



# Towards Zero Action Plan 2020–2024

**Quarterly Progress Report  
to RSAC  
to 31 March 2025**





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# 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 2024 was 334, compared to 347 in 2023, a 3.7 per cent decrease. The 2024 figure of 334 is a 7.2 per cent increase on the five year serious casualty average of 311.6 (2019-2023).

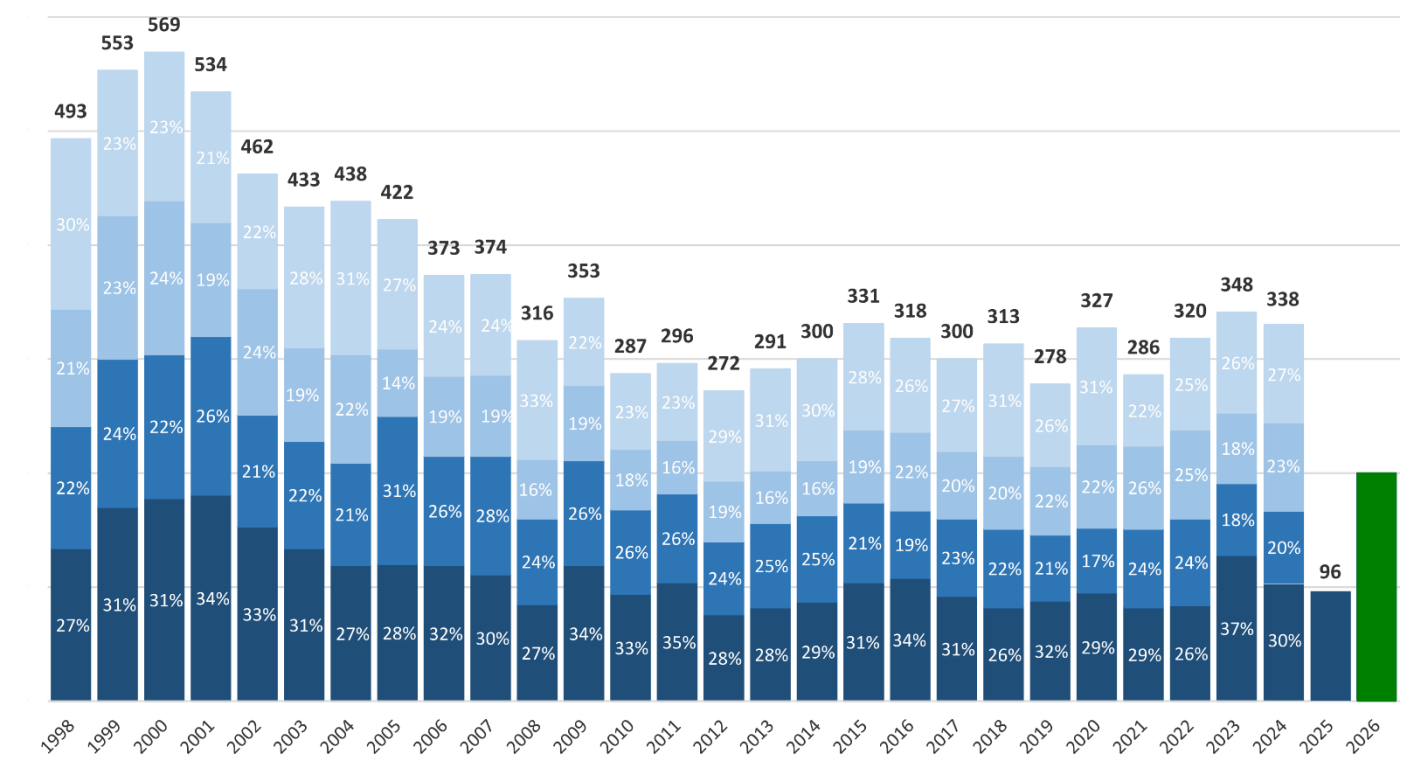
## Fatalities

In 2024, there were 32 fatalities on Tasmanian roads which is 4 fewer than the number recorded in 2023. The figure of 32 fatalities in 2024 is a 15.8 per cent decrease on the five-year fatality average of 38 (2019-2023).

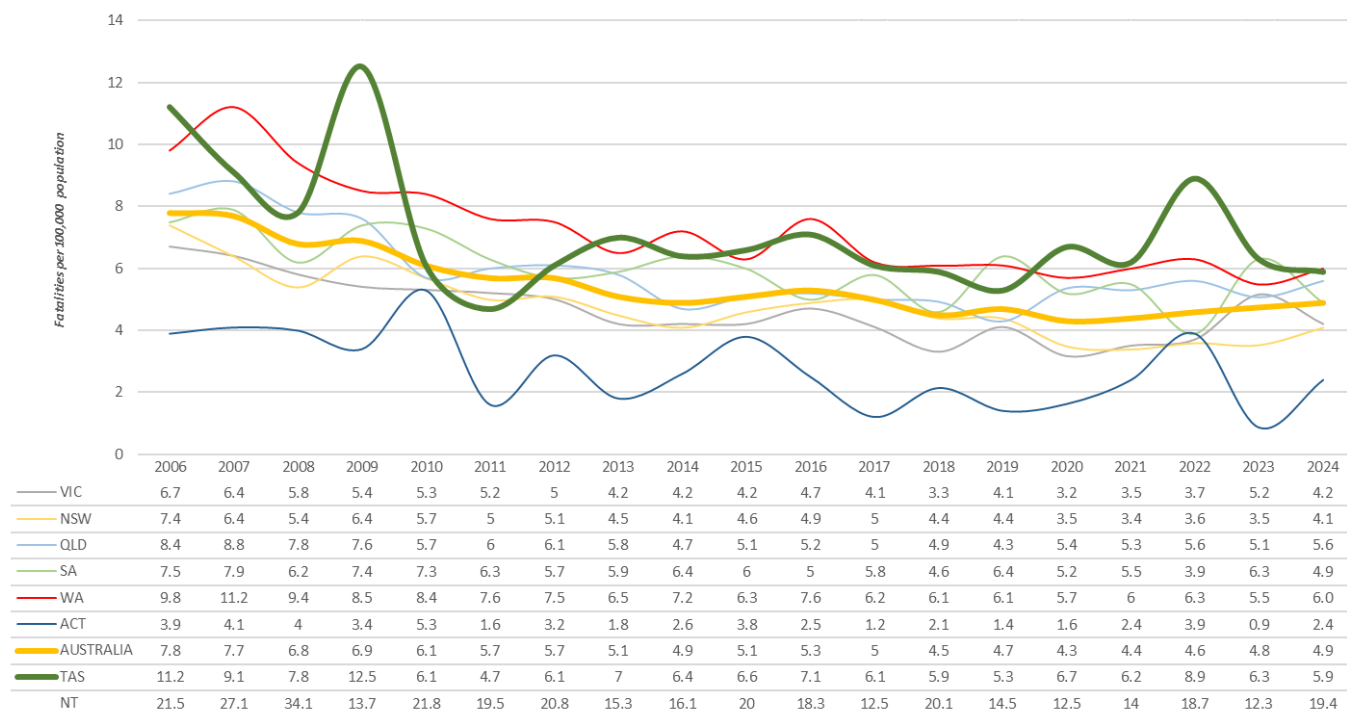
## 2025 YTD

There have been 96 serious casualties (9 fatalities and 87 serious injuries) to 31 March 2025, six fewer than the number recorded at the same time in 2024 (5 fatalities and 97 serious injuries) and a decrease of 2.6 per cent on the five-year average of 98.6 serious casualties.

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



## Annual fatalities – Rate per 100,000 population



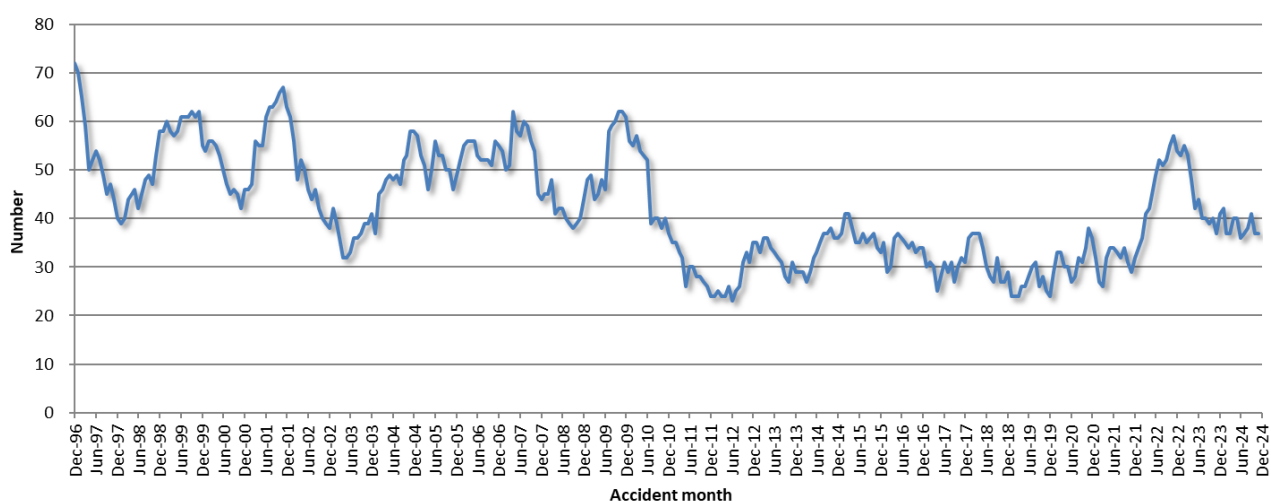
Note: NT omitted from chart for clarity purposes.

# Progress on meeting MAIB targets

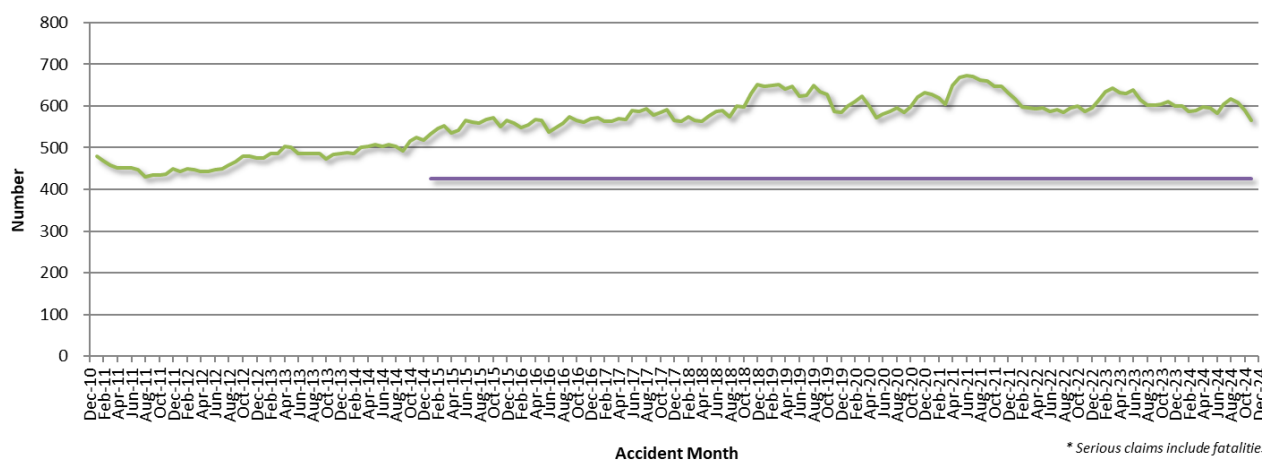
Motor Accidents Insurance Board (MAIB) injury statistics show the number of fatalities and the level of claims for serious injuries on our roads.

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

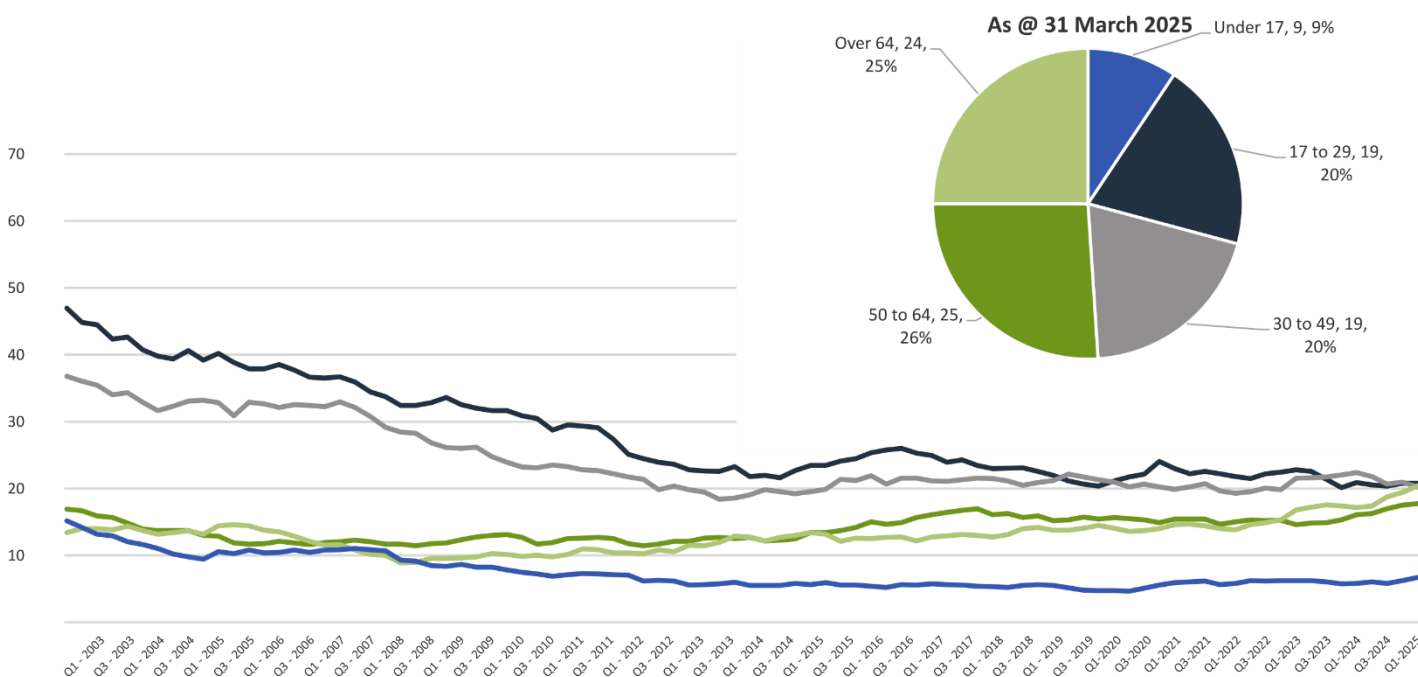


## Total Serious Claims – 12 Month Rolling Total

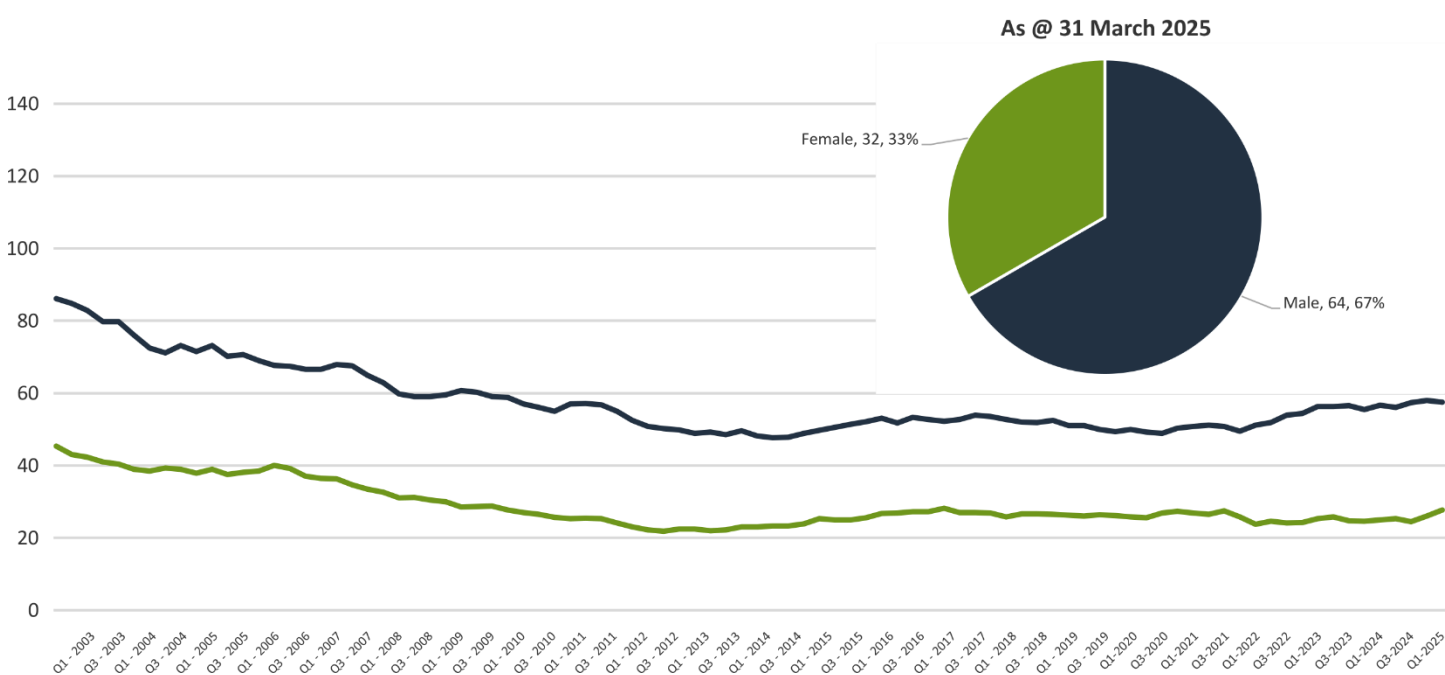


# Statistics

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

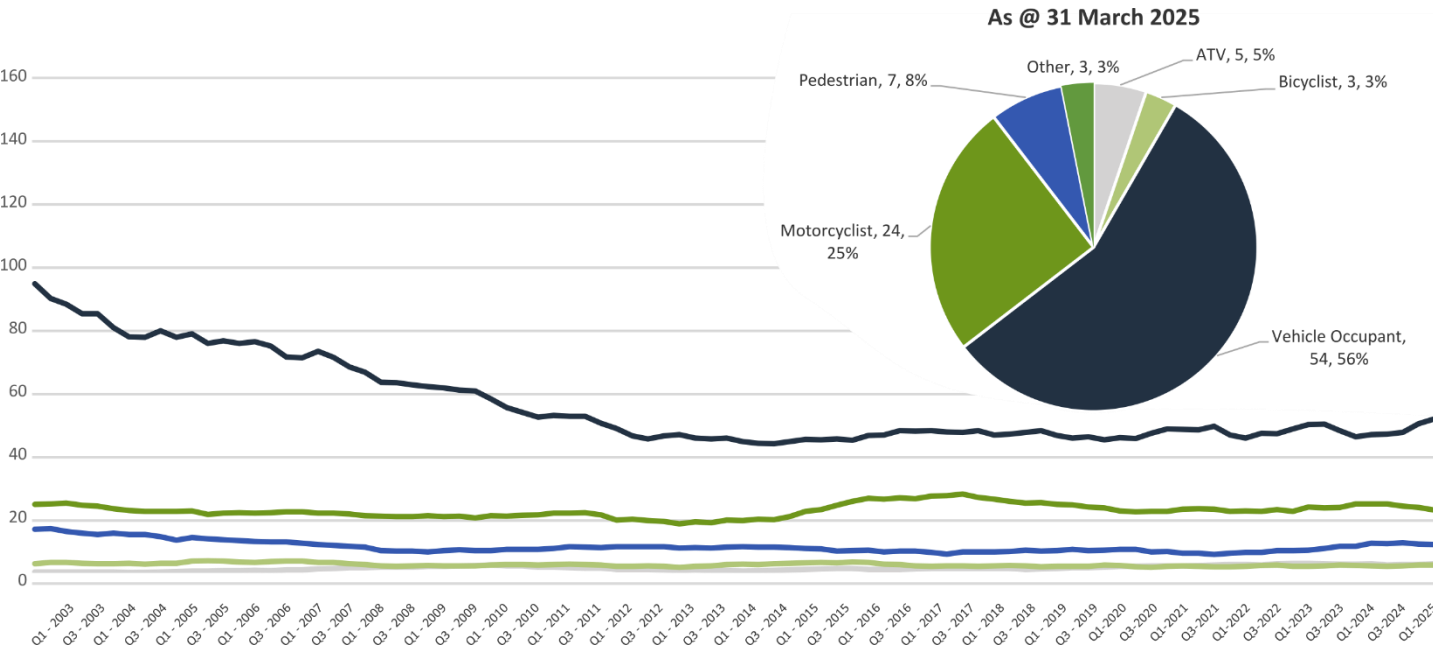


## Serious Casualties by Quarter by Sex – 12 period moving average

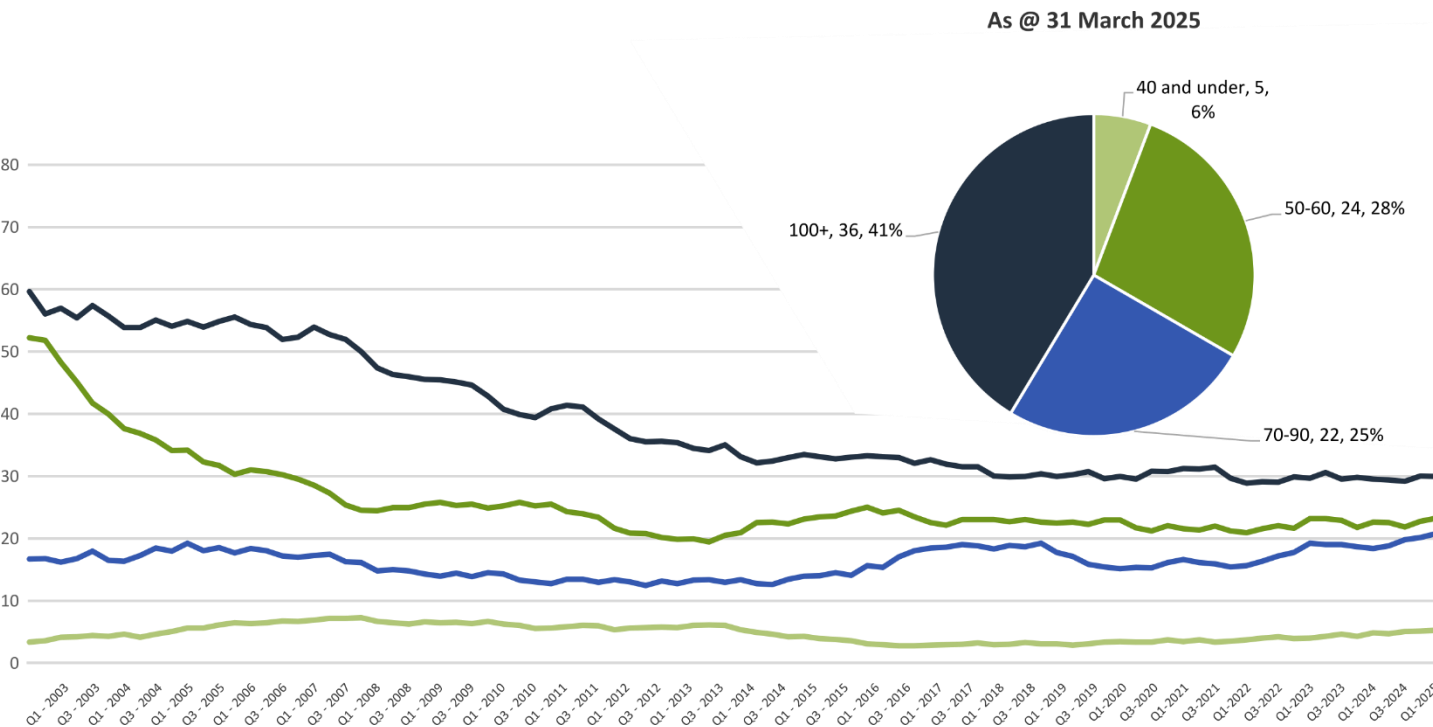




Serious Casualties by Quarter by Road User Type – 12 period moving average

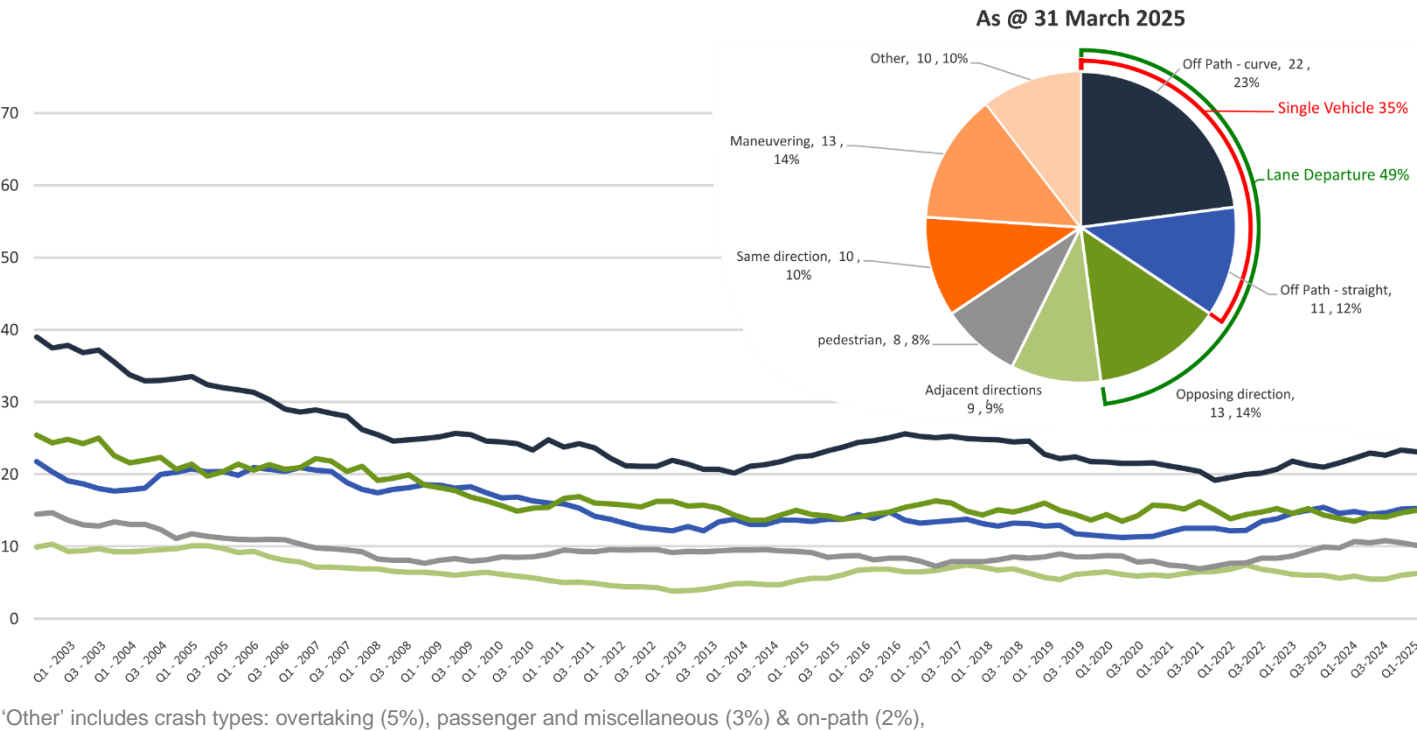


Serious Casualties by Quarter by Speed Zone – 12 period moving average

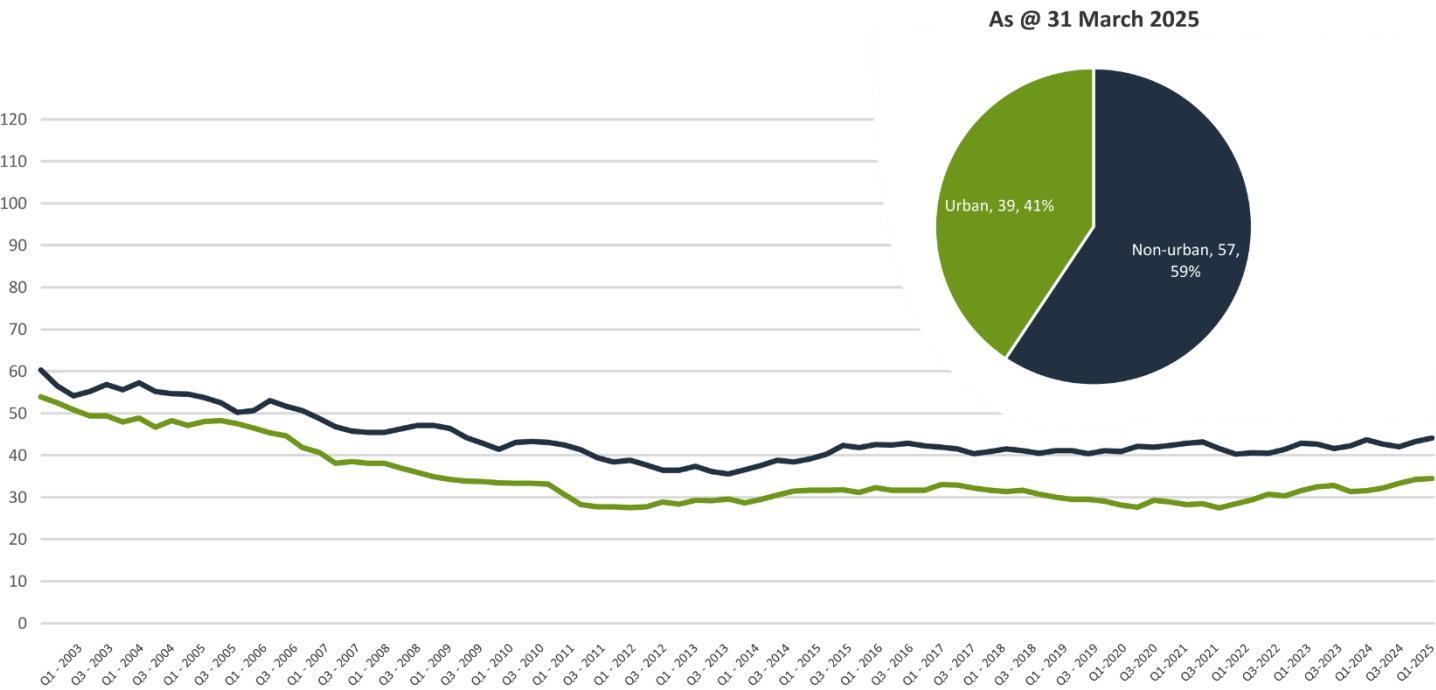


Pie chart excludes serious casualties where speed zone is recorded as 'not known'

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

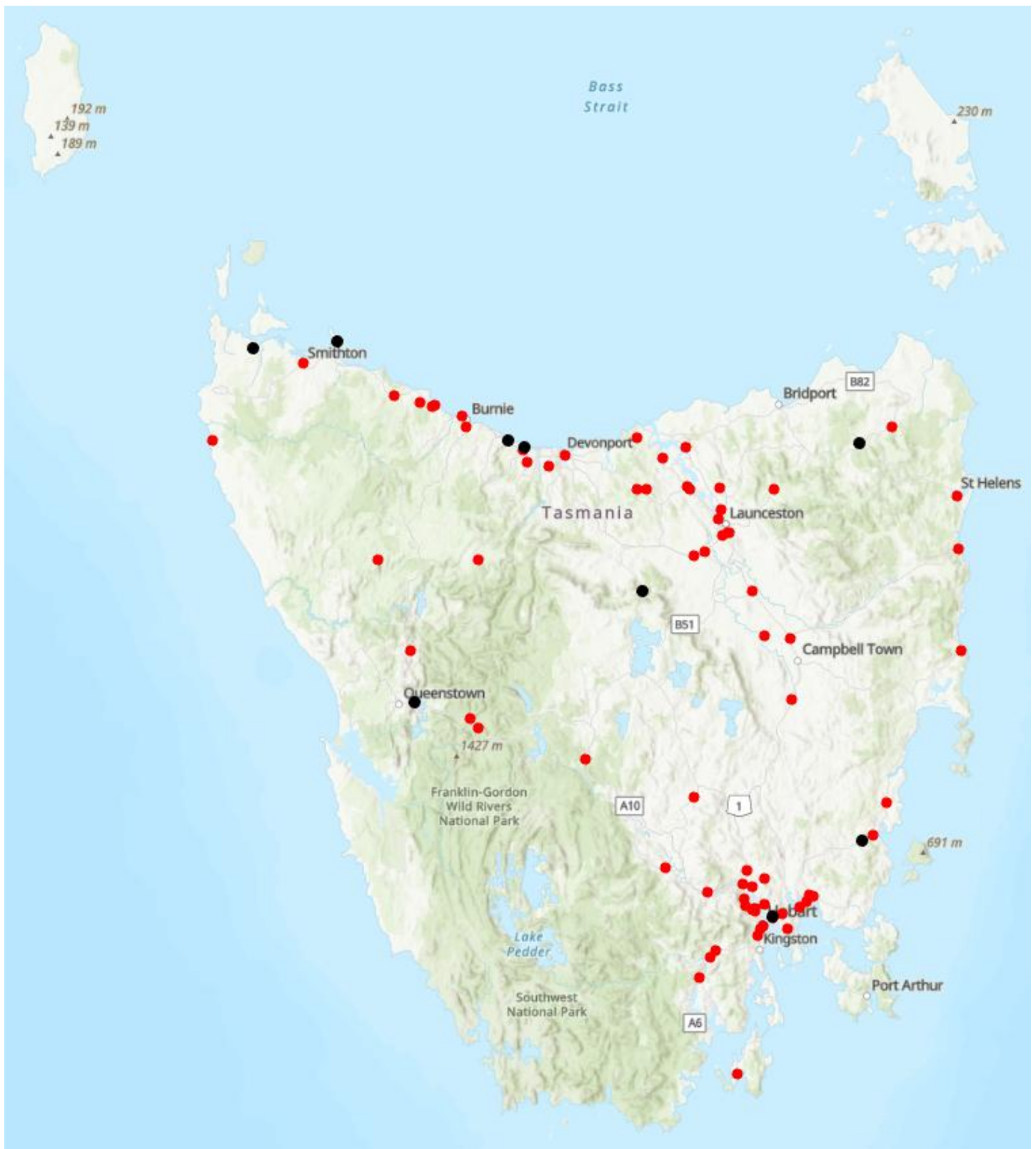


Serious Casualties by Quarter by Urban/Non-Urban – 12 period moving average



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

Serious Casualty locations to 31 March 2025 (Black = Fatality, Red = Serious Injury)



# Key themes and priority actions 2020-2024

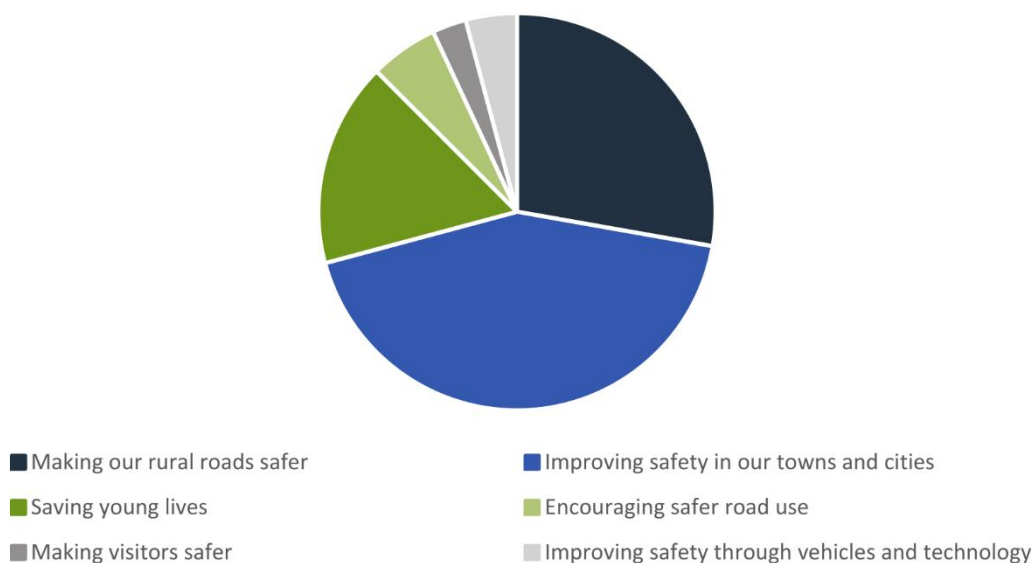
The Quarterly Progress Report details progress on key themes and priority actions under the Towards Zero Action Plan 2020-2024 and the Towards Zero – Tasmanian Road Safety Strategy 2017-2026.

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



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	On schedule			
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	On schedule		Strategic partnerships	On hold
Tourist education at gateway entry points	On schedule		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



MAKING OUR RURAL  
ROADS SAFER



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 2022–2023 funding round for the SRRP awarded \$3.2 million from the Road Safety Levy for 18 successful applicants. All of the 2022-23 SRRP projects have been completed.

The 2023-24 funding round of the SRRP opened on 4 December 2023 and closed on 23 February 2024. This round had a combined sum of funding approved with the VRUP of \$4.68 million.

As of 31 March 2025,, the status of the 14 SRRP projects in the 2023-24 round comprised two projects at the stage of finalising plans, three projects have submitted finalised plans (for Traffic Engineering review), eight projects are in the delivery of works stage, with one in the acquittal stage.

The 2025 round of the SRRP opened for applications on 17 March 2025 and will close on the 16 May 2025.

Status			On schedule/progressing/low risk	
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## 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	
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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 Tasman Highway between Scottsdale and St Helens was conducted in March 2024. Infrastructure treatments resulting from the audit are expected to be completed by the end of May 2025. The treatments include additional or adjusted road signage and the installation of barriers with underrun protection on some corners.

On 28 September 2024, an audit was conducted on the Lyell Highway between Derwent Bridge and Queenstown. The Department of State Growth is progressing to design stage for these works, with works expected to commence in the 2025-2026 financial year.

Status			On schedule/progressing/low risk	
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Speed moderation and community engagement strategy

Speed moderation requires a holistic strategy encompassing public education, road risk assessments, enforcement, speed limit setting, infrastructure measures, vehicle technologies, outcomes 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 report has been completed on the Speed Management Strategy consultation, which commenced on 10 October for a six-week period, concluding on 21 November 2024. The report has now been endorsed by the RSAC and is available for public access on the RSAC website, along with the Speed Management Consultation Paper.

A presentation summarising the results of the Speed Management Strategy consultation was provided to the RSAC meeting of 25 March 2025. The presentation also included potential speed management actions to consider for inclusion in the Strategy, informed by best practice and input from the consultation. It was proposed that the draft framework, as set out in the Consultation Paper, guide the development of the Strategy. It was proposed that the framework retain the key components, including aim, principles, five actions areas, as well as outcomes, with some revisions in response to consultation feedback.

The RSAC has now endorsed the Speed Management Strategy approach, as presented at the March 2025 meeting, and a draft of the Strategy will be provided for considering and endorsement by the RSAC in the second half of 2025.

Status			On schedule/progressing/low risk	
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## 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

The Department of State Growth has developed a Safe System induction module to provide an introduction to the Safe System. Following internal testing in January 2025, the module has now been rolled out to all Transport Group employees. The Department of State Growth will now engage with Tasmania Police and local government to provide access to the training more broadly.

Status			On schedule/progressing/low risk	
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## 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 next action plan.

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 Road Safety Program (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
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### 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 2022–2023 funding round of the VRUP awarded \$1.4 million from the Road Safety Levy to 15 successful applicants. As of 31 March 2025, ten of the 2022-23 VRUP projects are complete, one is in the process of delivering works, one project has been withdrawn and two projects are at the stage of acquittal,

assessment of works. One project has experienced significant delays and council are still finalised their plans associated with their VRUP project.

The 2023-24 funding round of the VRUP opened on 4 December 2023 and closed on 23 February 2024. This round had a combined sum of funding approved with the SRRP of \$4.68 million. As of 31 March 2025, the status of the 24 VRUP projects in the 2023-24 round comprised two projects at the stage of finalising plans, three projects have submitted finalised plans (for Traffic Engineering review), 15 projects are in the delivery of works stage and two projects are in the acquittal stage. Two projects have been withdrawn.

The 2025 round of the VRUP opened for applications on the 17 March 2025 and will close on 16 May 2025.

Status			On schedule/progressing/low risk	
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## 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

Funding for the 2024-25 CRSP opened on 10 March 2025 and close on 2 May 2025. This year \$319,185 is available to the program due to an underspend in 2023-24. Stakeholders have been alerted of the funding opportunity through media release, generic email distribution, social media and direct engagement. Road Safety Branch staff are also working with interested parties to develop their ideas.

Status			On schedule/progressing/low risk	
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## 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

The Department of State Growth has agreed to participate in a trial of Motorcycle Perceptual Countermeasures (PCMs) being conducted by the Centre for Automotive Safety Research (CASR), to be largely funded by the Australian Government’s National Road Safety Action Grants (NRSAG) program.

The trial aims to build upon the Austroads report AP-R688-23 Motorcycle Rider Perceptual Countermeasures (April 2023), to undertake further analysis of potential benefits and or risks identified through this study. The Austroads report found that PCM decreased the travel speed of motorcycles at the apex of the treated curves, and better positioned the riders in the lane.

On 16 December 2024, the CASR notified the Department of State Growth that their grant application under the NRSAG was successful. With inception meetings for the project scheduled for April 2025.

Status			On schedule/progressing/low risk	
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# 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 next Action Plan.

Status				Not yet commenced.
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## 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

The LDMP has been approved for continuation from 2025 to 2027, with \$2.84 million allocated from the Road Safety Levy to support ongoing service delivery by existing providers. This funding will ensure program stability for coordinators and allow for the replacement of up to five fleet vehicles, maintaining a minimum 3+ Used Car Safety Rating. The current funding round opened on 18 March and will close on 18 April 2025. Demand for the LDMP remains high, with over 500 individuals on waitlists across the state. Between 1 January and 31 March 2025, the program delivered 4,040 hours of supervised driving and assisted 50 learners in obtaining their provisional licences, with an average of 150 participants engaged each month during this period, noting program outputs are reduced during January due to Christmas and New Year holidays.

Status		On schedule/progressing/low risk	
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### 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.

State Growth contracted the Queensland University of Technology (QUT) Centre for Accident Research and Road Safety – Queensland (CARRS-Q) to undertake an evaluation of the changes over a seven-year period, including crash and offence based analyses and personal experiences of Tasmanian residents. The intermediate phase of the evaluation is currently in progress.

Status	Complete
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## 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 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 which the former Minister for Infrastructure and Transport approved. Consideration of the package by the Tasmanian Government was delayed due to the caretaker and election periods and formation of a new Government. In October 2024, the Minister for Transport approved a package of changes to the motorcyclist GLS. Implementation is in progress, with regulatory amendments being prepared.

Status			On schedule/progressing/low risk	
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## 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. Ryda's curriculum consists of six sessions, each focusing on critical aspects of road safety, including speed management, distraction avoidance, and the importance of responsible driving. Professional facilitators, including Tasmania Police and experts from road safety organisations, lead the sessions. Rotary volunteers support the program's operations, handling logistics, coordination with schools, and ensuring smooth delivery across six statewide locations.

Ryda has proven to be a transformative experience for students, fostering attitudinal changes towards driving. The program encourages young drivers to think critically about their behaviour on the road, equipping them with the knowledge and skills needed to make safer choices. Additionally, students who participate in Ryda receive a five-hour reduction in the mandatory driving hours required for their learner's licence, further incentivising participation.

### Current situation / comments

The 2025 Ryda program has not yet commenced.

Status			On schedule/progressing/low risk	
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## 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 road safety focus including professional on-road driving lessons, participation in the Rotary Youth Driver Awareness Program (Ryda) and the post-Ryda online revision course (seven online modules).

### Current situation / comments

In 2025 the DfJ Program will continue to operate at Jordan River Learning Federation (JRLF) and Claremont College in the South and Launceston and Newstead Colleges in the North.

In 2024, DfJ students undertook 1,633 hours of fully funded driving lessons delivered by RACT, Ls2Ps (South) and NextGen (North) accredited driving instructors. A total of 59 students obtained their learner licence and 50 students obtained their provisional driver licence. 86 students attended the full day Ryda road safety program.

The DfJ Program continues to go from strength to strength with more driving lessons delivered in 2024 than in previous years.

Status			On schedule/progressing/low risk	
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## 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.

### Current situation / comments

This quarter, RACT continued to deliver a range of road safety programs tailored to different age groups across Tasmania. The **RoadSafe Program** focused on educating primary school students in grades 3–4 on fundamental road safety practices through engaging presentations. For high school students in Years 10–12, the **Ready for the Road Program** covered the Graduated Licensing System and rules for L and P plate drivers, complemented by practical "Distracted Driving" courses to reinforce safe driving habits. The **Years Ahead Program**, designed for senior drivers, provided important road rule updates and safe driving tips to help participants maintain their driving knowledge and confidence.

Status			On schedule/progressing/low risk	
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## 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 revamped Real Mates campaign relaunched at the end of September last year, aligning with Grand Final weekend. Further bursts of the campaign were rolled out between January and March to maintain visibility and reinforce the key messages. The focus of the revamped campaign is encouraging mates to plan ahead and ensure everyone gets home safely after a night out. At the heart of the campaign is an updated take on the *Bro Code* — a set of unwritten rules among male friends emphasising loyalty, respect, and camaraderie. New Bro Code rules promote actions such as planning a safe trip home, letting a mate crash at your place, organising a designated driver, lending money for a rideshare, calling a parent for a pickup and never leaving a friend behind. Importantly, in this context, anyone who looks out for you — a mate, a parent, or a sibling — can be considered a “bro.” Statistically, males in the 17 to 25 age group account for about a quarter of all road users involved in crashes where alcohol is a contributing factor over the last five years. Given that rural and regional areas of Tasmania may lack access to Ubers or taxis, having a clear plan is crucial. While the campaign has run on television and radio, it also features predominantly on social media platforms to specifically target this cohort. Supporting merchandise for the campaign is also being distributed to hospitality venues and clubs statewide by the Tasmanian Hospitality Association and Clubs Tasmania. Road Safety staff also attended the Student Lifestyle Expo at the University of Tasmania campus in March, further promoting the campaign amongst students.

Status			On schedule/progressing/low risk	
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## Bicycle Network bike education

The Bicycle Network delivers the Ride2School program designed to promote safe cycling habits, road safety awareness, and positive road-sharing behaviour among primary-aged students. Through engaging educational sessions, the program encourages young students to embrace cycling as a safe and sustainable mode of transport.

### Current situation / comments

Another 40 workshops were delivered this quarter, bringing the program within reach of the targeted 110 workshops for the financial year. A highlight continues to be the engagement of new schools, with East Derwent and Cooee Primary Schools participating in the program for the first time. National Ride2School Day celebrations were successfully held at Lindisfarne North Primary School at the end of March.

Booking requests for workshops in the final quarter of the financial year, as well as for the remainder of the 2025 school year, are continuing to be received.

Status			On schedule/progressing/low risk	
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## 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 Tasmanian Government relaunched a new *Love 40* campaign to coincide with the start of the 2025 school year, urging drivers to slow down in school zones and near school buses. Held at Blackmans Bay Primary School, the campaign reminds motorists of the 40 km/h speed limit during peak school hours and when school bus lights are flashing. This year's refreshed message highlights the common excuses drivers make for ignoring road rules and reinforces that there is no justification when it comes to children's safety. With over 85,000 students returning to school across Tasmania, the campaign supports the broader goal of reducing road injuries and fatalities. It will run throughout the year across TV, radio, and social media, backed by enforcement from Tasmania Police and road safety officers.

Status			On schedule/progressing/low risk	
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## Kidsafe child restraint check program

Kidsafe Tasmania conducts free child restraint checking 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 continue to conduct a series of free child restraint checks and provided training sessions for professionals, focusing on empowering communities and improving child passenger safety. Key activities include:

- **Child Restraint Checks & Fittings:** Free child restraint checking and fitting sessions reveal that nearly all child restraints require adjustments to meet safety standards. Kidsafe's trained professionals ensure that parents leave each session with properly fitted restraints and a clear understanding of why correct installation is essential.
- **Professional Training Sessions:** Kidsafe deliver hands-on training to childcare facilities, special needs schools, and transport services. These sessions equip caregivers and transport providers with the knowledge and skills needed to correctly install and use child restraints, ensuring children's safety during transit.
- **Statewide Education & Awareness Campaigns:** Kidsafe Tasmania distribute educational materials across the state, helping parents and caregivers choose the right restraints for different ages and sizes.

Status			On schedule/progressing/low risk	
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# 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 is scheduled to commence in April 2025 and will be delivered from both Karadi and Bucaan House.

Status			On schedule/progressing/low risk	
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## 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

Operating a motor vehicle safely and efficiently requires both skill and concentration. Being distracted as a driver has several effects on performance and safety:

- Reduced ability to monitor speed and following distance
- Affects ability to maintain road positioning
- Reduced awareness of surrounding traffic and unfolding events
- Missing key traffic signals or signs, and
- Slower response to risks and hazards.

With mobile phone usage continuing to be a significant distraction, enhancements to the automated traffic enforcement program are a welcome addition to efforts designed to target such offending. For the 2024-25 financial YTD, Tasmania Police have recorded a 15.5 per cent increase in the number of drivers being prosecuted for mobile phone offences. The figure is 22.5 per cent for broader inattentive driving offences.

#### Public Education

The *We're Looking Out for You* road safety campaign ran over the Christmas / New Year period and again at Easter and over the Anzac Day long weekend. This campaign focuses on encouraging drivers to reflect on their behaviour during the holiday period, emphasising the importance of getting home safely. With the tagline "We're looking out for you this holiday season." it highlights that getting caught breaking road rules could actually save lives, helping to prevent a catastrophic crash before it occurs.

Status			On schedule/progressing/low risk	
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## 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

Launched in July 2024, the new **Over is Over** campaign aimed to reshape road safety attitudes and challenge the misconception that driving just a few kilometres over the speed limit is acceptable. This campaign underscores the disconnect between current speeding behaviours and historical safety measures, such as mandatory seatbelt use, reduced blood alcohol limits, random breath testing, and restrictions on mobile phone use while driving. Although these regulations faced initial resistance, they have become widely accepted and have significantly improved safety on Tasmanian roads over the past 50 years. The initial phase of the **Over is Over** campaign ran across television, radio, and social media until mid-September 2024. It is currently being featured on organic social media, billboards and several Metro bus backs.

A new Love40 campaign was launched in February this year in line with schools returning for 2025. Titled "There's No Excuse in a School Zone, the campaign features children dressed and acting like adults, delivering familiar excuses that drivers often give for not following the rules in a school zone. The new campaign features on television, radio and digital media platforms.

The 'You Can't Beat Tassie Roads' motorcycle campaign and the Cycling Safety campaign are running at various intervals over the summer period. The motorcycle campaign serves as a reminder for touring motorcyclists, both local and from interstate or overseas, to drive carefully on Tasmanian roads. The purpose of this Cycling Safety campaign is to promote mutual respect and safety between cyclists and motorists on shared roads. It emphasises that everyone is accountable for their actions, regardless of their mode of transportation, and encourages road users to support one another to ensure everyone's safe return to their loved ones.

Status			On schedule/progressing/low risk	
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## 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. Drafting work was suspended in March 2024 pending a review to determine whether the proposed amendments will create a best practice program. Road Safety Branch commenced the review in late 2024.

In February 2025, the review was postponed for ten years. The drafting instructions must be redone with a view to addressing the issues raised in the original review, and simplifying administration of the program.

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			
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## 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.

In February 2025, the brochures were included with all motorcycle licence renewal papers. The brochures will continue to be included for the remainder of the calendar year.

Status			On schedule/progressing/low risk	
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## 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 when the evaluation is complete.

Status			On schedule/progressing/low risk	
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### Speed enforcement strategy

As one of the most highly represented ‘fatal five’ contributory factors, speeding continues to be directly addressed by the Tasmania Police *Safe Roads Strategy 2024-2026*. With a mission to “...*improve driver behaviour through education, engagement, and enforcement to make our roads safer*”, the Strategy directs targeted and general deterrence strategies to increase the perception that offending road users may be intercepted anytime, anywhere. This includes an expectation that all frontline police officers target fatal five driving behaviours.

The strategic partnership between the Department of Police, Fire and Emergency Management (DPFEM) and the Department of State Growth (DSG) supports the continued enhancement of the automated speed enforcement program (ATEP). Most recently, activation of state-of-the-art speed cameras upon the Tasman Bridge has resulted in up to 700 detections within the first week of operation.

High-visibility, rural road and highway patrols form part of strategic efforts to drive down high-risk behaviours in areas where we know statistically, that FSI crashes are traditionally overrepresented. The use of BMW highway patrol vehicles is complemented by ‘Over is Over’ livery to further augment speed-related messaging. In terms of the broader driving public, Tasmania Police applies a purposeful approach to the regular transmission of ‘road safety’ messaging across traditional and social media platforms. This forms part of a deliberate strategy to keep safe driving practices at front of mind, as road users transit our road network.

Status			On schedule/progressing/low risk	
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### 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

All frontline police play a crucial role in enforcing our road safety laws, particularly through those activities targeting the highest risk driver behaviours. The primary road policing function is prevention through highly visible vehicle intercepts, random breath and drug testing of intercepted drivers and enforcement where appropriate. This approach ensures a proactive presence on our roads to deter and prevent offending.

Initiatives promoted by the Tasmania Police *Safe Roads Strategy* 2024-2026 include:

- Using current data to identify where enforcement activities should be focussed according to the highest risk areas and behaviours
- Education to create a safety culture around road use and encourage a widespread intolerance towards unsafe road use behaviours, and
- Through advancements in technology and training, Tasmania Police will continue to build our road safety policing capability.

Tasmania Police actively seeks to create an environment via targeted policing tactics and consistent police messaging, where drivers expect to encounter enforcement activities anywhere on the road network. A specific focus upon the conduct of high-visibility District and Statewide Road Policing Operations underpins this strategy.

Status			On schedule/progressing/low risk	
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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 being deployed at over 400 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 program website (speedcameras.tas.gov.au).

The Road User Portal (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 with approximately 50 deployment per month. 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.

An on-road trial of registration enforcement technology commenced in mid-2024.

The project team is progressing work to deliver a trial of mobile average speed enforcement technology.

Status			On schedule/progressing/low risk	
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## 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 reviews 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	
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## 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

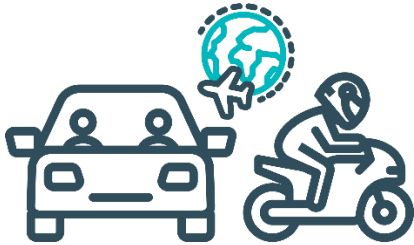
The *Tasmanian Road Rules Handbook* and the *Misunderstood Road Rules* series of pamphlets are distributed to Service Tasmania locations when required.

Status			On schedule/progressing/low risk	
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## 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			
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### 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			
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### 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			On schedule/progressing/low risk	
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### 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			
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## 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			On schedule/progressing/low risk	
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## 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			
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## 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 \$90,000 per annum from the Road Safety Levy. ANCAP published nine new vehicle ratings between 1 January 2025 and 31 March 2025. All vehicles rated by ANCAP are evaluated against four key areas of assessment which focus on the protection of vehicle occupants, those outside the vehicle, and the ability of a vehicle to actively avoid a crash.

Status			On schedule/progressing/low risk	
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### 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.

Status				Not yet commenced
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### Autonomous vehicle and crash avoidance readiness

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

#### Current situation / comments

A regulatory framework for the use of autonomous vehicles is being considered at a national level and Tasmania is participating in that process.

Status			On schedule/progressing/low risk	
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## 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 next Action Plan.

Status				Not yet commenced.
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## 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.

RSAC will soon consider policy advice on the light vehicle safety strategy.

Status			On schedule/progressing/low risk	
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# Funding

## Road Safety Levy Overview for the Financial Year 2024/25

As at 31 March 2025 (Quarter 3)

### Road Safety Levy Opening Summary

Opening Balance as at 01 July 2024	\$28,085,482
Annual Allocation to Road Safety Operations	\$2,600,000

### Revenue Summary

	Forecast (FY25) \$	Actual (YTD) \$
Motor Accident Insurance Board Funding	1,560,908	1,190,865
Revenue Inflows from Registrations	18,157,313	14,675,654
Funds Available for Distribution	45,203,703	41,352,001

### Expenditure Summary

Theme no.	Theme	Forecast (FY25) \$	Actual (YTD) \$
1	Making our Rural Roads Safer	11,945,032	2,874,763
2	Improving Safety in our Towns and Cities	4,133,865	1,919,439
3	Saving Young Lives	3,786,044	1,836,888
4	Encouraging Safer Road Use*	6,834,872	3,071,491
5	Making Visitors Safer	263,282	101,957
6	Improving Safety Through Vehicles and Technology	2,890,000	161,817
7	General Support	699,578	604,536

Budget and Expenditure by Category	Forecast (FY25) \$	Actual (YTD) \$
Infrastructure Expenditure	15,049,242	4,584,257
Policy & Projects Expenditure*	15,504,310	5,960,133
<b>Total Expenditure*</b>	<b>30,553,552</b>	<b>10,544,390</b>
<b>Balance as of 31 March 2025</b>	<b>20,848,270</b>	<b>30,807,611</b>

<b>Forecast Closing Balance of FY25</b>	<b>14,650,151</b>
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\*Includes MAIB funding

^includes MAIB expenditure

## MAIB Funding

### As at 31 March 2025

2024/25 Financial Year	Budget \$	Actual (ytd) \$	Balance \$
<b>Expenditure (State Growth)</b>			
Administration & Public Relations	360,934	208,625	152,309
Public Education	1,124,974	924,786	200,188
Research	75,000	57,455	17,545
<b>Subtotal</b>	<b>1,560,908</b>	<b>1,190,865</b>	<b>370,043</b>
<b>Expenditure (Tasmania Police)</b>			
Salaries	2,299,342	1,732,572	566,770
Operating Expenses	188,000	89,843	98,157
Equipment	507,257	133,228	374,029
<b>Subtotal</b>	<b>2,994,599</b>	<b>1,955,644</b>	<b>1,038,955</b>
<b>Total</b>	<b>4,555,507</b>	<b>3,146,509</b>	<b>1,408,998</b>
Includes Carried Forward of \$153,480 (Police)			



Department of State Growth  
Road Safety Branch  
Towards Zero Action Plan 2020-2024

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