve a change in driver behaviour.

Tasmania Police has now completed a program of sending traffic policing subject matter experts to various jurisdictions around the country in order to foster closer relationships and identify opportunities for enhancing road safety activities within Tasmania. Reports from these SME's are now being examined to identify opportunities for Tasmania Police into the future.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

## Automated Traffic Enforcement Program

Automated Traffic Enforcement (ATE) (i.e. speed cameras) is relatively underutilised as a deterrence and enforcement mechanism in Tasmania. This project investigates proven and emerging camera technologies for use at high-risk locations and across the entire road network.

### Current situation / comments

On 30 September 2022, mobile speed camera enforcement services being delivered by Sensys Gatso Australia began issuing Infringement Notice's to motorists detected speeding.

Currently there are 16 mobile speed camera systems operating in Tasmania delivering up to 40 000 enforcement hours per annum at over 350-370 unique locations each month. Mobile speed camera deployment locations have been chosen based on crash risk, road safety infrastructure and vehicle operating speeds.

The introduction of the mobile speed camera program has been supported by the new enforcement focus of the 'Over is Over' marketing campaign and the development of a separate program website ([speedcameras.tas.gov.au](http://speedcameras.tas.gov.au)).

The Road User Portal ([portal.speedcameras.tas.gov.au](http://portal.speedcameras.tas.gov.au)) was developed in early 2023 to support enforcement and allow motorists to view their offence images and video. The Road User Portal aims to improve transparency and build confidence in automated traffic enforcement.

In addition to speed enforcement, the Government has allocated an additional \$9.3 million over three years to allow for an expansion of enforcement to 16 cameras, provide an additional one year of enforcement, and implement emerging technologies such as mobile phone, seatbelt, and average speed enforcement.

To support the implementation of these emerging technologies, the project team progressed legislative and regulatory amendments in 2022 which have enabled photographic detection devices to be used in the detection and prosecution of mobile phone, seatbelt, and average speed offences.

In August 2023, mobile phone and seatbelt enforcement commenced using four camera systems that will deliver up to 14,000 enforcement hours per annum. The implementation of mobile phone and seatbelt enforcement has been supported by the 'Click. Store. Go.' campaign, which encourages positive behaviour change and informs motorists that detection cameras are now live.

The project team is progressing work to deliver a trial of mobile average speed enforcement technology. The trial of this technology is expected to commence in early 2024.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

## High-risk motorcycling enforcement

Speed is a factor in at least a quarter of motorcyclist serious casualties. Speed cameras offer no deterrence to motorcyclists, whose numberplates are mounted only on the back. Introduction of rear-facing speed cameras will improve detection and deterrence of speeding. This is being considered as part of the Automated Traffic Enforcement Program.

### Current situation / comments

The Tasmania Police Road Safety Strategy 2022-2024 approaches the enforcement of high-risk motorcycle behaviours from several angles. Tasmania Police has:

- worked with the Department of State Growth to re-introduce Automated Mobile Speed Enforcement Cameras that have both a rearward and forward-facing capability to better target and detect high-risk motorcycle behaviour.
- introduced an online public portal for members of the public to upload footage relating to traffic offences they have witnessed. Tasmania Police review these submissions and allocate prima facie offences to an officer for investigation and follow-up.
- published the Tasmania Police Road Safety Strategy 2022 – 2024 which provides for increased patrol hours on rural roads which includes many of the popular motorcycle touring routes. The increased patrol hours will be conducted in a mix of covert and overt patrols that will discourage and detect high-risk motorcycle behaviours increasing the perception amongst riders they will be caught anywhere at any time.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

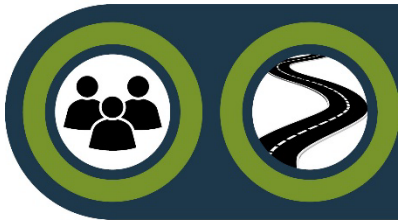
## Road Rules Awareness

Compliance with Road Rules makes our behaviour on the roads predictable, improving safety for all road users. This initiative will ensure that user-friendly and tailored information resources are developed so that the Road Rules are easily understood and adhered to by all road users.

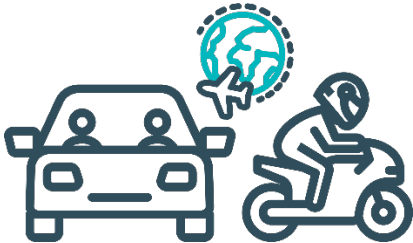
### Current situation / comments

The *Tasmanian Road Rules Handbook* and the *Misunderstood Road Rules* series of pamphlets are distributed to Service Tasmania locations when required.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--



# MAKING VISITORS SAFER



11 per cent of all serious casualties on our roads are non-Tasmanian residents

## Tourist road safety signage program

This program will see the installation of tourist signage strategically placed across the road network. The signs will provide important road safety information, relevant to the area road users are travelling in. This program will be undertaken in collaboration with stakeholders, local government and State Roads.

### Current situation / comments

This program is currently on hold.

Status	On hold			
--------	---------	--	--	--

## Responsive electronic signage trial

This project will trial a responsive electronic sign with real time information at regional tourism gateways.

### Current situation / comments

This project is currently on hold.

Status	On hold			
--------	---------	--	--	--

## Tourist education materials

A range of education materials developed using images, symbols and multi-lingual material delivered to specific audiences through targeted communications channels. This includes vehicle hangers, brochures, posters, roadside signs, editorial content, film and digital content.

### Current situation / comments

Communications materials are being distributed upon request from stakeholders.

Status		Limited activity		
--------	--	------------------	--	--

## Strategic partnerships

Developing strategic partnerships based on synergies with target audiences will enable the effective promotion of road safety messages and education.

### Current situation / comments

This project is currently on hold.

Status	On hold			
--------	---------	--	--	--

## Tourist education at gateway entry points

As an island state, we have the opportunity to strategically place messaging at our gateway airports and seaports to reach visitors with important road safety messaging prior to them driving in Tasmania. This includes a range of educational materials, electronic and static signs and billboards.

### Current situation / comments

Printed collateral is in stock and digital billboards display road safety messaging at gateway locations.

Status		Limited activity		
--------	--	------------------	--	--

## Stakeholder alliances

Sharing information and collaborating to develop effective strategies and tools to address road safety issues is vital. This project will develop formal and informal stakeholder alliances to encourage input and create opportunities to deliver joint initiatives.

### Current situation / comments

This activity is currently on hold.

Status	On hold			
--------	---------	--	--	--





# IMPROVING SAFETY THROUGH VEHICLES AND TECHNOLOGY



The rate of fatal crashes is four times higher for vehicles 15+ years old than for vehicles made in the last five years

## Australasian New Car Assessment Program (ANCAP)

Tasmania is a funding member of ANCAP. ANCAP plays a vital role in informing consumers about safety performance of new vehicles and advocates for improved vehicle safety design and specification through public education campaigns, advocacy activities and engagement with governments, corporate fleets, the media and consumers. Activities related to ANCAP will include promotion of safer vehicles and options for an annual vehicle fleet report.

### Current situation / comments

Tasmania continues to provide funding support to ANCAP. ANCAP has developed a Strategic Plan for 2023-2030. Tasmania has increased its support of ANCAP with funding of up to \$85,000 per annum from the Road Safety Levy. ANCAP published 12 new vehicle ratings between 1 October and 31 December 2023. Each vehicle goes through four crash tests, various crash avoidance tests and other assessments. Three vehicles were locally tested and nine were republished from Euro NCAP.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

## Safer cars for young drivers

This project aims to increase awareness of the Used Car Safety Rating database amongst first time car buyers. This could be promoted through education materials and campaigns and may be able to integrate with the GLS online learning platform.

### Current situation / comments

This project has not yet commenced and will be considered as part of the Light Vehicle Safety Strategy and through the mid-term review.

Status				Not yet commenced
--------	--	--	--	-------------------

## Autonomous vehicle and crash avoidance readiness

This project involves the monitoring and development of safety and autonomous vehicle technologies.

### Current situation / comments

The regulation of autonomous vehicles is being considered at a national level and Tasmania is participating in that process.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

## Workplace driver safety

Vehicle use in road traffic is the most significant contributor to work-related traumatic injury. This project will aim to promote and encourage employers to adopt safe driving policies based on the Worksafe, 'Vehicles as a workplace' guide.

### Current situation / comments

This project has not yet commenced and will be considered as part of the mid-term review.

Status				Not yet commenced.
--------	--	--	--	--------------------

## Light vehicle safety strategy

A light vehicle safety strategy will be developed to provide public education and undertake enforcement activities to enhance the safety standard of Tasmania's vehicle fleet.

### Current situation / comments

A draft light vehicle safety strategy is being developed. The draft strategy aims to accelerate an increase in the number of newer and safer vehicles and removal of older cars from the light vehicle fleet while increasing the safety of the current vehicle fleet.

A finalised draft light vehicle safety strategy is scheduled to be provided to RSAC at its March 2024 meeting.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

# Funding

## Road Safety Levy Overview for the Financial Year 2023/24

As at 31 December 2023 (Quarter 2)

### Road Safety Levy Opening Summary

Opening Balance as at 01 July 2023	\$	22,132,469
Annual Allocation to Road Safety Operations	\$	2,600,000

### Revenue Summary

	Forecast (FY24)	Actual (Y.T.D.)
Motor Accident Insurance Board Funding	\$ 1,506,505	\$ 360,058
Revenue Inflows from Registrations	\$ 15,787,990	\$ 9,013,384
Funds Available for Distribution	\$ 36,826,964	\$ 28,905,910

### Expenditure Summary

Theme no.	Theme	Forecast (FY24)	Actual (Y.T.D.)
1	Making our Rural Roads Safer	\$ 6,951,744	\$ 1,201,347
2	Improving Safety in our Towns and Cities	\$ 9,061,899	\$ 1,051,751
3	Saving Young Lives	\$ 3,362,189	\$ 2,030,535
4	Encouraging Safer Road Use <sup>^</sup>	\$ 4,579,199	\$ 967,628
5	Making Visitors Safer	\$ 200,391	\$ 45,599
6	Improving Safety Through Vehicles and Technology	\$ 1,821,781	\$ 81,781
7	General Support	\$ 794,578	\$ 250,862

### Budget and Expenditure by Category

	Forecast (FY24)	Actual (Y.T.D.)
Infrastructure Expenditure*	\$ 15,103,934	\$ 2,197,217
Policy & Projects Expenditure*	\$ 11,667,847	\$ 3,432,285

<b>Total Expenditure</b>	\$	26,771,781	\$	5,629,502
--------------------------	----	------------	----	-----------

<b>Balance as of 30 September 2023</b>	\$	15,547,078	\$	23,276,408
--	----	------------	----	------------

<b>Forecast Closing Balance of FY24</b>	\$	10,055,184
---	----	------------

\*Includes four ceasing activities not categorised by Action Plan 2020-24 themes

<sup>^</sup>includes MAIB expenditure

## MAIB Funding

As at 31 December 2023

2023/24 Financial Year	Budget \$	Actual (ytd) \$	Balance \$
<b>Expenditure (State Growth)</b>			
Administration & Public Relations	320,673	161,739	158,934
Public Education	1,090,750	186,319	904,431
Research	65,000	12,000	53,000
<b>Subtotal</b>	<b>1,476,423</b>	<b>360,058</b>	<b>1,116,365</b>
<b>Expenditure (Tasmania Police)</b>			
Salaries	2,263,072	1,085,738	1,177,334
Operating Expenses	188,000	43,122	144,878
Equipment	609,177	54,103	555,074
<b>Subtotal</b>	<b>3,060,249</b>	<b>1,182,963</b>	<b>1,877,285</b>
<b>Total</b>	<b>4,536,672</b>	<b>1,543,021</b>	<b>2,993,650</b>

Includes Carried Forward of  
**\$41,521 (State Growth)**  
**\$274,839 (Police)**



Department of State Growth

Road Safety Branch

Towards Zero Action Plan 2020-2024

GPO Box 536

Hobart TAS 7001 Australia

Phone: 6166 3243

Email: [rsac@stategrowth.tas.gov.au](mailto:rsac@stategrowth.tas.gov.au)

Web: [www.rsac.tas.gov.au](http://www.rsac.tas.gov.au)

© State of Tasmania December 2023