

Road Safety Advisory Council
Annual Report on Activities
2024-25

Grow up. There's **NO**
excuse in a school zone.



Table of Contents

Photo credits and acknowledgements	2
Overview	
<i>Message from the Chair of the Road Safety Advisory Council</i>	3
<i>About the Road Safety Advisory Council</i>	7
<i>Road Safety Advisory Council membership</i>	8
<i>Road Safety Advisory Council meetings and attendance</i>	9
<i>RSAC Education and Enforcement Sub-Committee (EESC) membership</i>	10
<i>EESC meetings and attendance</i>	10
<i>RSAC and EESC remuneration</i>	11
Serious casualty trends and progress on meeting Towards Zero Strategy targets	12
Thematic Snapshot of the Towards Zero Action Plan 2020-2024	16
Making our rural roads safer	17
Improving safety in our towns and cities	22
Saving young lives	26
Encouraging safer road use	39
Making visitors safer	47
Improving safety through vehicles and technology	49
Education and Enforcement Sub-Committee activities	52
Road safety levy budget overview	54

Photo credits and acknowledgements

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Message from the Chair of the Road Safety Advisory Council

As Chair of the Road Safety Advisory Council (RSAC), I am pleased to present the fifth annual report under the Towards Zero Action Plan 2020-2026 (Action Plan). The Action Plan details the 47 road safety initiatives designed to achieve the greatest reductions in serious injuries and deaths.

Over the life of the Action Plan more than \$125 million will be invested in road safety, funded from the Road Safety Levy. In addition, the Motor Accidents Insurance Board (MAIB) contributes \$7.5 million for the production and evaluation of public education initiatives and to support enforcement activities.

Road trauma has a devastating impact on individuals, loved ones and the community. In 2024, we had 31 fatalities on our roads and 305 people were seriously injured. Tragically, this year has seen a sharp increase in fatalities on our roads. To the end of June this year, 26 people have been killed, effectively one life lost each and every week. This is an enormous increase compared to the first six months of last year and a 55 per cent increase on the five year average for serious casualties. Realistically, we are highly unlikely to reach our target of 200 fewer deaths and serious injuries by 2026.

One of the major undertakings for RSAC over the last year has been to extend the Action Plan to 2026 to align with the end of the Towards Zero Road Safety Strategy. We have determined the priorities for road safety funding and selected the most appropriate initiatives to reduce road trauma. The plan also includes safety performance indicators (SPIs) to complement injury-based data with risk-reduction performance data (leading indicators).

Under the Action Plan, RSAC will continue to contribute to the improvement of infrastructure on our rural roads, to protect vulnerable road users in our towns and cities, save young lives through funding young driver education and motorcyclist safety and to encourage safer road use through police and automated traffic enforcement.

Importantly, RSAC will continue to support a comprehensive public education program and will support road safety awareness at the community level through community grants, sponsorships and campaigns.

A highlight for the last year was Tasmania hosting the 2024 Australasian Road Safety Conference with the theme of 'Target 2030 – What's the pathway forward?' bringing together road safety researchers, practitioners and industry. RSAC, the MAIB and the Tasmanian Government were major sponsors of the event. With around 600 attendees participating from across Australia and around the world, the conference fostered an enriching exchange of ideas and knowledge. 292 abstract submissions were received encompassing a diverse range of topics and innovations in road safety research and practice. Around 200 speakers contributed to engaging discussions and the sharing of valuable insights.

RSAC remains firmly committed to working towards the Tasmanian Government's long term vision of a zero road toll. But we need your help to stop these avoidable deaths and serious injuries. I urge all Tasmanians to commit to driving down road trauma in our state.

I would like to acknowledge and thank RSAC members and those who support the Council's work for their continued commitment and professionalism to endeavouring to save lives on Tasmanian roads.



Scott Tilyard
Chair, Road Safety Advisory Council



Fewer than 200 serious casualties by 2026

Working towards reducing serious injuries and deaths on Tasmanian roads to 200 by 2026.



Between 1 July 2024 and 30 June 2025, **automated traffic enforcement** issued 59,284 notices to detected traffic offences.



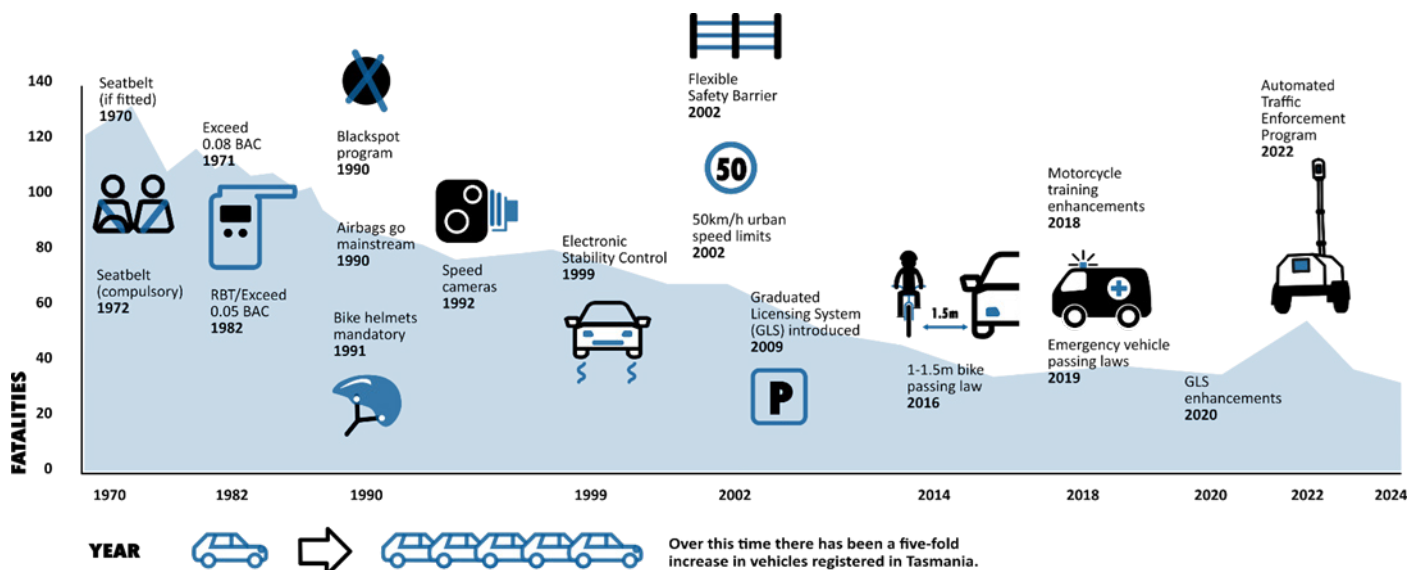
In October 2024, Tasmania hosted the **2024 Australasian Road Safety Conference** bringing together road safety researchers, practitioners, and industry. Around 600 attendees and 200 speakers participated in an exchange of ideas and knowledge about road safety.



\$125 million invested to improve road safety

Under the Action Plan, the Tasmanian government is currently investing \$125 million in projects and programs to improve safety on Tasmanian roads.

Tasmanian road crash fatalities and key road safety measures



In 2024-2025, Tasmania Police detected **40,699 traffic offenders**, including 18,540 high-risk traffic offenders.



High visibility traffic policing helps keep everyone safer on the roads by reminding drivers to follow the road rules.

About the Road Safety Advisory Council

The Road Safety Advisory Council (RSAC) was established in October 2010 to help shape the future of road safety policy in Tasmania. The RSAC replaced the Tasmanian Road Safety Council and the Road Safety Taskforce and combined their expertise. The RSAC oversees the development and implementation of policy, initiatives, public education, and strategies to reduce serious injuries and deaths on Tasmania's roads.

Primarily, the RSAC provides strategic direction, oversight and critical assessment of proposed road safety initiatives and campaigns. The RSAC recommends and reports on road safety initiatives to the Minister for Infrastructure and Transport through the Department of State Growth.

The Towards Zero – Tasmanian Road Safety Strategy 2017 – 2026 (Towards Zero Strategy)¹ guides the RSAC's overall vision, purpose, and approach. The RSAC envisions a Tasmania that is free from serious injuries or deaths from crashes on Tasmanian roads. The Towards Zero Strategy is supported by periodical action plans with the current being the Towards Zero Action Plan 2020-2026 (Action Plan)². Annually, around 300 people are seriously injured and killed on Tasmanian roads.

The key target is to reduce annual serious injuries and deaths on Tasmanian roads to fewer than 200 by 2026.

The RSAC's goals and the Towards Zero Strategy are based on the 'Safe System' approach to road safety. The Safe System approach involves a holistic view of the road transport system that includes how roads, travel speeds, vehicles and road users interact with each other. The approach is an inclusive one as it involves all groups of road users, including drivers, motorcyclists, passengers, pedestrians, cyclists, commercial and heavy vehicle drivers.

The Safe System approach has four elements: safe road users, safe roads and roadsides, safe vehicles, and safe speeds. The rationale behind the system is that it recognises that road users will always make mistakes and may have road accidents. However, the road system should be able to accommodate mistakes so that road crashes do not result in death or serious injury.

Sitting within RSAC is the Education and Enforcement Sub-Committee (EESC). The EESC is funded by the Motor Accidents Insurance Board (MAIB). The EESC is responsible for the delivery of public education campaigns, sponsorships and enforcement activities. The EESC provides advice on road safety education and ensures that community road safety and enforcement programs align with the Towards Zero Strategy.

In addition, the EESC reports and makes recommendations to the RSAC by identifying emerging issues from key community stakeholders and contributes to the further development of key road safety strategic directions.

¹ See Towards Zero Strategy at <https://www.rsac.tas.gov.au/about-us/towards-zero-strategy/>

² See Action Plan at <https://www.rsac.tas.gov.au/about-us/towards-zero-strategy/>

Road Safety Advisory Council membership

The RSAC consists of 10 members appointed by the Minister for Infrastructure and Transport. The member positions are as follows.

- A part-time independent Chair
- The Secretary of the Department of State Growth
- The Secretary of the Department of Police, Fire and Emergency Management
- The CEO (or equivalent) of the Motor Accidents Insurance Board
- The CEO (or equivalent) of the Local Government Association of Tasmania
- A person or people (maximum four) to represent a range of road users whose organisation(s) can demonstrate its major role in and contribution to road safety, including:
 - light and heavy vehicle drivers
 - motorcyclists
 - cyclists
 - pedestrians, and
 - young people
- A person with high-level expertise in road safety research, infrastructure, countermeasures, strategies, and contemporary road safety principles.

The RSAC's membership as at 30 June 2025



SCOTT TILYARD
Chair, RSAC



PAUL KINGSTON
CEO, MAIB



BLAIR TURNER
Road Safety Expert



CYNTHIA HEYDON
*Deputy Secretary Transport
and Infrastructure,
Department of State Growth*



ADRIAN BODNAR
*Assistant Commissioner
Operations Tasmania Police*



MARK MUGNAIONI
*CEO, RACT and Road User
Representative*



DION LESTER
*CEO Local Government
Association of Tasmania*



MICK BOYD
*Tasmanian Motorcycle
Council President*



ALISON HETHERINGTON
*Chair Tasmanian Bicycle Council
and Road User Representative*



MICHELLE HARWOOD
*Executive Director of the
Tasmanian Transport
Association*

NB. The Minister for Transport has appointed the following delegates as representatives on RSAC:

- Cynthia Heydon, Deputy Secretary for Craig Limkin, Secretary, Department of State Growth
- Assistant Commissioner Adrian Bodnar for Commissioner Donna Adams, Department of Police, Fire and Emergency Management.

Road Safety Advisory Council meetings and attendance

The RSAC held four meetings in 2024-25, occurring on the following dates.

1. 13 August 2024
2. 19 November 2024
3. 25 March 2025
4. 20 May 2025

Six out-of-session meetings were also held via email.

The below table outlines the attendance of the RSAC representatives at each of the four meetings occurring in 2024-25. Other observers, presenters or irregular attendees are not included.

Member	13 August 2024	19 November 2024	25 March 2025	20 May 2025	Total Meetings Attended
Mr Scott Tilyard	✓	✓	✓	✓	4
Mr Paul Kingston	✓	✓	✓	✓	4
Dr Blair Turner	✓	✓	✓	✓	4
Ms Denise McIntyre*	✓	✓	x	✓	3
Ms Cynthia Heydon**					
Mr Mark Mugnaioni	✓	✓	x	✓	3
Ms Michelle Harwood	x	✓	✓	✓	3
Ms Alison Hetherington	✓	✓	✓	✓	4
Mr Mick Boyd	✓	x	✓	✓	3
Mr Dion Lester	✓	✓	✓	✓	4
Mr Adrian Bodnar	✓	✓	✓	x	3

*Denise McIntyre acting as Deputy Secretary Transport and Infrastructure, State Growth from the 19 March 2024 to 13 August 2024 meeting.

**Cynthia Heydon commenced as Deputy Secretary Transport and Infrastructure from 19 November 2025.

RSAC Education and Enforcement Sub-Committee (EESC) membership

Representing	Member
Chair	Mr Paul Kingston <i>CEO, Motor Accidents Insurance Board (MAIB)</i>
Chair RSAC	Mr Scott Tilyard
Road Safety Expert	Dr Blair Turner <i>Director, Road Safety Advisory Services</i>
Marketing Expert	Mr Rowan Smith
The Department of State Growth	Mr Craig Hoey <i>Manager Road Safety, the Department of State Growth</i>
The Royal Automobile Club of Tasmania	Mr Ben Hansen Ms Melinda Percival <i>Communications & PR Manager, Royal Automobile Club of Tasmania (RACT)</i>
The Department of Police, Fire, and Emergency Management	Mr Adrian Bodnar <i>Assistant Commissioner Operations, Tasmania Police</i>

EESC meetings and attendance

The EESC held four meetings in 2024-25. The below table outlines the attendance of the EESC members at each of the four meetings occurring in 2024-25. Other observers, presenters or irregular attendees are not included.

Member	12 August 2024	18 November 2024	24 March 2025	19 May 2025	Total Meetings Attended
Mr Paul Kingston	✓	✓	✓	✓	4
Mr Scott Tilyard	✓	✓	✓	✓	4
Dr Blair Turner	✓	✓	✓	✓	4
Mr Rowan Smith	✓	✓	✓	✓	4
Mr Craig Hoey	✓	✓	✓	✓	4
Mr Ben Hansen*	✓				1
Ms Melinda Percival		✓	✗	✓	2
Mr Adrian Bodnar**	✓	✓	✓	✓	4

* Ben Hansen concluded his role at RACT in September 2024, with Melinda Percival taking his place and representing RACT at EESC meetings.

** Although Assistant Commissioner Bodnar was not able to attend every meeting, police representation was maintained throughout.

RSAC and EESC remuneration

Council members who received remuneration for the 2024-25 financial year include:

Chair RSAC

- \$41,212 per annum
- Out-of-pocket expenses up to \$1,600 per annum

Road safety expert

- \$2,100 per meeting
- Actual out-of-pocket expenses

Marketing expert

- \$642 per meeting
- Actual out-of-pocket expenses.

Council members who are not public officers are entitled to motor vehicle allowances based on a cents-per-kilometre basis, in accordance with Australian Taxation Office guidelines.

Serious casualty trends and progress on meeting *Towards Zero Strategy* targets

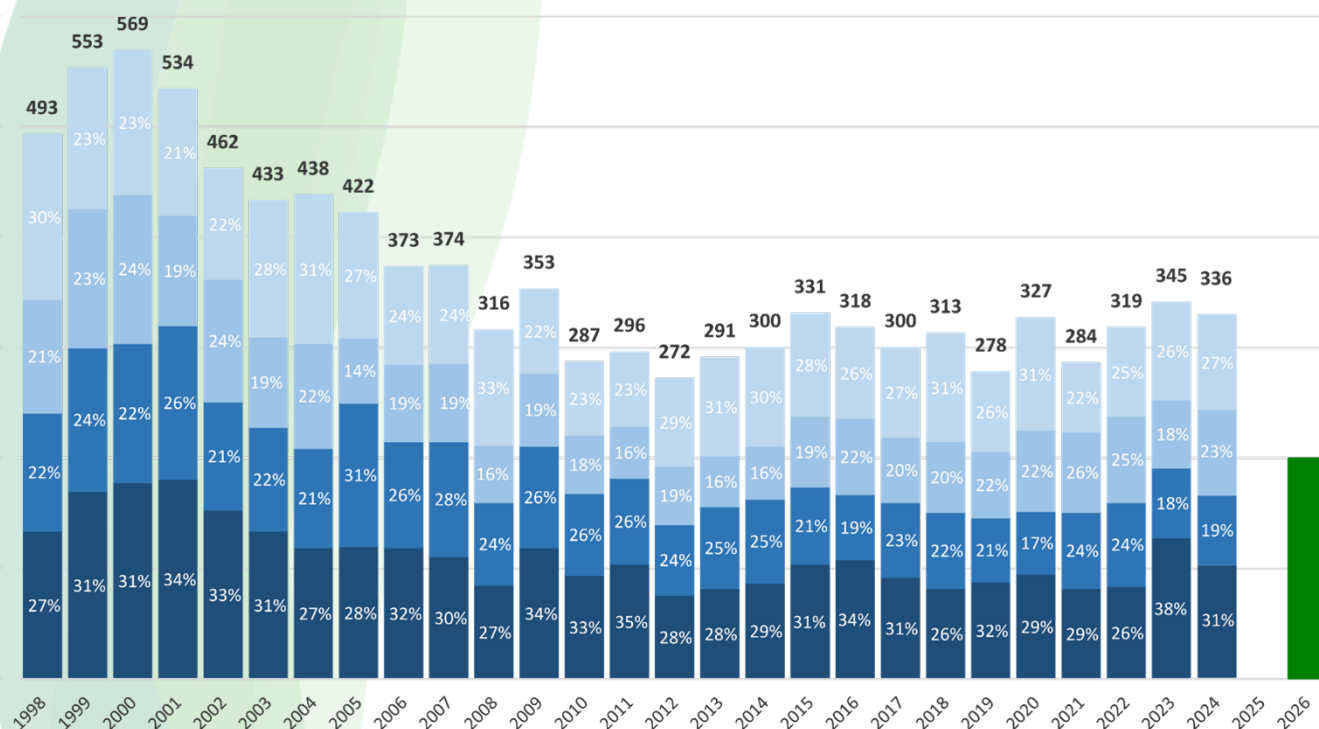
The Towards Zero Strategy sets the key interim target of reducing the number of annual serious casualties on Tasmanian roads to fewer than 200 by 2026. This is an ambitious target of 100 fewer serious casualties per year than the annual average for the period 2012 – 2016 and will move Tasmania towards the long-term goal of zero serious casualties.

Serious Casualties for 2024-25 (Serious Injuries and Deaths)

The number of serious casualties in 2024 was 336, a 2.6 per cent decrease from 345 in 2023, and an 8 per cent increase on the five-year serious casualty average of 311.2 (2019-2023).

Serious Casualties Tasmania

Annual Count, Percentage Split by Quarter and Towards Zero Target

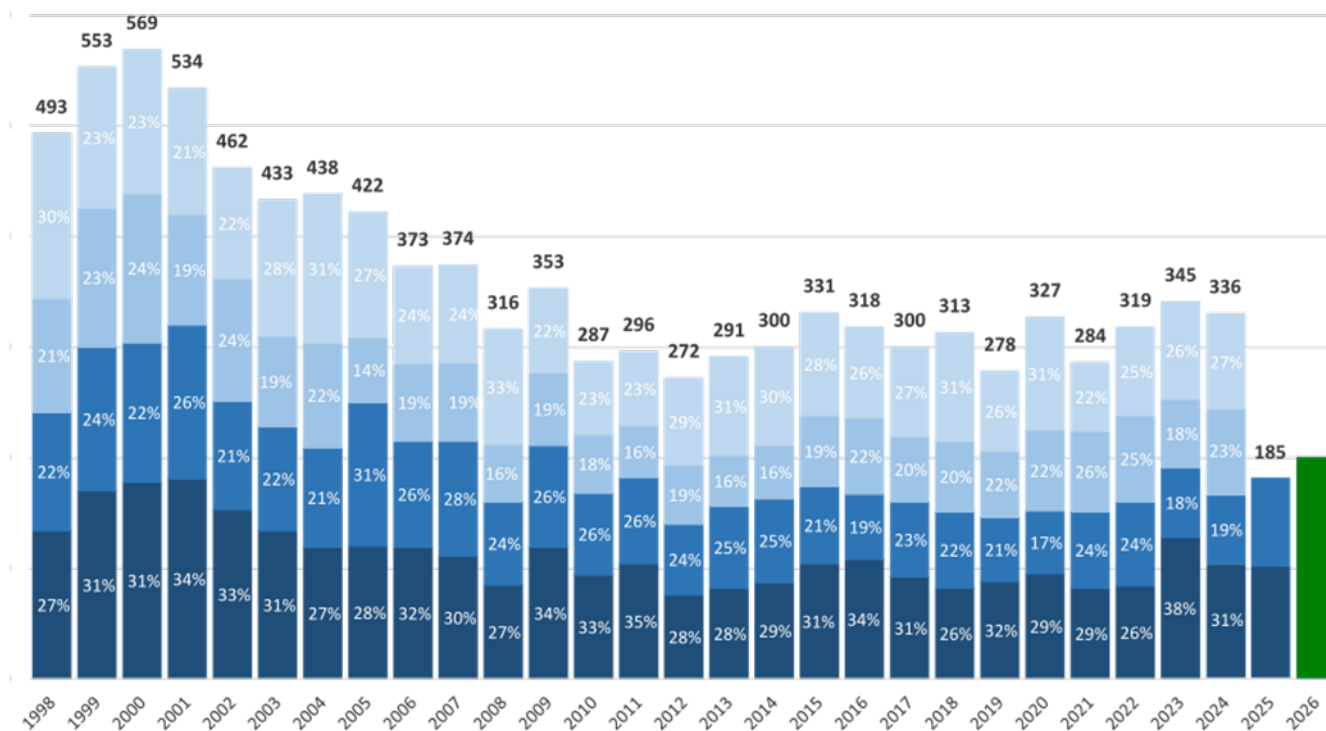


Year to Date as at 30 June 2025

There have been 185 serious casualties as at 30 June 2025 (from 1 January 2025), including 26 deaths and 159 serious injuries. This number is 18 more than the 167 serious casualties recorded at the same time in 2024, which included nine deaths and 158 serious injuries and an increase of 13 per cent on the five-year average of 163.6 serious casualties.

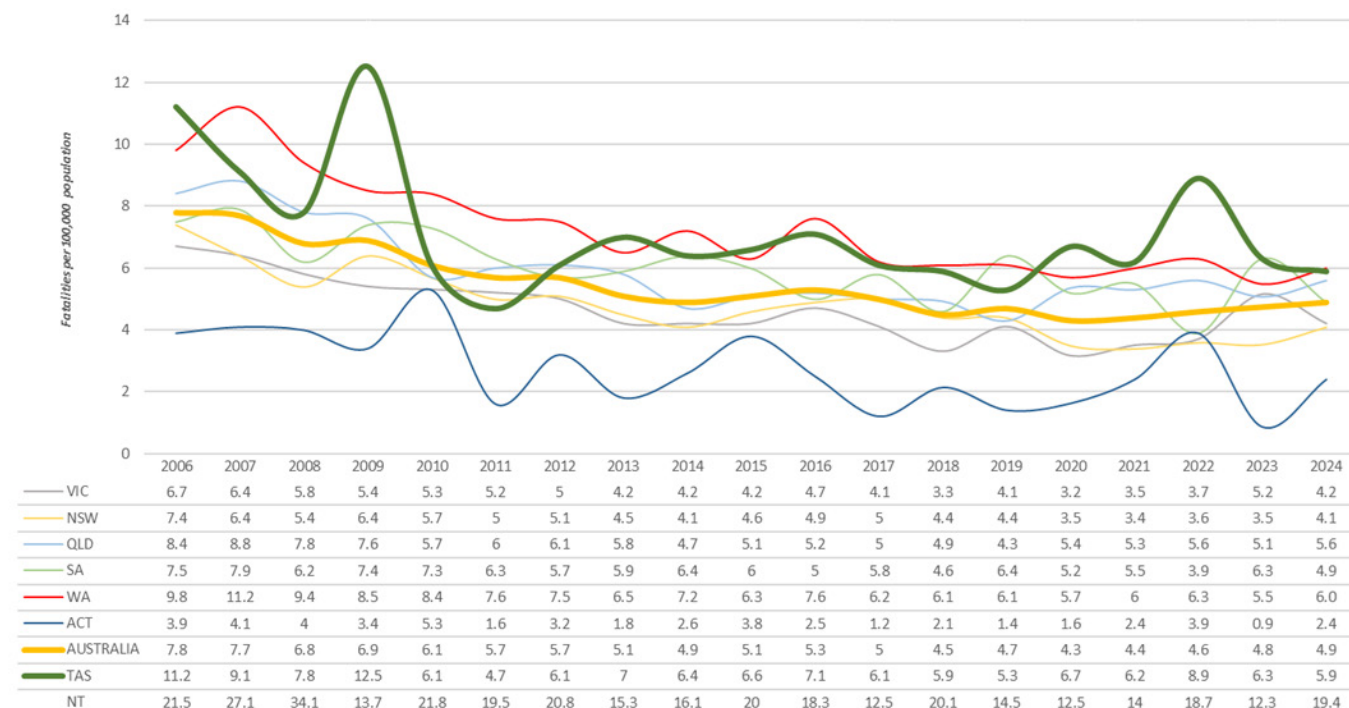
Serious Casualties Tasmania

Annual Count, Percentage Split by Quarter and Towards Zero Target



Annual Fatalities

Rate per 100,000 population (NT omitted for clarity purposes)



Serious casualties - breakdown by road user type

There have been 185 serious casualties as at 30 June 2025 (from 1 January 2025), including 26 deaths and 159 serious injuries. This number is 18 more than the 167 serious casualties recorded at the same time in 2024, which included nine deaths and 158 serious injuries and an increase of 13 per cent on the five-year average of 163.6 serious casualties.



Motorcyclists represented 4 of the 31 deaths on Tasmanian roads in 2024.



Three-quarters of deaths on Tasmanian roads in 2024 were **vehicle occupants**.



There were zero deaths and 13 **cyclist** serious injuries in 2024.



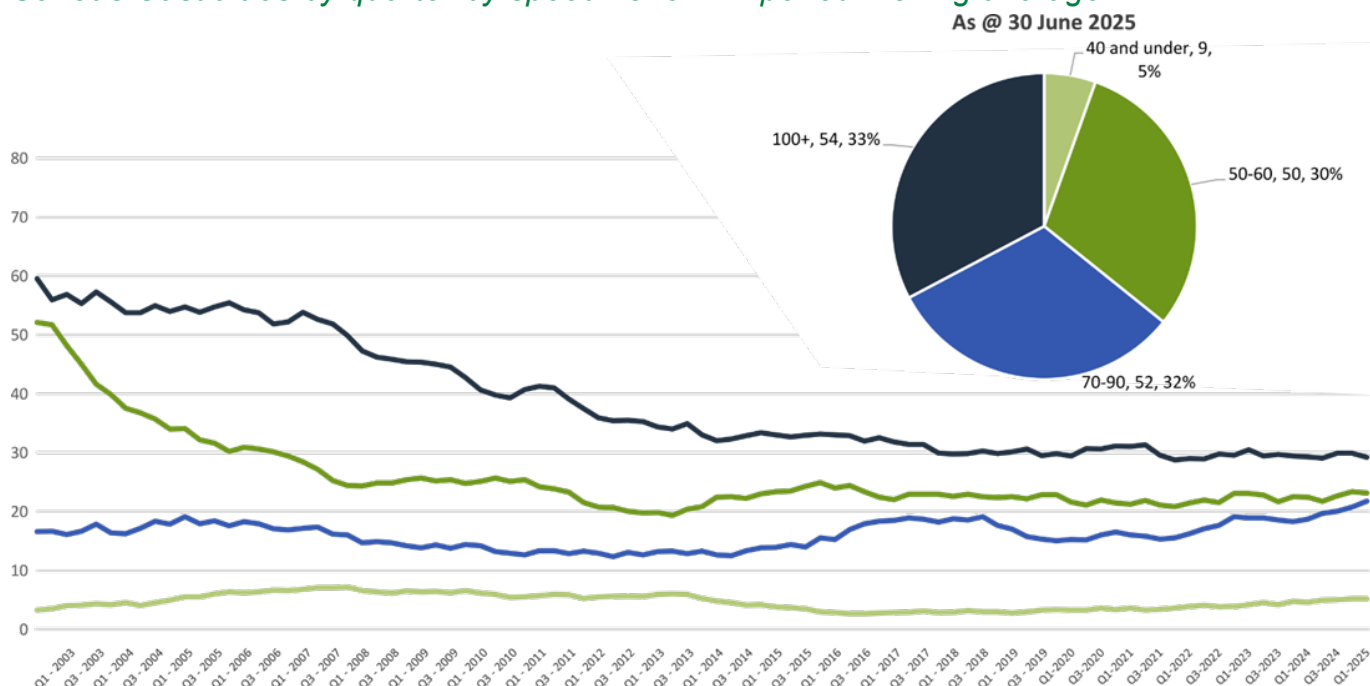
22 of the 31 deaths on Tasmanian roads were **male**, representing approximately three-quarters of the total deaths. In addition, males accounted for 232 of the 336 serious injuries.

Serious Casualties - breakdown by crash attributes

Speed Zone

The graph below depicts the number of serious casualties occurring quarterly by speed zone. Serious casualties occur more frequently on roads with 100 km/h or higher speed limits and less frequently on roads with 40 km/h or lower speed limits.

Serious Casualties by quarter by speed zone - 12 period moving average

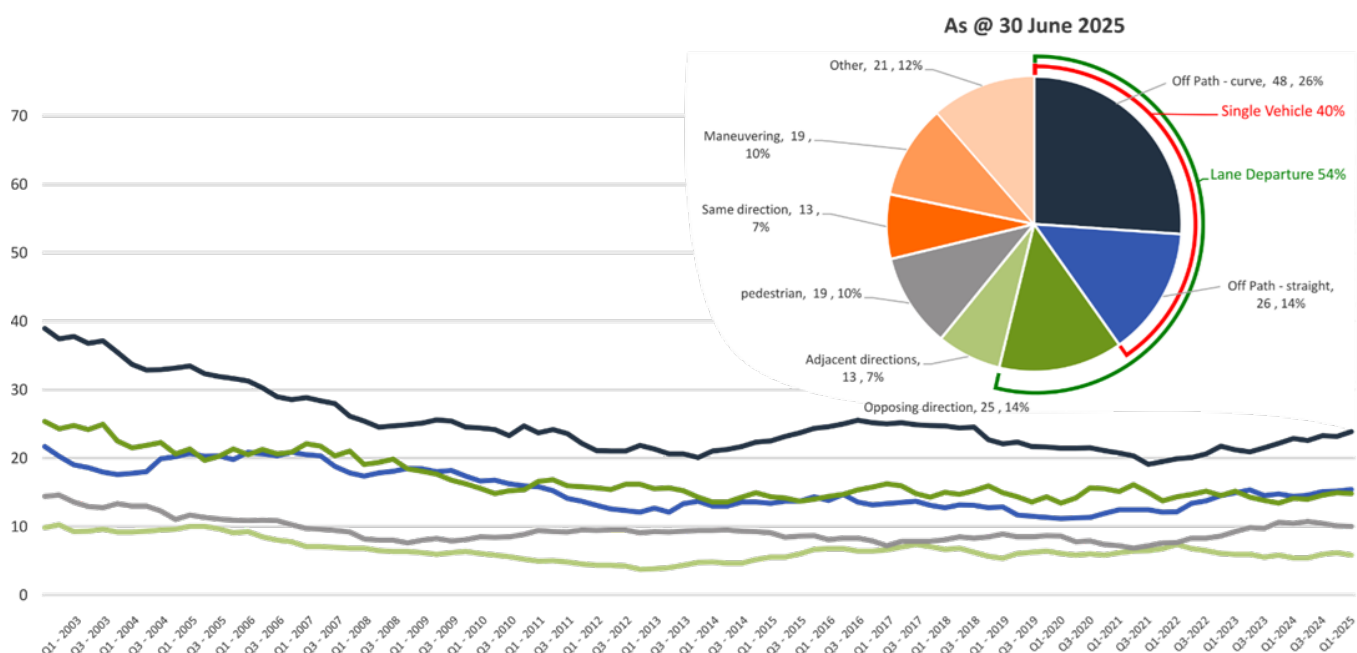


Pie chart excludes serious casualties where speed zone is recorded as 'not known'

Crash type

The graph below depicts the number of serious casualties occurring quarterly by crash type. The majority of serious casualties occur due to lane departure crashes.

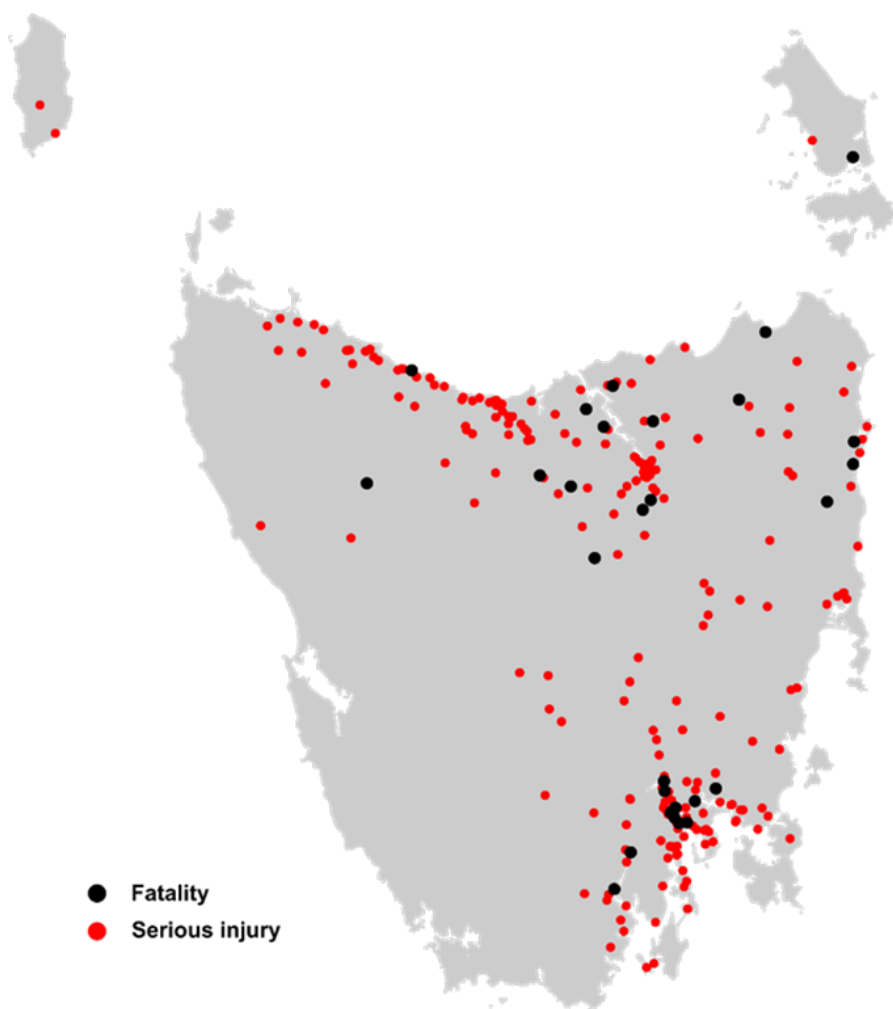
Serious Casualties by quarter by crash type (DCA) - 12 period moving average



Other includes crash types: passenger and miscellaneous (5%) overtaking (4%) & on-path (2%).

Location

The image (right) depicts the location of all serious casualties that occurred in 2024.



Thematic Snapshot of the *Towards Zero Action Plan 2020-2024*



Making our rural roads safer

Rural road grants program for local government



Motorcyclist safety on rural roads
Safe System knowledge and skills training

Infrastructure upgrades on low volume state roads

Speed moderation and community engagement strategy



Saving young lives

Learner Driver Mentor Program and Driver Mentoring Tasmania
Rotary Youth Driver Awareness Program

RACT education initiatives

Bicycle Network bike education

Kidsafe child restraint check program

Develop a Graduated Licensing System for motorcyclists

Graduated Licensing System Project for drivers

Driving for Jobs Program

Real Mates media campaign

Safety around schools

Full Gear motorcycle safety project

RACT Youth Road Safety Program



Improving safety in our towns and cities

Targeted infrastructure upgrades in high traffic urban areas



Community Road Safety Program
Innovative infrastructure treatment demonstrations

Vulnerable Road User Program
Trial of innovative technologies



Encouraging safer road use

Inattention and distraction

Mandatory Alcohol Interlock Program

Road safety penalties review

Enforcement of high-risk behaviours

High-risk motorcycling enforcement

Safe behaviour campaigns

Protective clothing for motorcyclists

Speed enforcement strategy

Automated Traffic Enforcement Program

Road Rules Awareness



Making visitors safer

Tourist road safety signage program

Tourist education materials

Tourist education at gateway entry points

Responsive electronic signage trial

Strategic partnerships

Stakeholder alliances



Improving safety through vehicles and technology

ANCAP

Autonomous vehicle and crash avoidance readiness

Light vehicle strategy

Safer cars for young drivers

Workplace driver safety

Making our rural roads safer

60 per cent of fatalities in Tasmania occur in rural areas. The Tasmanian Government has committed \$36 million into improving the safety of our rural roads.

Summary of initiatives

Establish a rural roads grants program for local government

The Safer Rural Roads Program (SRRP) was launched in late 2020 as an infrastructure initiative established under the Action Plan. The SRRP provides opportunities for Tasmanian local governments to apply for grant funding to implement widespread low-cost road safety infrastructure treatments on high-speed rural roads.

The program aims to improve road safety outcomes in Tasmania by reducing the number of head-on and run-off-road crashes and to reduce harm when these crashes do happen. Treatment types funded under the SRRP include improved delineation (signs and lines), roadside hazard removal, limited shoulder sealing and safety barriers. Junction upgrades are also eligible for funding under the SRRP.

The 2025 round of the SRRP opened for applications on 17 March 2025 and closed on 16 May 2025. The SRRP received nine submissions. These applications were assessed by the program's Assessment Committee on 2 June 2025. Projects recommended by the Assessment Committee are undergoing relevant approval processes, councils will be notified of project outcomes after this process is complete.

The Road Safety Branch continues to work with councils that have outstanding projects from previous funding rounds.



Safety has been improved through new advisory signage, line marking, guidepost and roadside barrier.
Photo source: Dorset Council

Conduct infrastructure upgrades on low volume state roads

Under the Action Plan, a Safe System Infrastructure Strategy is being developed to provide for safety improvements on lower volume state roads that are not a priority for significant upgrades in the short to medium term. This Strategy will direct the Road Safety Levy (Levy) predominantly to parts of the network that present the highest road safety risk and are not subject to other funding streams. The Strategy identifies three primary road networks to address Tasmania's crash problem. These networks have been classified based on volume and speed - the two key determinants in informing risk (exposure and severity) and fatal and serious injuries.

The state has partnered with the Australian Government to deliver a Road Safety Program which delivers low-cost infrastructure treatments including improved delineation (signs and lines), curve treatments, roadside hazard removal, limited shoulder sealing, safety barrier and junction upgrades.

The projects included under the current stage of the Australian Government's Road Safety Program (2023-2027) include:

- Sheffield Main Road – Shoulder sealing - \$12 million
- Frankford Main Road / Chapel Road – Junction realignment - \$1.2 million
- Pipers River Road / Waddles Road – Junction realignment - \$1.2 million
- Brooker Highway / Foreshore Road – Signalised intersection - \$9.7 million
- Midland Highway / Lake Leake Road – Channelised right turn lane - \$3.4 million.

Improve motorcyclist safety on rural roads

Under the Action Plan, regular road safety audits are undertaken on high-risk touring routes across Tasmania. The audit process includes engagement with local motorcyclists to gain a rider's perspective. Findings are shared with stakeholders to identify behavioural countermeasures as well as infrastructure solutions.

In 2024-25, funding up to \$500,000 was allocated to carry out low-cost infrastructure treatments to improve road safety for motorcyclists on the Tasman Highway, between St Helens and Scottsdale, following an audit undertaken in March 2024. It is expected that the installation of treatments on the Tasman Highway will be completed in July 2025.

In November 2024, an audit of the Lyell Highway between Derwent Bridge and Queenstown was completed. A schedule of works is being prepared with works expected to commence in late 2025.



Motorcyclist safety can be improved through hazard warning signage.

Expand Safe System knowledge and skills

This program aims to improve Safe System knowledge for all those in a position to influence road safety outcomes and support Safe System infrastructure design and speed setting. The program includes technical training sessions, workshops and forums across Tasmania.

Under the Action Plan, a structured training package has been developed to support the development of Safe System knowledge and skills across local and state government. As part of this training package, an online module has been developed and made available to all Transport and Infrastructure state government employees, local government, Tasmania Police and to some external consultants to embed a broad introductory level of Safe System knowledge. The module supports more advanced in-person workshops.



In 2024-25, ten Department of State Growth, three Tasmania Police and three local government officers attended a Safe System assessment course to learn how to undertake Safe System assessments for road safety related projects.

Additionally, in October 2024 Tasmania hosted the Australasian Road Safety Conference which provided additional opportunities to build knowledge and skills in the Safe System.



Building knowledge of the Safe System approach amongst decision makers and practitioners.

Speed Management and Community Engagement Strategy

Speed management 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.

In 2024-25, the RSAC developed a Speed Management Strategy Consultation Paper which sets out a draft framework, including core principles, action areas, and outcomes designed to help reduce fatalities and serious injuries across the whole Tasmanian road network.

Public consultation and stakeholder engagement took place during October and November 2024. Overall, there was strong support for the draft Strategy framework, with most respondents supporting the aim, principles and action areas, with particularly high levels of support for action on road infrastructure and safer vehicle speeds. There was also endorsement of speed enforcement, community engagement and vehicle technologies to support safer speeds. In addition, there were a range of suggestions from respondents to inform the content and approach to Strategy development.

The RSAC has now endorsed the Speed Management Strategy framework, as informed by the public consultation. Work has now commenced to identify the requirements for the Strategy development, including detailed draft actions, an implementation and evaluation plan, as well as data analysis to inform proposed outcomes.

Speed Management Strategy CONSULTATION

The Road Safety Advisory Council wants to hear from you on the development of the Speed Management Strategy. The aim of the Strategy is to help reduce the number of people seriously injured or killed by supporting safe and appropriate vehicle travel speeds on Tasmanian roads.

Have your say at <https://engage.stategrowth.tas.gov.au/speed-management-strategy>

Share your feedback by
10AM, THURSDAY 21 NOVEMBER, 2024.

“**HAVE
YOUR
SAY**”



Have your say

We need your help to make sure the Strategy will be effective in supporting safe and appropriate speeds on Tasmanian Roads – so that we can all arrive home safely.

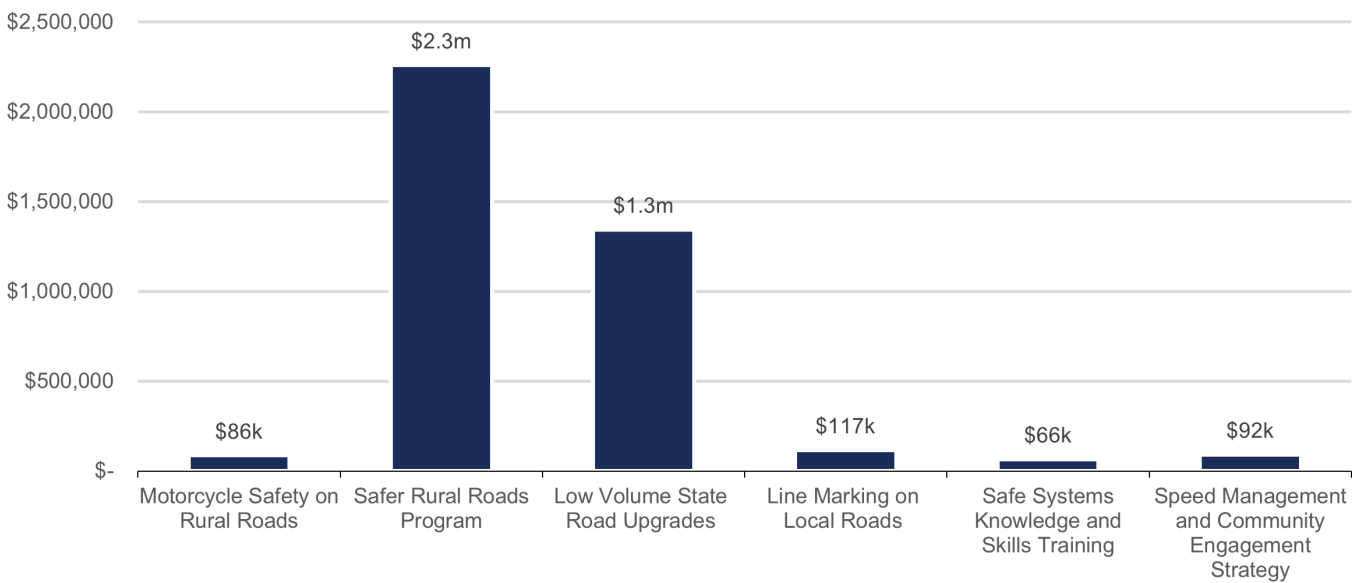
<https://engage.stategrowth.tas.gov.au/speed-management-strategy>

ROAD SAFETY ADVISORY COUNCIL
TOWARDS ZERO

Budget Summary

Throughout 2024-25, \$3.9 million was spent under the ‘Making Rural Roads Safer theme’.

Chart 1 – Making our Rural Roads Safer theme, FY 24/25 Road Safety Levy expenditure



Improving safety in our towns and cities

Our towns and cities play host to a complex mix of road users from people on foot through to large trucks and buses. The Tasmanian Government has committed to nearly \$41 million in projects and programs to improve road safety in our towns and cities.

Summary of initiatives

Expand the Vulnerable Road User Program

The Vulnerable Road User Program (VRUP) provides opportunities for Tasmanian local governments to apply for grant funding to implement low-cost infrastructure treatments that improve road safety outcomes for vulnerable road users such as pedestrians, cyclists and motorcyclists. The program aims to improve road safety in Tasmania by reducing the number of crashes that occur between vulnerable road users and vehicles in urban areas and by reducing the level of injury when a crash does occur.



Pedestrian refuges enable you to cross a road in two phases rather than having to dash across two lanes of traffic at once.
Photo source: Devonport City Council

Typical infrastructure treatments funded under the VRUP include pedestrian crossing infrastructure (such as median pedestrian refuges and wombat crossings) and off-road shared-use paths to separate vulnerable road users from vehicle traffic.

The 2025 round of the VRUP opened for applications on 17 March 2025 and closed on 16 May 2025. The VRUP received 31 submissions. These applications were assessed by the program's Assessment Committee on 6 June 2025. Projects recommended by the Assessment Committee are undergoing relevant approval processes and councils will be notified of project outcomes after this process is complete.

The Road Safety Branch continues to work with councils that have outstanding projects from previous funding rounds.

Community Road Safety Grants Program

The Community Road Safety Grants Program (CRSGP) aims to provide community groups across Tasmania with the opportunity to develop and deliver small scale local road safety programs within their communities consistent with the Towards Zero Strategy.

The Government has committed \$200,000 annually for five years from the Levy, as part of the Action Plan. CRSGP funding is available in two categories: small grants of up to \$5,000 and medium/large grants of up to \$35,000. To be eligible, projects must address at least one of the Fatal Five road safety behaviours or promote safety for vulnerable road users, while demonstrating a community focus.

Funding for the 2024-25 CRSGP opened on 10 March 2025 and closed on 2 May 2025. The program received a total of 14 applications, comprising of 12 in the medium/large grants category and two in the small grants category.

The total funding requested from all 14 applications equalled \$399,144. Following assessment and recommendations by the funding panel, 11 applications were approved, resulting in an allocation of \$305,844 from the Levy budget. While \$319,185 had been initially approved for disbursement, the unallocated amount of \$13,341 will be carried forward to the next round of the program.

Although the assessment and selection phases of the program have been completed there have been delays in final ministerial approvals. These delays stem from administrative challenges linked to the transitional period surrounding the upcoming State Election, scheduled for 19 July 2025.

Final approval from the Minister for Transport is required to progress the remaining steps of the program, namely the issuance of grant deeds and disbursement of funds to bring the 2024-25 round to completion.



The safety at this junction has been improved by the construction of a dedicated right-hand turn lane. The risk of a crash involving a vehicle stopped on the through road waiting to turn right is greatly reduced.

Conduct infrastructure upgrades on high volume state roads

Consistent with its approach on low volume roads the Tasmanian Government is developing a Safe System Infrastructure Strategy that provides for safety improvements on higher volume state roads that are not a priority for significant upgrades in the short to medium term.

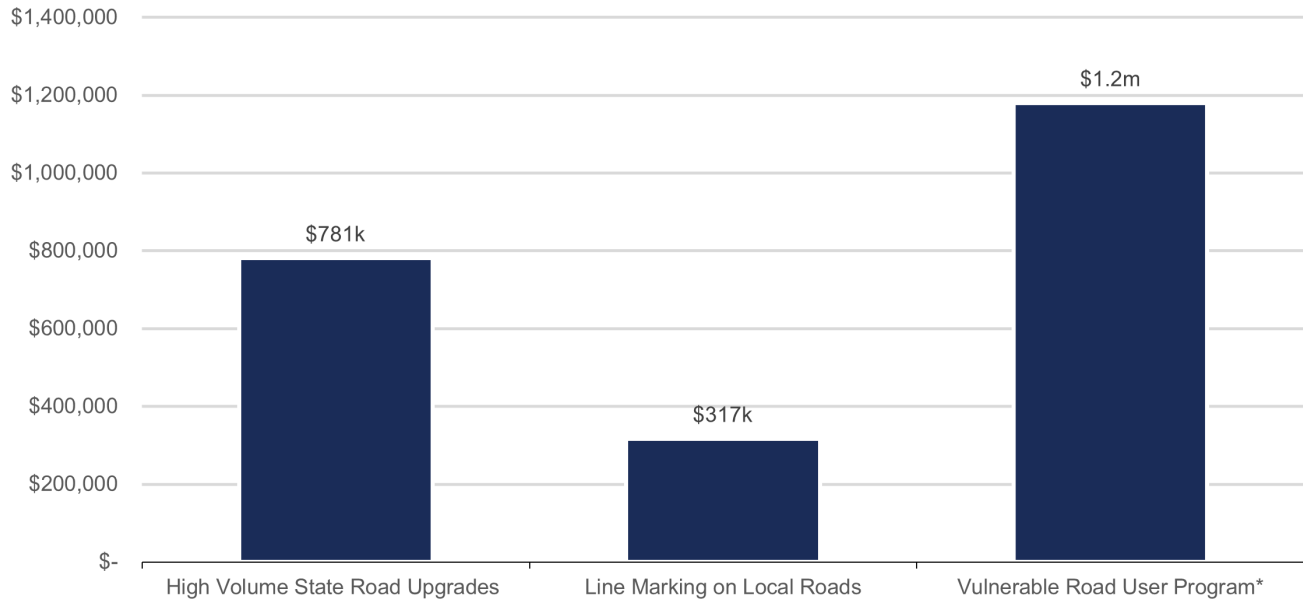
The program focuses on low-cost infrastructure treatments including improved delineation (signs and lines), curve treatments, roadside hazard removal, limited shoulder sealing, safety barrier and junction upgrades.

In the interim while the Strategy is being prepared, some key projects have been identified for Levy funding including the Frankford Main Road realignment.

Budget Summary

Throughout 2024-25, \$2.3 million was expended under the ‘Improving Safety in our Towns and Cities’ theme.

Chart 2 – Improving Safety in our Towns and Cities theme, FY 24/25 Road Safety Levy expenditure



Saving young lives

Tragically, on average, 78 young road users (17 – 25 years) suffer serious casualties on Tasmanian roads every year. To reduce this harm, the Tasmanian Government committed over \$20 million in programs and projects.

Under the Action Plan, there are several programs that aim to promote road safety awareness and save young lives.

From birth

- KidSafe free child restraint checks

to primary school

- Love 40 public education campaign
- Bicycle Network Ride2School program
- RACT road safety education
- Safety around schools - more than 100 school crossing patrol officers, lower speed zones, electronic speed limit signs, designated crossings

to high school

- RACT Year 10-12 inattention/distracted driving and licensing education
- RYDA road safety education program for Years 10-12
- Driving for Jobs
- Improved Graduated Licensing System
- Review of Motorcyclist Graduated Licensing System

to young adulthood

- Learner Driver Mentor Program
- Full Gear Program
- Sponsorship of North West Football League
- Real Mates campaign
- RACT Youth Road Safety program

Summary of initiatives

Improve the Graduated Licensing System (GLS)

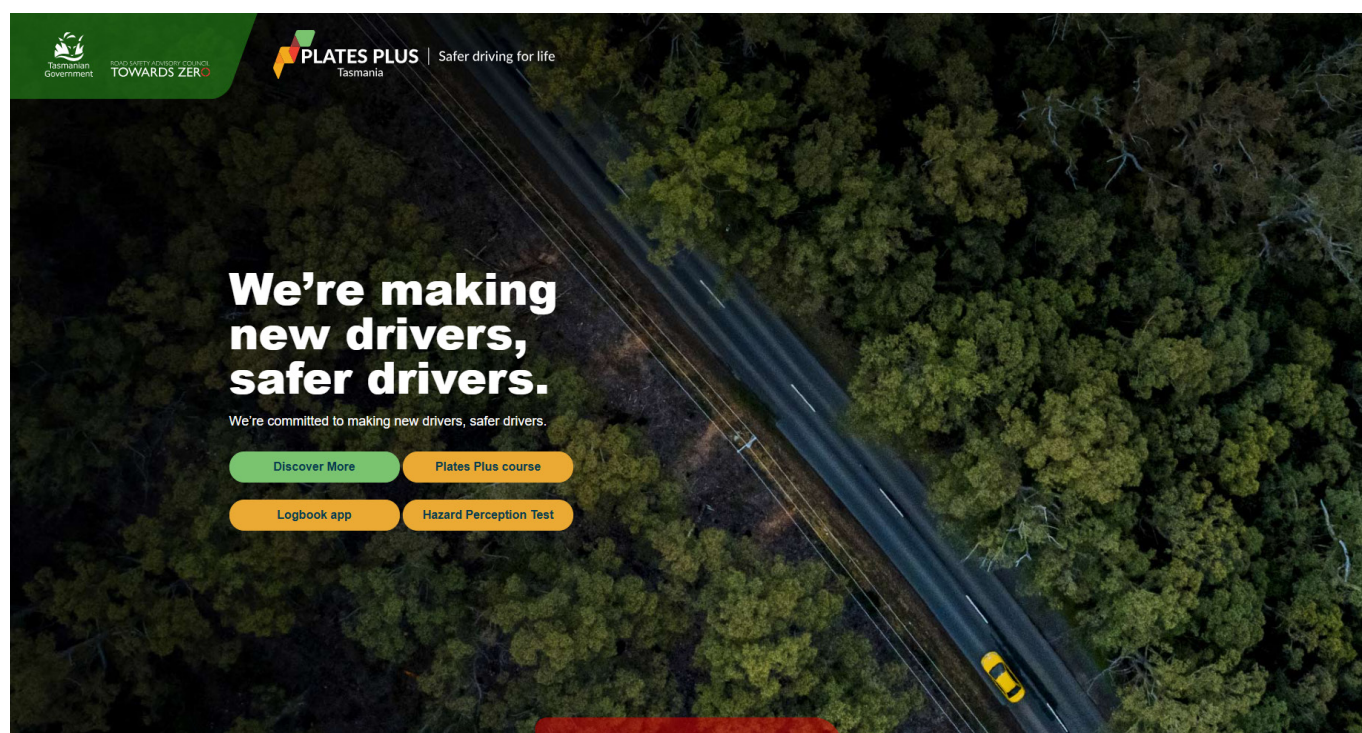
Commenced in 2017, the GLS review's primary goal was to reduce serious casualties among young road users (17 – 25 years) on Tasmanian roads.

The Tasmanian Government implemented changes to the GLS on 1 December 2020. Tasmania's GLS now meets the 'enhanced' model GLS under the national driver GLS policy 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.

A package of digital products was progressively launched from July 2021 to complement the changes to the GLS.

The Plates Plus online learning and assessment platform was designed to improve learner driver education by focusing on developing safe driving 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 was launched in November 2021. The app offers an alternative to the hard copy logbook for those learners who prefer to record their hours digitally. It provides an easy and efficient way to log 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.



'Plates Plus' is an interactive educational platform where pre-learner drivers learn about safe driving practices and build knowledge about the road rules.

The computer-based hazard perception test (HPT) was launched in March 2022. The HPT is a mandatory assessment that has been introduced to the learner licensing pathway to ensure novice drivers are able to recognise and respond to avoid various hazards on the road.

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

As part of the GLS review, the Department of State Growth engaged the Centre for Accident Research and Road Safety - Queensland (CARRS-Q) to conduct a long-term evaluation of the changes. The evaluation will assess the impact of the changes to the GLS on road safety outcomes for young drivers, as well as licensing rates and young drivers' perceptions of the Tasmanian licensing pathway. The evaluation commenced shortly before implementation of the changes to the GLS and will continue until 2027 (being seven years post-implementation).

The intermediate phase of the evaluation has been completed. The final phase is expected to commence in late 2025. This phase will consider crash involvement, licensing and offence trends, surveys, focus group and stakeholder consultations.

Continue the Learner Driver Mentor Program

The Learner Driver Mentor Program (LDMP) is a well-established program that supports disadvantaged learner drivers to gain their on-road supervised driving hours to obtain a licence.

For some learner drivers, accessing a suitable car and/or supervisory driver to gain the required minimum 80 on-road hours is extremely challenging.

Under the LDMP, community based not-for-profit organisations coordinate the matching of disadvantaged learner drivers with volunteers (and vehicles) to gain the minimum supervised driving hours to progress to the provisional stage of the GLS.

For the purposes of participating in a LDMP, a learner driver is considered to meet the disadvantaged criteria if they do not have access to a suitable supervisory driver and/or car, are on a low income and are not able to afford professional driving lessons to gain the minimum hours required to obtain a provisional licence.

A total of \$2.83 million has been allocated from the Levy to support the ongoing delivery of services by program providers.

The funding commitment ensures the sustained operation of the LDMP over the next two financial years, with \$1,172,428 for the 2025-26 funding period and \$1,232,044 allocated for the 2026-27 funding period. These funds will support program coordination, mentor engagement and learner driver support services across the state. Additionally, the funding will facilitate the replacement of five program vehicles to ensure the continued safety and reliability of transport used in mentoring activities.

Develop an improved Graduated Licensing System (GLS) for motorcyclists

A review of the Tasmanian motorcyclist GLS commenced in 2021 to identify potential enhancements to complement the training and assessment curriculum implemented in 2017.

Motorcycle riders represent more than one in five serious casualties on Tasmanian roads despite motorcycles comprising less than one in 20 registered Tasmanian vehicles. Unlike the national GLS policy framework for drivers, there is no nationally agreed policy framework for motorcycle licensing.

In order to assess Tasmania's motorcyclist GLS and identify options for enhancement, 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 RSAC at its May 2022 meeting.

A discussion paper was subsequently prepared and released by the RSAC to guide a public consultation process held during August and September 2022. The public consultation process sought feedback and community sentiment towards CASR's recommendations. That feedback was then considered by the RSAC together with CASR's recommendations. The RSAC endorsed a package of recommended changes to the motorcyclist GLS which has been provided to the Minister for Transport for consideration.

Continue to support the RYDA program

RYDA is a nationally developed road safety education initiative designed to deliver key road safety messages to students aged 16 to 18. Its mission is to establish a foundation for safe road use that endures into adulthood. In Tasmania, Rotary Clubs act as the state-wide facilitators, delivering the program through interactive, one-day sessions tailored for Year 10 students. The program provides students with practical strategies and critical life skills to empower informed, responsible decision-making as drivers and passengers. RYDA brings together road safety experts and community members to enhance the relevance of the content in a local context.

Throughout 2024, the RYDA curriculum offered six dynamic, 30-minute sessions that addressed core safety principles and behavioural awareness:

- Mind Matter – Understanding how mood affects driving behaviour
- Speed and Stopping – Exploring the impact of speed and road conditions on braking
- The 'I' in Driver – Fostering self-awareness, assertiveness and risk management
- Crash Investigator – Analysing crash causation through survivor interviews, and
- Drive So Others Survive (SOS) – Promoting the importance of protecting others through safe driving choices.

The program has consistently demonstrated success in shifting attitudes and behaviours related to road use. It encourages participants to critically evaluate their choices and embrace safer driving practices. Under the GLS, students who complete RYDA receive a five-hour credit toward their learner licence logbook requirement, supporting both engagement and compliance.

In the reporting period between 9 August 2024 and 30 May 2025, RYDA engaged a total of 5,301 students across Tasmania, including regional locations such as Huonville, and Smithton, which are areas identified as critical to improving statewide road safety outcomes.

Annual funding of \$103,000 pays for venue hire, equipment and the licensing levies per student for attending RYDA.

RYDA Session	Schools	No. of Students Attending
South	34	2713
Huonville*	4	119
North	21	1122
Smithton*	2	54
North West	19	1293
Total	80	5301

** The RYDA program is currently delivered in a scaled back version in the Huon Valley and Smithton regions for local schools to attend.*

Rotary Tasmania has observed a marked increase in participation and engagement since the implementation of the GLS incentive. Final approval for continued funding of the program is currently underway, with scheduled operation for the 2025-26 and 2026-27 financial years.

Continue the 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 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 road safety focussed learning program, including professional on-road driving lessons and participation in the RYDA Program.

The DfJ Program operates at Jordan River Learning Federation and Claremont College in the South and Launceston and Newstead Colleges in the North. For the school year 2024, the DfJ program increased their program to three days per week to utilise and exhaust DfJ program underspend accrued in recent years. Consequently, the total driving lessons delivered per week in 2024, averaged between eight and 18 lessons per DfJ school. In 2025, each DfJ school will deliver six lessons per day, estimating 12 lessons per week for two days and 18 lessons per week for three days.

The DfJ program continues to deliver meaningful road safety and licensing outcomes for young Tasmanians. Between February and August 2024, 12 students successfully obtained their provisional licence through participation in the DfJ initiative.

Recognising its value, the RSAC approved increased funding for support in November 2024. The program will be allocated up to \$310,014 for the 2025-26 financial year, with delivery continuing in the four existing DfJ schools.

In 2025, two road safety components are mandatory within the DfJ framework.:

- the Road Safety Education (RSE) Learning Management System, and
- the RYDA program.

The integration aims to deepen participants' road safety understanding and improve long-term driving behaviours.

Following the upcoming State Election, scheduled for 19 July 2025, final approval of the Levy budget will proceed upon conclusion of the caretaker period. The allocated funding of \$310,014 has been assessed as sufficient to support continued program delivery and student engagement in the 2025 operational period.

Provide funding for the RACT education initiatives

RACT has been allocated \$103,000 in funding for the 2024-25 financial year to deliver a comprehensive suite of road safety education programs, continuing its commitment to improving safety awareness across various age groups. These initiatives are designed to address key road safety concerns and promote lifelong safe driving habits.

Ready for the Road – Senior School Education Program

Ready for the Road is an interactive education session tailored for students in Grades 11-12. It focuses on the GLS and outlines the responsibilities and rules applicable to L and P plate drivers.

In 2024-25, RACT delivered 50 presentations to a total of 987 students across Tasmanian high schools:

- 19 Distracted Driving presentations – 317 students
- 15 'Ready for the Road' presentations – 305 students
- seven 'Getting Ready for the Road' presentations – 169 students, and
- nine 'Now you're on the Road' presentations – 196 students.

Program restricting occurred during this period:

- the Distracted Driving practical session concluded in December 2024, and
- in March 2025, Ready for the Road was restricted into two distinct classroom-based programs: 'Getting Ready for the Road' (Year 10 students) and 'Now you're on the Road' (Year 11-12 students).

Yippee! storybook program (Ages 0-5)

The Yippee! storybook program introduces basic road safety concepts to Tasmania's youngest community members. Each child receives a personal copy of the storybook to take home and engage with family members, promoting safety through shared learning. In 2024-25, RACT facilitated 112 Yippee! sessions, reaching 2,469 participants across the 0-5 age cohort.

RoadSafe – Primary School Program

RACT's RoadSafe program is designed for primary school students in Grades 3-4, delivering age-appropriate road safety education with a focus on lifelong retention of safety principles. In 2024-25 50 presentations were conducted, reaching 1,104 primary school students.

Years Ahead – Senior Driver Education Program

Years Ahead is an educational program targeting older drivers, offering practical guidance on safe driving practices and updates on road rules. In 2024-25, RACT delivered two strands of this program:

- Years Ahead: Misunderstood Road Rules – 17 presentations were conducted, reaching 303 senior participants, and
- Years Ahead: Road Safety – launched in June 2025, with four presentations conducted so far, reaching 66 senior participants.

Overall, this program supported 369 senior drivers in enhancing their road safety awareness and encouraging continued fitness to drive.

Continue the Real Mates media campaign

Now in its 13th year, the Real Mates campaign continues to evolve in its mission to reduce alcohol-related trauma amongst young men. A revamped version of the campaign launched in late September 2024 to coincide with the AFL Grand Final weekend, followed by additional bursts between January and March to sustain engagement and reinforce key messages.



Drink driving is a high-risk road behaviour. The 'Real Mates' campaign engages young road users to look out for their mates and plan to stay safe by not drinking and driving.

The campaign is funded by the MAIB and targets males aged 17 to 25 years old, encouraging them to take a stand against drink driving by empowering them to intervene and prevent a mate from driving after drinking. This age group is specifically targeted as they are disproportionately involved in serious and fatal crashes where alcohol is a contributing factor. The new iteration focuses on encouraging mates to plan ahead and ensure everyone gets home safely after a night out. At the centre of the campaign is an updated take on the 'Bro Code', an informal set of rules that celebrate loyalty, respect and looking out for your mates. The updated Bro code promotes practical actions such as organising a designated driver, offering a mate a place to sleep, lending money for a ride home, calling a parent to pick you up and making sure that no one in your group is left behind. In this context a 'bro' is anyone who has your back – a mate, a sibling or a parent.

While the campaign has featured on television and radio, it is primarily delivered through social media platforms to more effectively reach the target audience. Supporting merchandise has also been distributed statewide to pubs and clubs by the Tasmanian Hospitality Association and Clubs Tasmania. In March Road Safety staff further extended campaign outreach by attending the Student Lifestyle Expo at the University of Tasmania, further promoting the campaign amongst students.

Now in its fifth year, the Real Mates sponsorship of the North West Football League (NWFL) Colts continues to reinforce the campaign's message in this region. In May this year the NWFL held its inaugural Road Safety Week Gala Day which saw all eight 'Real Mates' Colts teams play at one location.

Support Bicycle Network Tasmania

The Bicycle Network continues to deliver its Ride2School program across Tasmanian schools, fostering safe cycling habits, road safety awareness, and positive road-sharing behaviour amongst primary school students. Through engaging and age-appropriate educational sessions, the program promotes cycling as a safe, inclusive and sustainable mode of transport.

A central element of the program remains the Learn2Ride initiative, which supports students with limited cycling experience or low confidence through targeted, small-group coaching. This personalised approach helps students develop essential riding skills and build their confidence.

In 2024-25, the Ride2School program received \$92,970 in funding to support its core activities and expand its road safety efforts. During this financial year, the Learn2Ride initiative was successfully introduced at newly participating schools including St Therese's Catholic School and East Derwent Primary School. Both schools reported highly positive outcomes, noting significant improvements in student engagement and capability, alongside the benefits of standard bicycle education activities.

As a result of these interventions, an increasing number of Tasmanian students are now able to ride not only for recreation, but as a confident and safe means of travel to school.

Bicycle Education Workshops

The 2024-25 period saw substantial growth in bicycle education workshop delivery, with 135 sessions held across the state – an increase of 18.42 per cent from the previous year (114 workshops) and exceeding the annual target of 110 by nearly 23 per cent. The expansion included four newly engaged schools, reinforcing the program's reach and impact. Schools consistently report strong student outcomes, highlighting the effectiveness of these hands-on learning experiences in boosting confidence and road safety awareness.

ActiveMaps Initiative

ActiveMaps continued to be offered within the Ride2School framework, however, school engagement remained limited. To reinvigorate interest and relevance, particularly among older students. The Bicycle Network has re-engaged the Tasmanian Youth Climate Leaders. This partnership will promote ActiveMaps in Southern Tasmanian high schools during 2025-26, encouraging student-led active travel planning aligned with climate action initiatives.

Ride2School success is underpinned by strong word-of-mouth referrals and relationship building within school communities. Positive feedback from students' parents and teachers contributes significantly to program uptake. Additional promotional efforts via the Department of Education, Children, & Young People (DECYP) communications school newsletters, social media and the Bicycle Network's own email and content campaigns have broadened visibility and engagement. The Smoothie Bike remains a popular engagement tool at school and community events, sparking curiosity and dialogue around active travel.

Support Kidsafe child restraint checks

Kidsafe Tasmania conducts free child restraint checking sessions to ensure that young children are safely and lawfully seated and restrained in cars. Kidsafe also distributes educational materials to inform the community of the correct child restraint type for a child's age and size.

From 1 July 2024 to 30 June 2025, Kidsafe Tasmania conducted a series of free child restraint checks and provided training sessions for professionals. Kidsafe's focus has been on empowering communities and improving child passenger safety. Key activities included:



The Road Safety Advisory Council supports KidSafe Tasmania with their child restraint and other road safety initiatives

Child Restraint Checks & Fitting

Kidsafe conducted free child restraint checks and education at community organisations, including Child and Family Centres, with trained child restraint fitters. It provided outreach services across the state, focusing on rural and culturally diverse communities.

Kidsafe observed strong and steadily increasing participation in its free child restraint checking and education program, highlighting the vital need for accessible, expert support to keep children safe on our roads. Since the program's inception, it has checked approximately 5,000 child restraints across Tasmania, reflecting the significant reach and impact of its work.

Kidsafe has focused on supporting vulnerable families, emphasising the importance of its services in areas of social and economic disadvantage and recorded 58 fittings and 36 checked seats between 1 January and 30 June 2025, totalling 342.

Professional Training Sessions

Kidsafe provided free training days to childcare centres, community transport providers and rental car companies to develop knowledge about regulatory requirements and best practice for child restraints. It offered accreditation opportunities through Kidsafe Western Australia and Queensland.

Kidsafe expanded its footprint by partnering with businesses and organisations that transport children in child restraints, including car rental companies and government departments. It delivered tailored education, training and support to ensure every child traveling in a vehicle is as safe as possible.

Kidsafe secured additional funding from the Community Road Safety Grants Program to bring professional fitters from Queensland Kidsafe RTO to Tasmania, training seven individuals to become qualified fitters.

Promotion of Child Restraint Check Services

Kidsafe promoted child restraint check services through various media channels, including social media, radio and newspapers to key target audiences. Advertisements were conducted with 7HO and Kidsafe issued several media releases and developed flyers to advertise sessions.

Hard Copy and Digital Resources with Stakeholder Consultation

Kidsafe consulted with stakeholders to develop engaging resources in hard copy and digital formats, providing instruction and advice on child restraints. It distributed resources extensively, including goodie bags with information and support details during every check. Guidance on using its website for additional information was provided. Kidsafe continuously refined its information based on stakeholder feedback and remained conscious of ongoing federal reviews that may impact restraint laws and user information. It also maintained representation on the federal taskforce to influence changes to restraint laws and information.

Encourage safe and legal motorcycle riding

The Glenorchy City Council (GCC), in partnership with Bucaan Community House and Karadi Aboriginal Corporation, delivers the successful Full Gear Motorcycle Safety Program. This initiative aims to assist at-risk young motorcycle riders in entering the licensing system and adopting safe riding practices. The program is also supported by the Motorcycle Riders Association and has previously received support from Neighbourhood Watch.

The Full Gear Motorcycle Safety Program is divided into two main parts:

- Training Programs: three 6-week programs (five - six participants per program) and two 3-week programs, including a pre-learner motorcycle course at Stay Up Right training, and
- Road Safety Campaign: participants create a road safety slogan and design to be featured on hoodies.

In the 2024-25 financial year, courses were delivered in Chigwell and Goodwood by Karadi Aboriginal Corporation.

Karadi Aboriginal Corporation Sessions:

From September to October 2024 six participants (five males and one female) started the program, with three completing the bike program. In May 2025 six male participants completed the course, with four passing the 2-day bike course at Stay Up Right.

Chigwell Sessions:

In May 2025 five participants started the program, with one participant currently awaiting completion of their two-day course in August. The program's overall attendance rate is 95 per cent.

Road Safety Marketing Campaign

The primary objective of this aspect of the program is to promote positive and safe motorcycle riding in the community through a road safety marketing campaign designed by young people.

Since 2017, sixteen road safety campaigns have been developed and led by participants. Over the past seven years, groups have opted to create campaign messages produced on stickers or hoodies.

These campaigns have become 'word-of-mouth' initiatives, with participants sharing their personal learnings when wearing the hoodies.

The Full Gear Program has never required formal advertising, as past participants generally refer new participants to the next program. This has enabled young people who have completed the program to feel a sense of achievement and become champions in their community.

Safety around schools

Safety around schools is supported 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. The Safety Around Schools campaign is an ongoing initiative that is conducted at the commencement of each school term.

In 2025, the Love 40 campaign was revitalized with a new theme titled 'Grow Up, There's No Excuse in a School Zone'. This campaign features children dressed and acting like adults, delivering familiar excuses that drivers often give for not adhering to school zone rules. The Love 40 campaign is part of the current Towards Zero Action Plan.



The 'Love 40' campaign makes it clear there's no excuse for speeding in school zones.

Between 2020 and 2024, there were 13 incidents involving pedestrians and cyclists aged 17 and under in school zones, including one fatality. School zones have a 40km/h speed limit to reflect their pedestrian-dense environments.

The rebranding of the Love 40 campaign aims to reinforce the message that unsafe driving in school zones is never acceptable, regardless of circumstances such as running late or facing other pressures. Prioritising safety in these areas helps to ensure a secure and successful school year for all.

RACT Youth Road Safety Program

The Youth Road Safety Program is a road safety education program being developed for all Tasmanian students in years 9 to 12, to be delivered in partnership with the RACT and funded through an \$8 million election commitment. This initiative aims to drive down rates of serious injury and death among young drivers, who are overrepresented in our road trauma statistics. It will include road safety classroom education, as well as a dedicated program to support disadvantaged youth to obtain their licence.

The RACT Youth Road Safety Program is now well underway after commencing in December 2024 and will take a comprehensive approach to road safety education, creating a cultural shift in how young Tasmanians approach road safety and get behind the wheel.

A highly qualified team of road safety and education experts has been assembled to guide the development of a nation-leading approach to youth road safety education. Steering Committee

Membership includes:

- Chair – RACT CEO - Mark Mugnaioni
- RSAC representative – road safety expert - Blair Turner
- State Growth Deputy Secretary Transport - Cynthia Heydon
- DECYP Deputy Secretary - Jenny Burgess
- Catholic Education Commission Chair – Kathryn Westwood
- Youth road safety expert – Professor Teresa Senserrick
- Community representative – Darren Hine

The project has three focus areas.

Education: Embedding road safety learning in years 9 to 12 to equip young drivers with the knowledge they need.

Driver Supervisors: Supporting parents, guardians, mentors, and instructors with better tools and guidance to help young drivers navigate the road safely.

Community: Tailoring solutions that reflect the unique needs of different regions and support young people experiencing disadvantage.

Consultation and collaboration are vital to the program's success. This means taking the time to collect high quality data, understanding the evidence and listening, not only to experts, but to young people themselves, their parents and guardians and their communities to design a program to inspire an entire new generation of safer drivers.

Key activities completed so far include:

- Steering Committee formed and first meeting held 3 April 2025
- literature review commissioned and conducted with presentation scheduled for Steering Committee 23 July 2025
- independent consultant awarded as per grant requirement (Social Ventures Australia)
- coordinated comprehensive stakeholder input into draft Theory of Change (Project Logic) work which is now progressed ready for Steering Committee input before finalising late July
- scoped required work for Outcomes Framework to commence after Theory of Change is finalised
- developed Community Engagement Framework
- visited RACQ and RYDA to see programs in action to consider strengths, weaknesses, and degree of alignment to best practice, and
- continued stakeholder engagement with State Growth, DECYP, industry and other key stakeholders.

Focus Area 1 – Education

The RACT confirmed quick wins and the next phase with key representatives from DECYP.

Focus Area 2 - Parent / Driver Supervisors

The RACT developed and carried out an engagement plan for parent/driver supervisors, conducted focus groups and 'drop ins' to capture motivations and experiences to guide direction with focus area two.

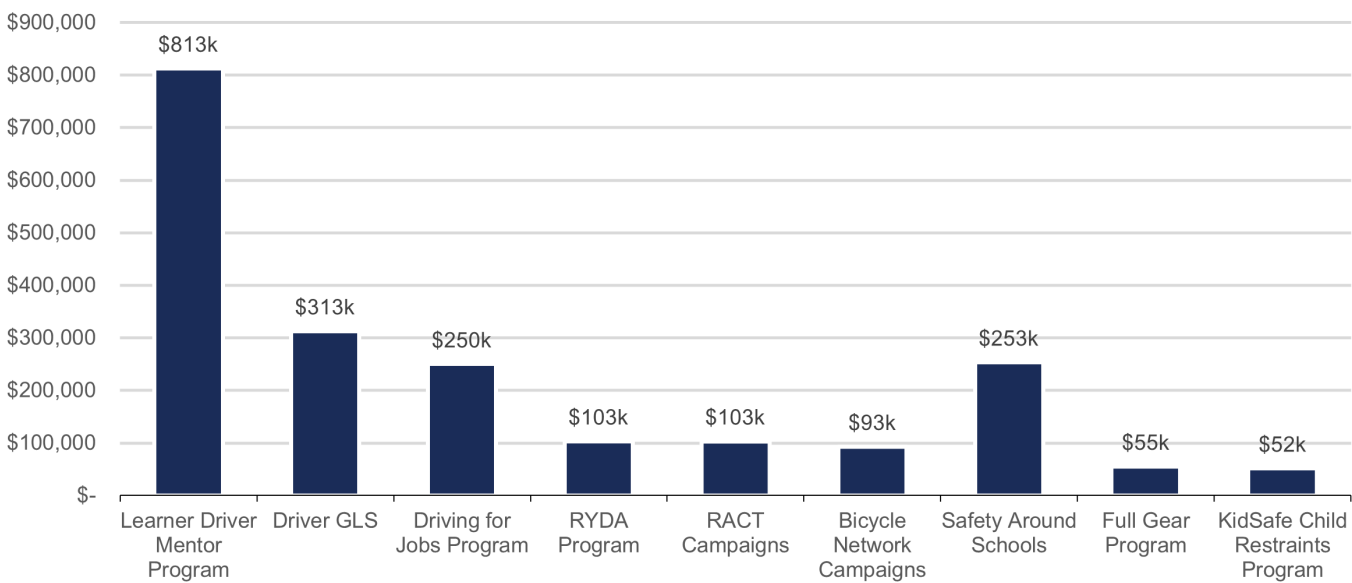
Focus Area 3 – Community / Disadvantage

The RACT developed and socialised scope for SROI brief for the Learner Driver Mentor Programs and the Driving for Jobs program supporting disadvantaged young people.

Budget Summary

Throughout 2024-25, \$2 million was spent under the ‘Saving Young Lives’ theme.

Chart 3 – Saving Young Lives theme, FY 24/25 Road Safety Levy expenditure



Encouraging safer road use

Each road user has a responsibility to use roads in ways that are safe for those around them. The Tasmanian Government has committed nearly \$20 million to improve road user behaviour.

Summary of initiatives

Investigate strategies to address 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 includes consideration of emerging strategies for tackling distraction, encouraging compliance through enforcement and influencing driver behaviour through public education campaigns.

Public education

The second phase of the Click.Store.Go public education campaign continues, informing motorists that speed, mobile phone and seat belt detection cameras are live and infringement notices are being issued. Click.Store.Go. aims to reduce road trauma by increasing community awareness of the dangers of distraction when driving and supports the introduction of mobile phone and seatbelt detection cameras in Tasmania. The campaign is supported by TV, radio, press, digital and outdoor advertising.

Police officer enforcement

Tasmania is experiencing a disturbing upward trend in fatal crashes having suffered 49 road deaths for the 2024-25 financial year, as opposed to 27 during the 2023-24 financial year. 26 individuals have been killed during the 2025 calendar year-to-date alone, compared with nine over the same period in 2024. 13 of the 2025 calendar year-to-date crashes have been informally attributed to 'inattentive' behaviours.

Tasmania Police has directly interdicted with 7,600 more drivers during the 2024-25 period than in 2023-24, issuing approximately 6,600 more infringement notices over the same period. This reflects an enhanced 'whole of agency' approach to road safety. Total mobile/static/major Road Policing Operations are up by an average of 39.2 per cent.

Unfortunately, some road users will only change their unsafe behaviour through being fined for breaking the road rules.



Investigate an enhanced automated traffic enforcement strategy

Automated traffic enforcement continued to operate mobile speed camera activities during 2024-25 and between 1 July 2024 and 31 May 2025 delivered³:

- 12,644,823 monitored vehicles
- 21,350 enforcement hours
- 4,888 enforcement sessions, and
- 59,284 Infringement Notices.

Between 1 July 2024 and 31 May 2025, mobile phone and seatbelt enforcement operations delivered:

- 2,016,524 monitored vehicles
- 4,705 enforcement hours
- 535 enforcement sessions
- 3,169 seatbelt related Infringement Notices, and
- 1,516 mobile phone related Infringement Notices.

In August 2024 emerging technology used to automatically detect unregistered and uninsured vehicles was introduced. Between 1 July 2024 and 31 May 2025 registration enforcement operations delivered:

- 3,972,335 monitored vehicles
- 9,679 enforcement hours
- 2,315 enforcement sessions, and
- 4,149 Infringement Notices.

In March 2025, updated speed enforcement technology was installed on the Tasman Bridge and between 17 March 2025 and 31 May 2025 delivered:

- 10,292,886 monitored vehicles, and
- 2,929 Infringement Notices.

In addition to the above enforcement operations, during the first half of 2025 the automated traffic enforcement program also:

- commenced a technology trial of mobile average speed enforcement with several mobile average speed sessions occurring each month, and
- installed two fixed spot-speed enforcement cameras on the new Bridgewater Bridge. These devices are expected to commence enforcement in August.

During 2024-25 the Automated Traffic Enforcement Program also commenced investigations into developing an enhanced automated traffic enforcement strategy which included:

- Road Safety Enforcement Allocation Modelling (RSEAM): Abley, a transport consultant was engaged to assist with developing guidance on the optimal mix and level of various traffic enforcement activities, and
- Speed Camera Evaluation: Monash University Accident Research Centre was engaged to evaluate the current mobile speed camera program and provide recommendations regarding improving desired outcomes.

Both RSEAM and the speed camera evaluation will inform the development of an enhanced

³At the time of drafting June 2025 delivery figures are yet to be finalised.

automated traffic enforcement strategy and program design. The enhanced program design is expected to be delivered in 2025-26.

Promote safe behaviours through campaigns

Targeted media campaigns continued to inform road users about high-risk behaviours and to highlight the dangers of the 'fatal five'.

Road Torque aired on Monday nights on Seven Tasmania's nightly news in July and early August 2024. This year's episodes featured driving safely on rural roads, road safety for the next generation and an inside look at the work of the Road Safety Advisory Council. Viewers also joined police for a behind-the-scenes look at a typical day on Tasmania's road network and explored how vulnerable the human body is to the forces involved in road crashes.

To coincide with the start of the 2025 school year, a new Love 40 campaign was launched to remind Tasmanian drivers that road safety around schools is a year-round priority. Titled 'Grow Up, There's No Excuse' the campaign features young children dressed and acting like adults, delivering common excuses heard from drivers who ignore school zone speed limits. Delivered across TV, radio and digital platforms, the campaign draws attention to the real consequences of driver complacency. By flipping the script on familiar excuses the campaign delivers a powerful reminder that there are no acceptable reasons for putting children's lives at risk.



Community partnerships help promote road safety messaging at a 'grass roots' level.

A new Over is Over campaign was launched in July 2024, aiming to reshape road safety attitudes and challenge the misconception that driving just a few kilometres over the speed limit is acceptable. The campaign underscores the disconnect between the 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 road safety on Tasmanian roads over the past 50 years, whereas speeding is not currently viewed in the same way. Over is Over ran across television, radio and social media between July and September 2024 and in 2025 billboards and buses around the state have featured the Over is Over campaign.

The Rule 79A campaign, reminding motorists to slow down to 40 km/h when passing emergency vehicles such as police, fire, ambulances and emergency roadside

assistance vehicles, featured on TV, radio and socials between September and December 2024.

The revamped Real Mates Bro Code campaign was launched to coincide with the 2024 AFL Grand Final, reinforcing the message about the consequences of you or your mate drink driving. The schedule was designed to reach as many of the target audience as possible across a four-week period utilising television and social media.

The 'Driving Tired? Wake Up to Yourself' fatigue campaign was launched in November 2024, running across TV, radio, social media and Out of Home (OOH) platforms. The campaign centred around a powerful television advertisement that highlights the devastating consequences of driving while fatigued.



Fatigue remains a significant concern on Tasmanian roads, with research showing that 15 to 20 per cent of serious and fatal crashes involve inattention, distraction or poor decision-making - all common signs of fatigue. Backed by research from Monash University and the Victorian Transport Accident Commission, the campaign continues to raise awareness that fatigue can affect anyone, even on short trips or close to home and reinforces the importance of getting adequate sleep before driving.

The 'You Can't Beat Tassie Roads' motorcycle campaign and cycling safety campaign 'Let's Have Each Other's Back' ran at various intervals over the summer period. The motorcycle campaign targets both local and visiting motorcyclists, reminding them to drive carefully on Tasmanian roads. The cycling safety campaign promotes 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 support of one another to ensure a safe return home to loved ones.

The 'We're Looking Out for You' road safety campaign ran over the Christmas / New Year period and again during Easter and the Anzac Day long weekend. Targeting holiday travel periods, the campaign encouraged drivers to reflect on their behaviour behind the wheel and make safe choices. With the tagline 'We're looking out for you this holiday season,' the campaign highlights police enforcement efforts and reinforced the message that enforcement isn't just about penalties, but that being caught breaking the rules could ultimately prevent a serious or fatal crash and help save lives. The campaign featured on TV, radio and socials.

Tasmania again participated in National Road Safety Week which took place from the 11 to 18 May 2024. Events were held around the State in line with the daily themes which highlighted the ongoing impact of road trauma on communities while promoting ways to reduce this toll. Each year around 1200 Australians are killed and more than 40,000 people seriously injured as a result of road crashes.

A number of Tasmanian landmarks were lit up in yellow and community grants were made available to Tasmanian councils to hold their own National Road Safety Week events. The North West Football League held its inaugural Road Safety Gala Day, featuring all eight of the Real Mates Colts teams as part of the week.

Promote protective clothing for motorcyclists

Motorcyclists are significantly over-represented in Tasmania's road trauma figures. One of the reasons for this is that riders are more likely to be injured in a crash due to a lack of physical protection.

Under the Action Plan work continues to reduce the risks to motorcyclists through a range of actions, including supporting the work of MotoCAP to promote the use of protective clothing and promoting safe gear through an educational brochure.

MotoCAP provides safety assessment star ratings for protective clothing and prepares education materials for motorcyclists. Protective clothing can reduce injury severity in the event of a crash.

From the start of 2025, a brochure reiterating the importance of wearing full gear on every ride and directing motorcyclists to the MotoCAP website to check gear safety ratings before purchase has been included in motorcycle licence renewal papers. These brochures will continue to be provided for the remainder of 2025.



Motorcyclists are encouraged to make smart choices with their protective clothing.

Ensure participation in the Mandatory Alcohol Interlock Program

The Mandatory Alcohol Interlock Program (MAIP) aims to have repeat and high-level drink driving offenders demonstrate that they can separate their drinking from driving through the installation of an alcohol interlock in their vehicle. Participation rates are less than optimal as participants often seek exemption from the obligation to have an interlock installed on the grounds of severe hardship. Amendments are being sought to the regulatory framework to clarify the exemption framework available to participants. Regulatory clarification will also enable diligent assessment of exemption claims.

Implement a new speed enforcement strategy

As one of the primary 'fatal five' contributory factors, speeding is directly addressed within the Tasmania Police Safe Roads Strategy 2024-2026.

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. To this end, Tasmania Police has detected 22,900 speeding offenders in the 2024-25 financial year, a figure that exceeds the previous reporting period by more than 4,500.

In support of police Crash Investigation Services, Tasmania Police has invested in state-of-the-art crash reconstruction software to support criminal and/or coronial investigations arising out of fatal and serious road crashes. This brings local investigative capability into line with other police jurisdictions.

Specific to 'hooning' legislation, Tasmania Police has also invested in significant new stores of 'wheel clamp' devices. The application of wheel clamps forms part of a wider effort to target speeding, disqualified driving, reckless and dangerous driving behaviours.

Improve enforcement of high-risk behaviours

To reduce high-risk behaviours and increase compliant road user behaviour, State Growth and Tasmania Police 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.

The Tasmania Police Safe Roads Strategy 2024-2026 focuses the activities of all police 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.

During the 2024-2025 financial year, an additional 2,000 high risk traffic offenders have been prosecuted than during the previous reporting period. This equates to a total of 18,600 high risk offenders.

Tasmania Police has recently taken receipt of 'Best Practice Guidelines', formulated as part of the Road Safety Enforcement Allocation Model (RSEAM) project. All recommendations will be considered for implementation in the interests of optimising police enforcement activities.

The Police Offences Amendment Bill 2025 has been submitted to the Legislative Council, recommending amended 'road rage' legislation to target aggressive or irrational driving

behaviour on our roads. The proposed legislation refines the definition to capture behaviours such as verbal abuse, violent or aggressive gestures, some forms of altercations, property damage, a collision between vehicles or an assault. Being a prescribed offence, it will make any vehicle used in a road rage incident liable to clamping or confiscation.

High-risk motorcycling enforcement

Speed is a factor in at least a quarter of motorcyclist serious casualties. Historically speed cameras have offered no deterrence to motorcyclists, whose numberplates are mounted only on the back. Introduction of rear-facing speed cameras as part of the Automated Traffic Enforcement program has improved detection and deterrence of speeding.

The Tasmania Police Safe Roads Strategy 2024-2026 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 allocates prima facie offences to an officer for investigation and follow-up, and
- published the Tasmania Police Safe Roads Strategy 2024 – 2026 which provides for increased patrol hours on rural roads, including 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.

Continue to promote the Road Rules

Compliance with the Road Rules makes road user behaviour predictable, improves traffic flow and most importantly, improves safety outcomes for all road users.

Road Rules enquiries are regularly received and responses provide critical information and clarification to community members and other stakeholders. User-friendly and tailored resources are developed for existing and new Road Rules that come into effect so that the rules are easily understood and adhered to by all road users.

Resources, including the Tasmanian Road Rules Handbook, Top Ten Misunderstood Road Rules and the Five More Misunderstood Road Rules pamphlet are promoted on the RSAC website and distributed to Service Tasmania locations as required.

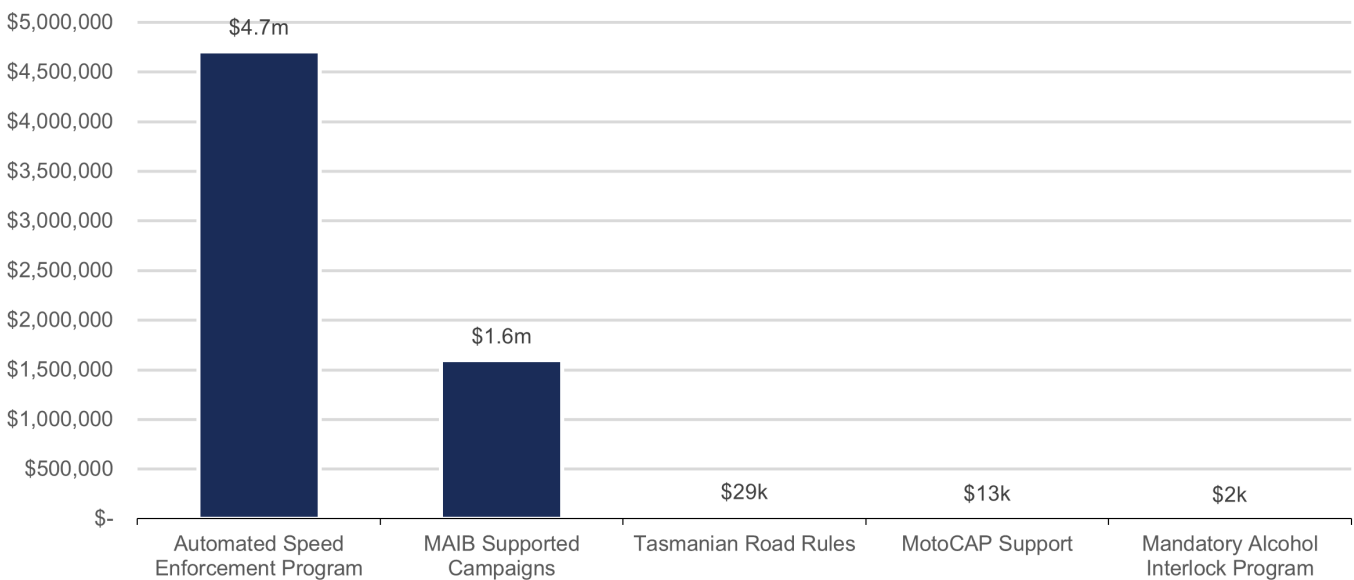
Road Rules are reviewed biennially through a national process in which Tasmania participates.



Budget Summary

Throughout 2024-25, \$6.4 million was spent under the ‘Encouraging Safer Road Use’ theme.

Chart 4 – Encouraging Safer Road Use theme, FY24/25 expenditure



Note:

- 1. Includes funding from the Motor Accidents Insurance Board (MAIB) towards road safety campaigns and public education.
- 2. Automated Traffic Enforcement Program – the above figure only includes Road Safety Levy expenditure.

Making visitors safer

11 per cent of all serious casualties on Tasmanian roads are non-Tasmanian residents. The Tasmanian Government has committed \$1 million to initiatives to support the education and safety of visiting road users including interstate drivers and riders, international drivers and for others new to Tasmania such as students and seasonal workers.

Summary of initiatives

Develop effective and engaging education materials

A range of education materials are distributed to make visiting road users safer. The multi-lingual education material has been delivered to the international visitor audience through targeted communication channels.

These include vehicle hangers, brochures, posters, roadside signs, editorial content, film, and digital content. Communications materials continue to be distributed upon request from stakeholders.

Attract visitors' attention by focusing activity on gateway entry points

Being an island state, Tasmania has the unique advantage of strategically placing essential road safety messages at its gateway airports and seaports to reach visitors before they drive in Tasmania.

This includes a range of educational materials, electronic and static signs and billboards. Printed collateral is available and digital billboards display road safety messaging at gateway locations.



ALWAYS drive on the **LEFT** side of the road.



Driver and passengers must wear a seatbelt **AT ALL TIMES**.



PULL-OFF the road when stopping to take photos, enjoy scenery or read maps.



SLOW DOWN on winding, gravel or icy roads in bad weather



WARNING of a sharp bend ahead.



LOOK OUT for winding roads ahead



We recommend you **NEVER** use a mobile phone while driving.



Slow down and **LOOK-OUT** for animals on the road, especially at dawn and dusk.



You **MUST OBEY** speed limits. In poor conditions, drive slower than the limit.



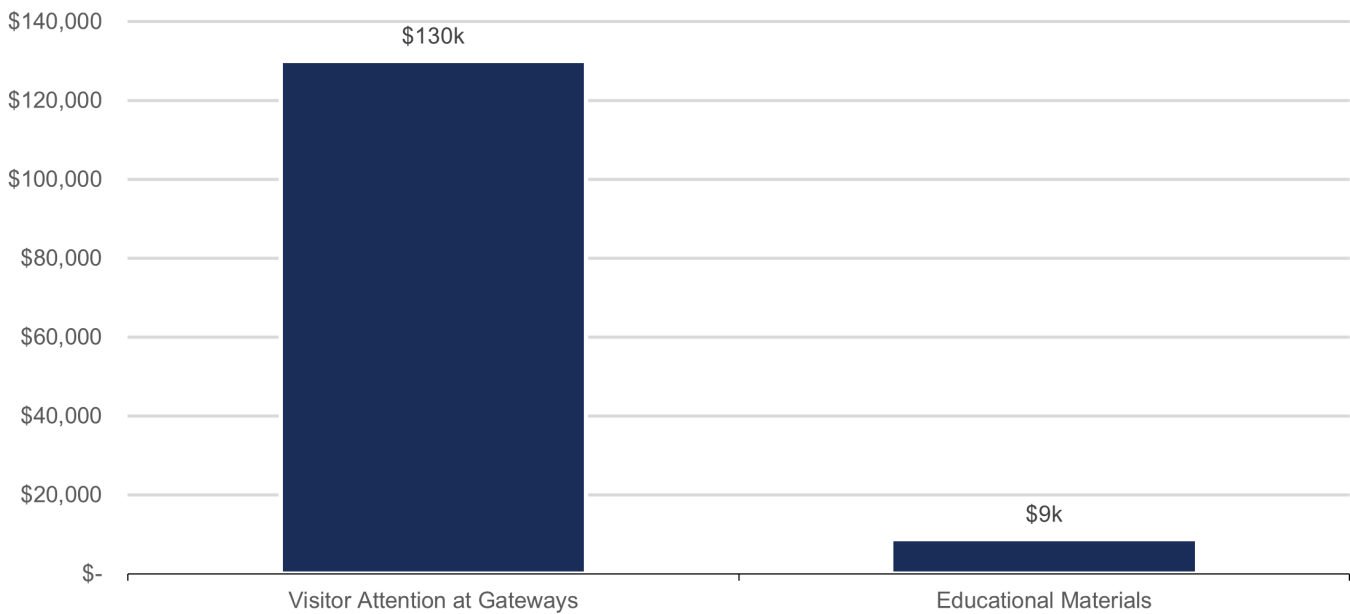
Hazard markers warn that the road ahead is about to **CHANGE DIRECTION**.

Information for visitors to Tasmania is distributed at seaports, airports and in hire cars.

Budget Summary

Throughout 2024-25, \$139,376 was expended under the ‘Making Visitors Safer’ theme.

Chart 5 – Making Visitors Safer theme, FY 24/25 Road Safety Levy expenditure



Improving safety through vehicles and technology

Advances in vehicle design and technology are helping to prevent crashes from occurring and better protecting all road users in Tasmania. The Tasmanian Government has committed over \$4 million to support and encourage Tasmanians to drive safer vehicles.

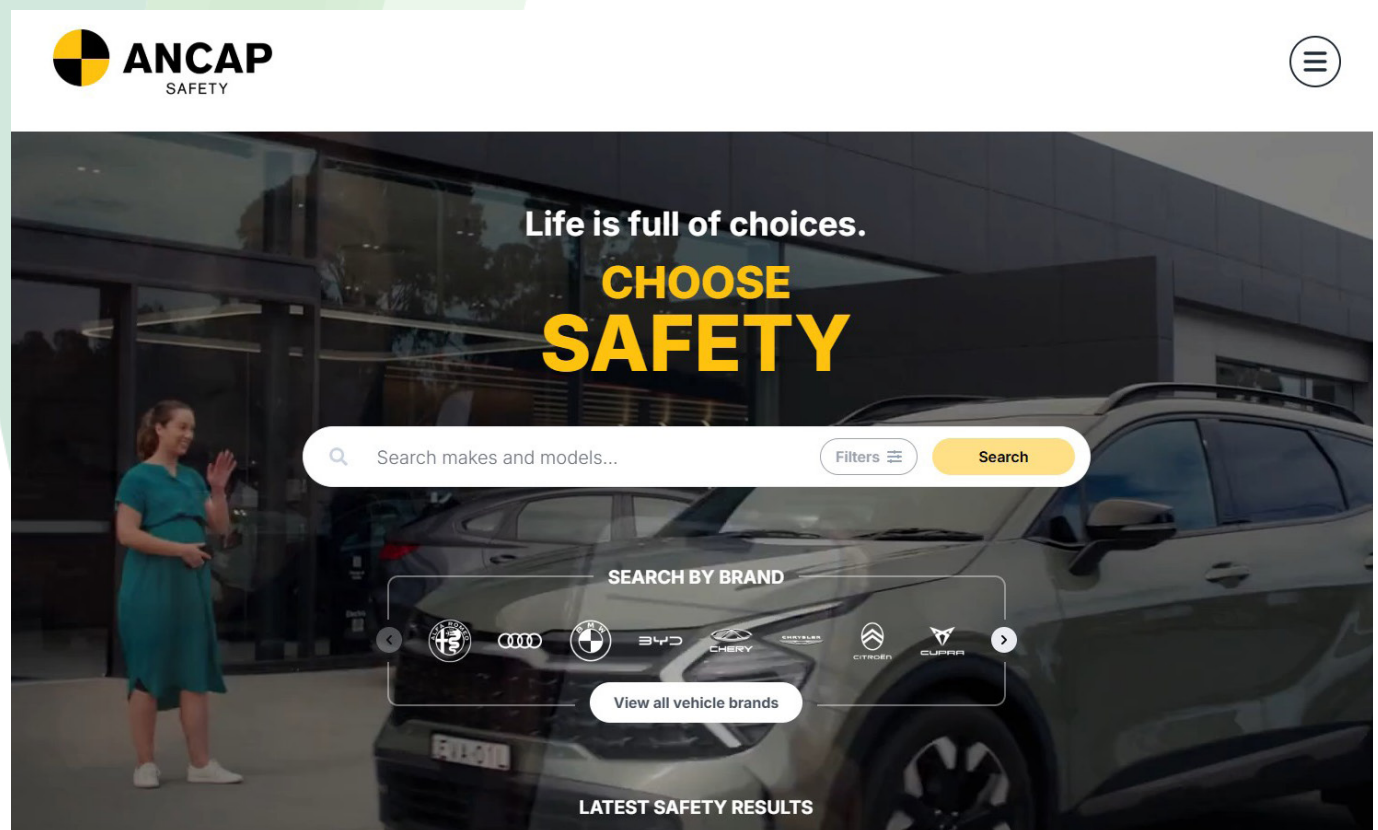
Summary of initiatives

Continue to support ANCAP

Tasmania has the oldest vehicle fleet in Australia. This is concerning because the rate of fatal crashes per registered vehicle is four times higher for vehicles aged 15 years or older than for vehicles aged five years old or less.

Tasmania is a member of the Australasian New Car Assessment Program (ANCAP). ANCAP plays a vital role in informing consumers of the differences in the safety performance of new vehicles entering the Australasian vehicle fleet.

Furthermore, ANCAP also advocates for improved vehicle safety design and specification through public education campaigns, advocacy activities and engagement with governments, corporate fleets, the media and consumers.



Importantly the safety level of a car plays a significant role in the injury outcomes in a crash.

Develop a Light Vehicle Safety Strategy

Tasmania has the oldest vehicle fleet in the country with an average age of around 13 years. This means more time and resources must be expended maintaining the roadworthiness of Tasmania's older vehicles and that many Tasmanians are not benefiting from the latest vehicle safety features.

A light vehicle safety strategy is currently being developed to improve the crashworthiness and roadworthiness of the Tasmanian light vehicle fleet.

The 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.



Tasmania is home to the oldest vehicle fleet in Australia

Monitor developments in vehicle technology

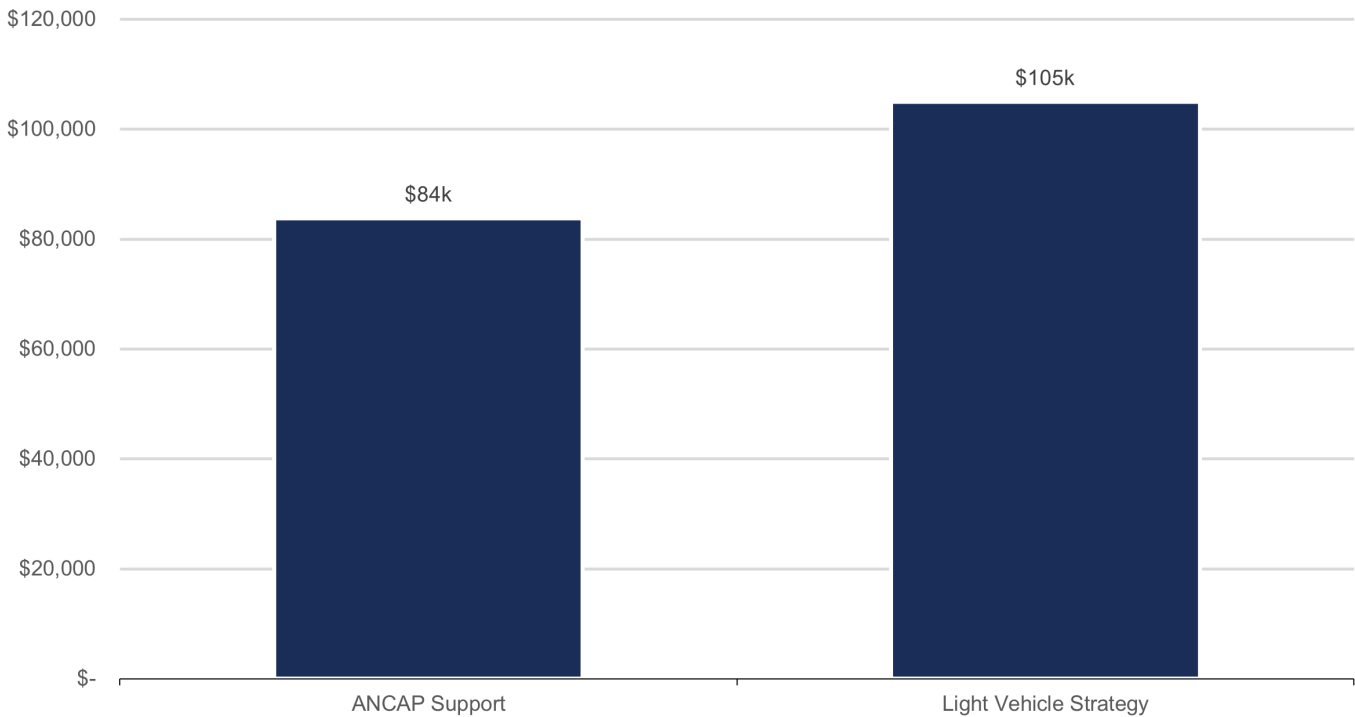
Modern vehicles are increasingly equipped with Advanced Driver Assistance Systems (ADAS) technology that can improve safety. New features help drivers to adhere to the speed limit, minimise blind spots, reduce distraction and monitor signs of driver fatigue. Vehicles with crash avoidance technologies can alert the driver to potential hazards, give the driver more control in emergency situations and act autonomously to prevent a collision. These types of vehicle technologies are evolving rapidly and have the potential to greatly reduce road trauma.

The aim of this initiative is to monitor autonomous vehicle and crash avoidance readiness in Tasmania to ensure that Tasmanian infrastructure and laws are compatible with emerging technologies. The regulation of autonomous vehicles is being considered at a national level and Tasmania is participating in this process. Current research into the efficacy and safety benefits of ADAS and related technologies is also being monitored.

Budget Summary

Throughout 2024-25 \$189,781 was expended under the ‘Improving Safety Through Vehicles and Technology’ theme.

Chart 6 – Improving Safety Through Vehicles and Technology theme, FY 24/25 Road Safety Levy expenditure



Education and Enforcement Sub-Committee activities

Public Education and Campaigns Summary

Reporting Period: July 1, 2024 - June 30, 2025

Campaigns

Campaign Name	Media Channels Used	Target Audience	Months Active
Love 40 - School zones. New campaign launched Feb 2025	TV, digital, social, radio, OOH	All drivers (esp. school zone commuters)	Jul 2024 - Jun 2025 (ongoing)
Over is Over	TV, radio, digital, social, radio, OOH, bus backs	All drivers	Jul - Nov 2024
Real Mates - The Bro Code	TV, radio, digital, socials	Males aged 17 - 25	Sep 2024, Nov 2024, Feb - Mar 2025
Cyclist Safety	TV, digital, socials	Cyclists and drivers (all ages)	Oct 2024, Jan - Feb 2025
Motorcycle Safety - You Can't Beat Tassie Roads	TV, Digital, social, radio, tourism publications. OOH	Touring and local riders	Nov - Dec 2024, Jan - Feb 2025
Fatigue	Radio, digital, regional press, socials	All drivers	Nov - Dec 2024, Apr 2025
We're Looking out for You	TV, Radio, Digital, socials	All drivers	Dec 2024 / Jan 2025 / April 2025

Sponsorships and Partnerships

Organisation	Media Channels Used	Target Audience	Months Active
JackJumpers	In-stadium, digital, socials, creation of video assets	Sports fans, families	Sep 2024 - Feb 2025
Cricket Tasmania, inc Hobart Hurricanes	In-stadium, digital, socials	Sports fans, families	Dec 2024, Jan 2025
Hawthorn Football Club	Matchday signage, club channels, digital, socials, creation of video assets	Sports fans of all ages	Mar - Sep 2024 Mar - Sep 2025
North West Football League (NWFL)	Matchday signage, community engagement	NW Tasmanian community	Mar - Sep 2024 Mar - Sep 2025

Events

Event Name	Media Channels Used	Target Audience	Months Active
Hobart Hurricanes	On site activation	Sports fans, families	21 Dec 2024
Agfest	On-site activations, signage, interactive displays	Rural and regional road users	1 - 4 May 2025
National Road Safety Week (NRSW)	Digital, socials, events, media partnerships	All road users	11 - 18 May 2025
Road Torque (video series on Southern Cross News)	7 Network TV, online video (YouTube, RSAC website, socials), stakeholder promotion	All road users	Jul / Aug 2024 Jul / August 2025
Tassie Hawks Cup (through Hawthorn FC)	Years 10 to 12 school-based football competition	Young drivers	September 2024

Research

Research Project	Focus Area	Method	Timeline
Real Mates campaign research	Awareness and behaviour change	Focus groups / online surveys	July 2024
Annual Survey	Road safety attitudes and behaviours, tracking of longitudinal attitudes	Phone interviews / online platforms	Nov 2024
Pulse Check	Current public perceptions of road safety. Longitudinal tracking of attitudes	Quarterly online panel	May 2025

Public Enquiries

Inquiry Topic	Channel	Common Themes	Time Period
Road Safety enquiries	Website, email, phone	Road safety, speed zones	Ongoing
Road rule clarifications	Website, email	All road rules	Ongoing
New campaigns	Media enquiries, interviews, editorial	Fatal Five	Ongoing

Road Safety level budget overview

Funding

Road safety initiatives in Tasmania are funded through collection of the Road Safety Levy, funding from the Motor Accidents Insurance Board (MAIB) and from the Australian Government's Road Safety program (RSP).

The Road Safety Levy

The delivery of initiatives under the Action Plan are largely funded by the Road Safety Levy which supports the *Towards Zero – Tasmanian Road Safety Strategy 2017-2026*, as the primary road safety funding source through to 2026.

The Levy applies to all eligible registered vehicles with general access to the road network. The Levy is collected from vehicle registrations and is to be expended for the purposes of road safety. The Levy currently raises around \$19 million per annum and increases relative to Hobart CPI.

Approved budget for FY 2024-25

The RSAC approved the 2024-25 Action Plan budget on 21 May 2024. On the advice of the RSAC, the Minister for Transport approved the budget on 10 January 2025.

At the start of 2024-25, approximately \$28.1 million was available from the Road Safety Levy to expend on road safety in Tasmania. Throughout the year approximately \$19.9 million was collected from registrations.

In 2024-25, a total of \$15.5 million was collectively expended from Levy and MAIB funding. This saw over \$6 million spent on infrastructure improvements across Tasmania and nearly \$9.6 million (including MAIB contributions) spent on the delivery of road safety policy and projects.

At 30 June 2025, the Levy recorded a balance of approximately \$31.5 million.

The following table provides a detailed financial summary of 2024-25 revenue and expenditure.

Revenue and Expenditure for the Financial Year 2024-25

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
	\$	\$
Motor Accidents Insurance Board Funding	1,560,908	1,597,359
Revenue Inflows from Registrations	18,157,313	19,966,145
Funds Available for Distribution	45,203,703	47,048,986

Expenditure Summary

Theme no.	Theme	Budget (FY25)	Actual
		\$	\$
1	Making our Rural Roads Safer	11,945,032	3,966,913
2	Improving Safety in our Towns and Cities	4,134,744	2,278,503
3	Saving Young Lives	3,786,044	2,035,619
4	Encouraging Safer Road Use*	6,834,872	6,350,670
5	Making Visitors Safer	263,282	139,376
6	Improving Safety Through Vehicles and Technology	2,890,000	189,782
7	General Support	699,578	604,591

Budget and Expenditure by Category

	Budget (FY25)	Actual
	\$	\$
Infrastructure Expenditure	15,049,242	6,001,055
Policy & Projects Expenditure*	15,504,309	9,564,399
Total Expenditure	30,553,552	15,565,454
Balance as at 30 June 2024	14,650,152	31,483,532
Forecast Closing Balance of FY24	14,650,152	

Note: * includes MAIB expenditure

Note: The underspend in FY 24/25 is predominately due to delayed expenditure relating to infrastructure projects. These projects are expected to be delivered in following financial years.

MAIB Funding as at 30 June 2025

2024/25 Financial Year	Budget \$	Actual (ytd) \$	Balance \$
Expenditure (State Growth)			
Administration & Public Relations	360,934	271,627	89,307
Public Education	1,124,974	1,172,017	-44,043
Research	75,000	64,105	10,895
Subtotal	1,560,908	1,507,749	56,159
Expenditure (Tasmania Police)			
Salaries	2,299,342	2,313,074	-13,732
Operating Expenses	188,000	171,186	16,814
Equipment	579,677	433,195	146,482
Subtotal	3,067,019	2,917,456	149,563
Total	4,627,927	4,425,205	205,722

List of Acronyms

Action Plan	Towards Zero Action Plan 2020 - 2024
ANCAP	Australian New Car Assessment Program
ATE	Automated Traffic Enforcement
CEO	Chief Executive Officer
CRSG	Community Road Safety Grants
DfJ	Driving for Jobs
GLS	Graduated Licensing System
HPT	Hazard Perception Test
ITS	Intelligent Transport System
JRLF	Jordan River Learning Federation
LDMP	Learner Driver Mentor Program
MAIB	Motor Accidents Insurance Board
MAIP	Mandatory Alcohol Interlock Program
RSAC	Road Safety Advisory Council
RSP	Road Safety Program
RYDA	Rotary Youth Driver Awareness
SRRP	Safer Rural Roads Program
State Growth	The Department of State Growth
Towards Zero Strategy	Towards Zero - Tasmanian Road Safety Strategy 2017-2026
VRUP	Vulnerable Road User Program

Road Safety Advisory Council
Department of State Growth

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