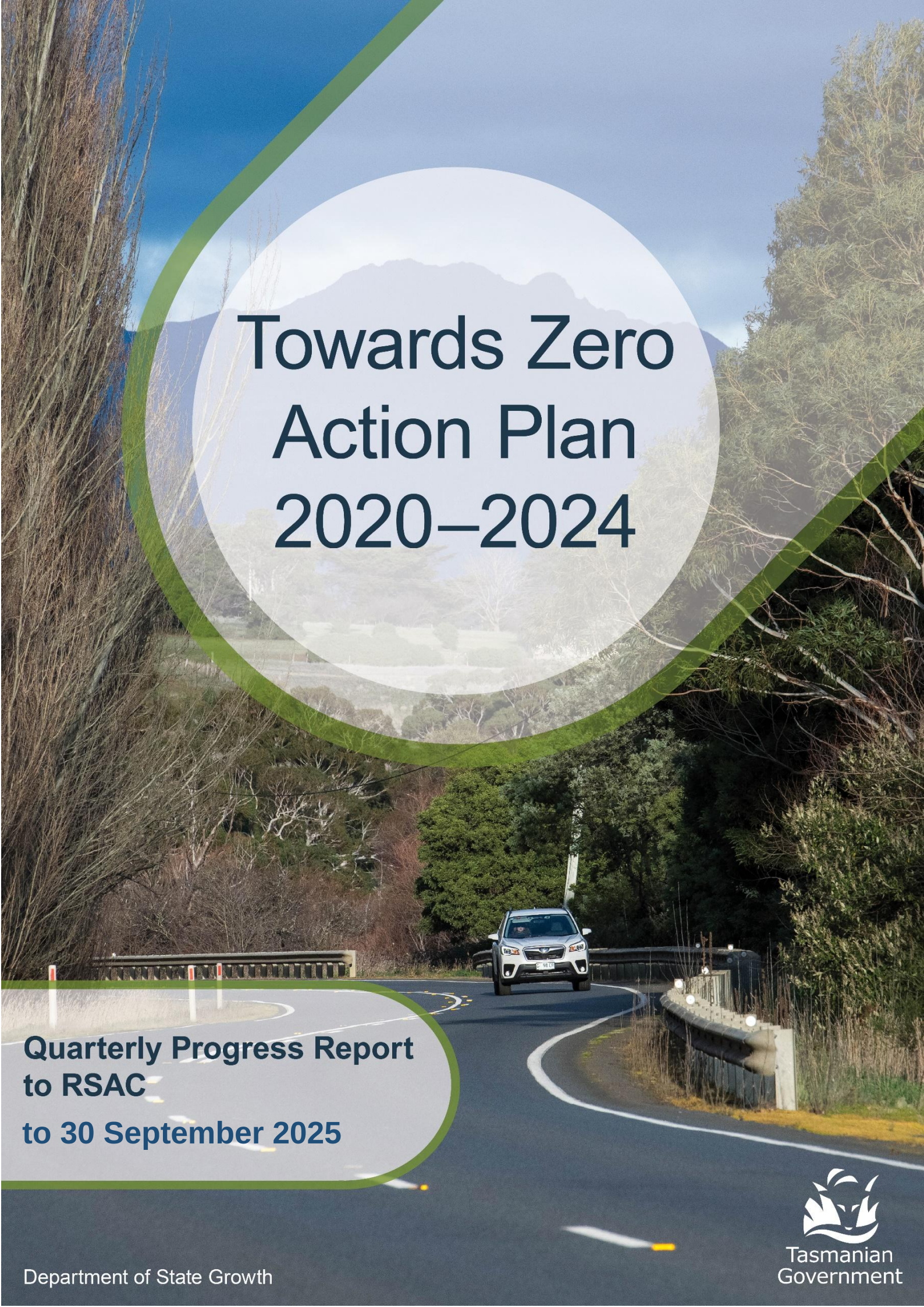




Towards Zero Action Plan 2020–2024

**Quarterly Progress Report
to RSAC
to 30 September 2025**

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Progress on meeting Towards Zero Strategy targets

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

Serious Casualties

The number of serious casualties in 2024 was 337, compared to 345 in 2023, a 2.3 per cent decrease. The 2024 figure of 337 is an 8.5 per cent increase on the five year serious casualty average of 310.6 (2019-2023).

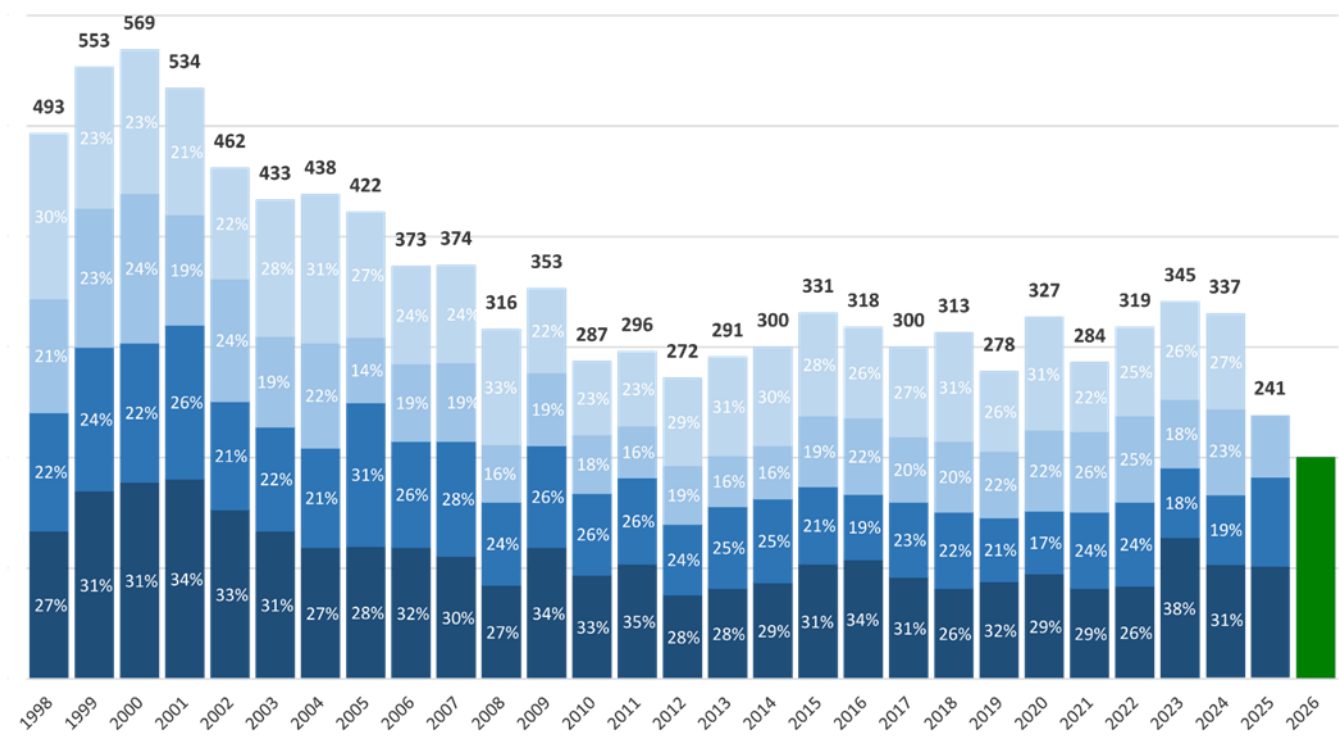
Fatalities

In 2024, there were 31 fatalities on Tasmanian roads which is 3 fewer than the number recorded in 2023. The figure of 31 fatalities in 2024 is a 16.7 per cent decrease on the five-year fatality average of 37.2 (2019-2023).

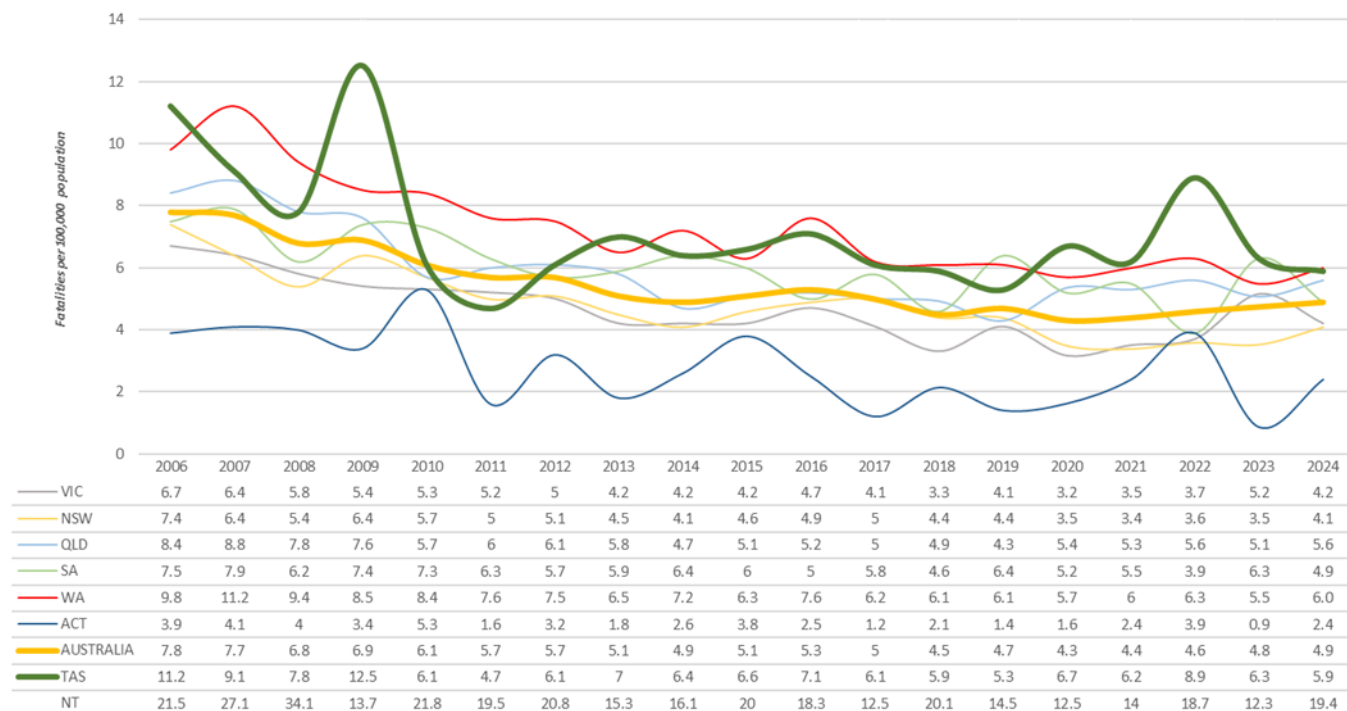
2025 YTD

There have been 241 serious casualties (35 fatalities and 206 serious injuries) to 30 September 2025, 6 fewer than the number recorded at the same time in 2024 (24 fatalities and 223 serious injuries) and an increase of 1.5 per cent on the five year average of 237.4 serious casualties.

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



Annual fatalities – Rate per 100,000 population



Note: NT omitted from chart for clarity purposes.

Progress on meeting MAIB targets

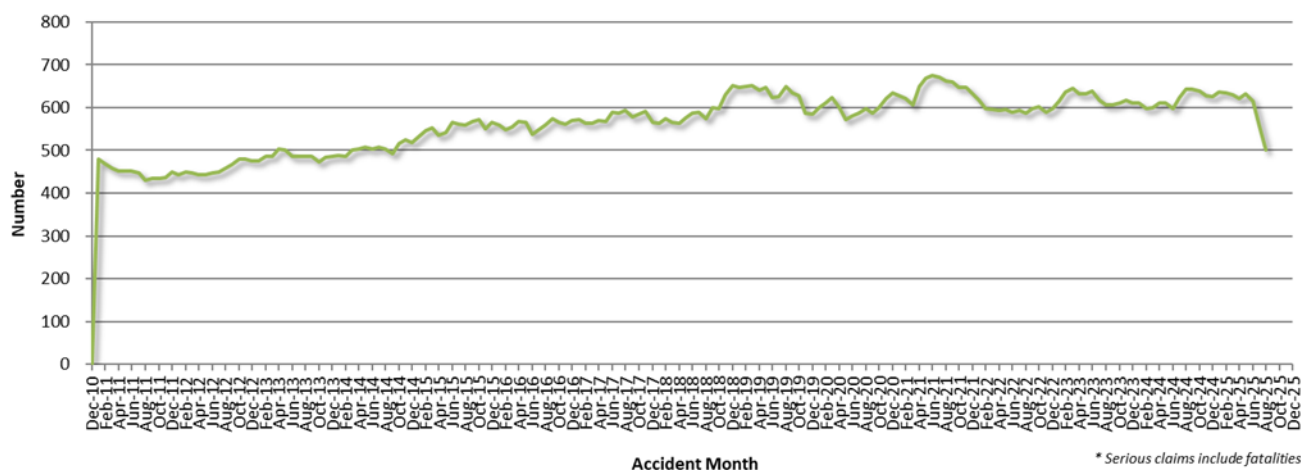
Motor Accidents Insurance Board (MAIB) injury statistics show the number of fatalities and the level of claims for serious injuries on our roads.

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

Fatalities – 12 Month Rolling Total

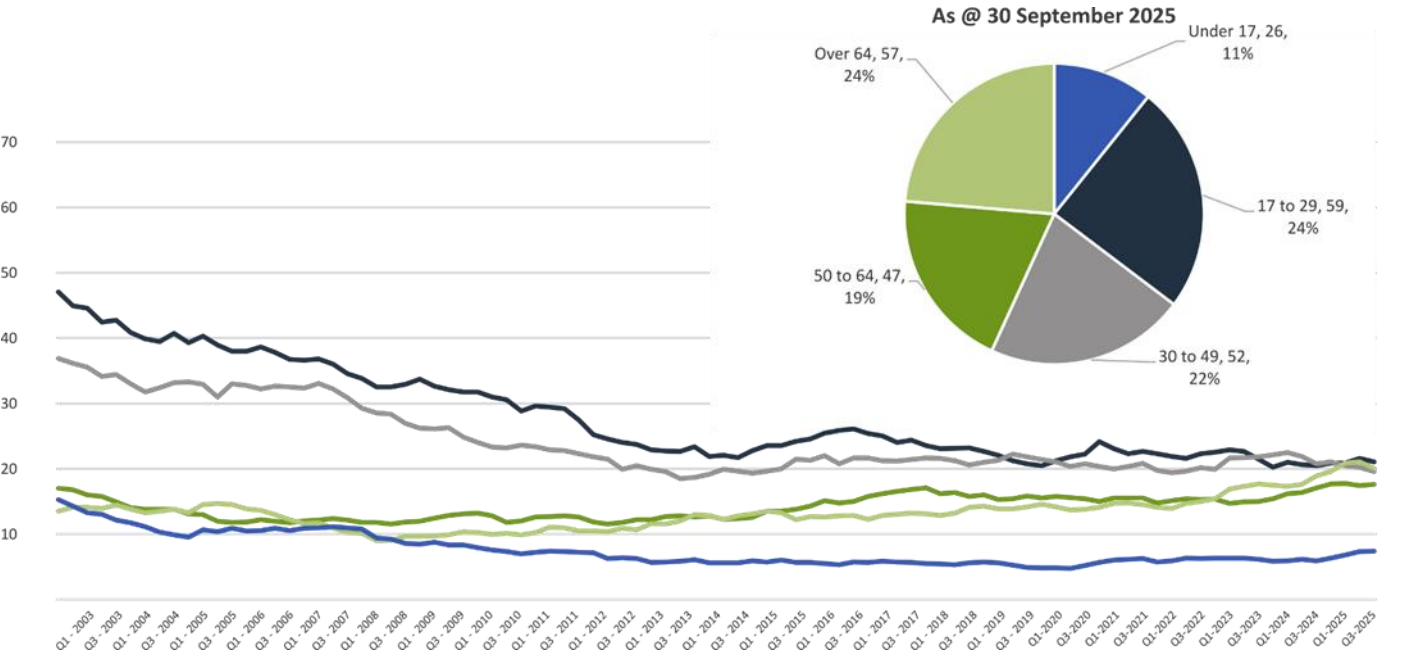


Total Serious Claims – 12 Month Rolling Total

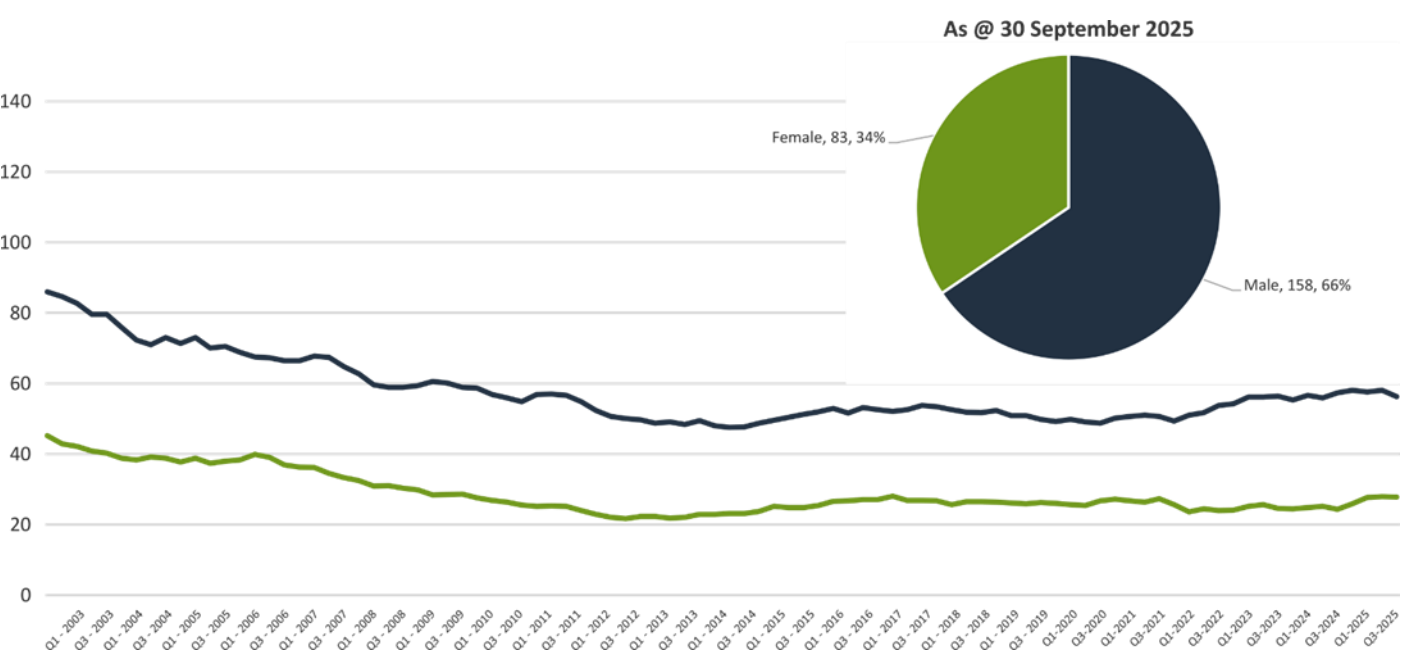


Statistics

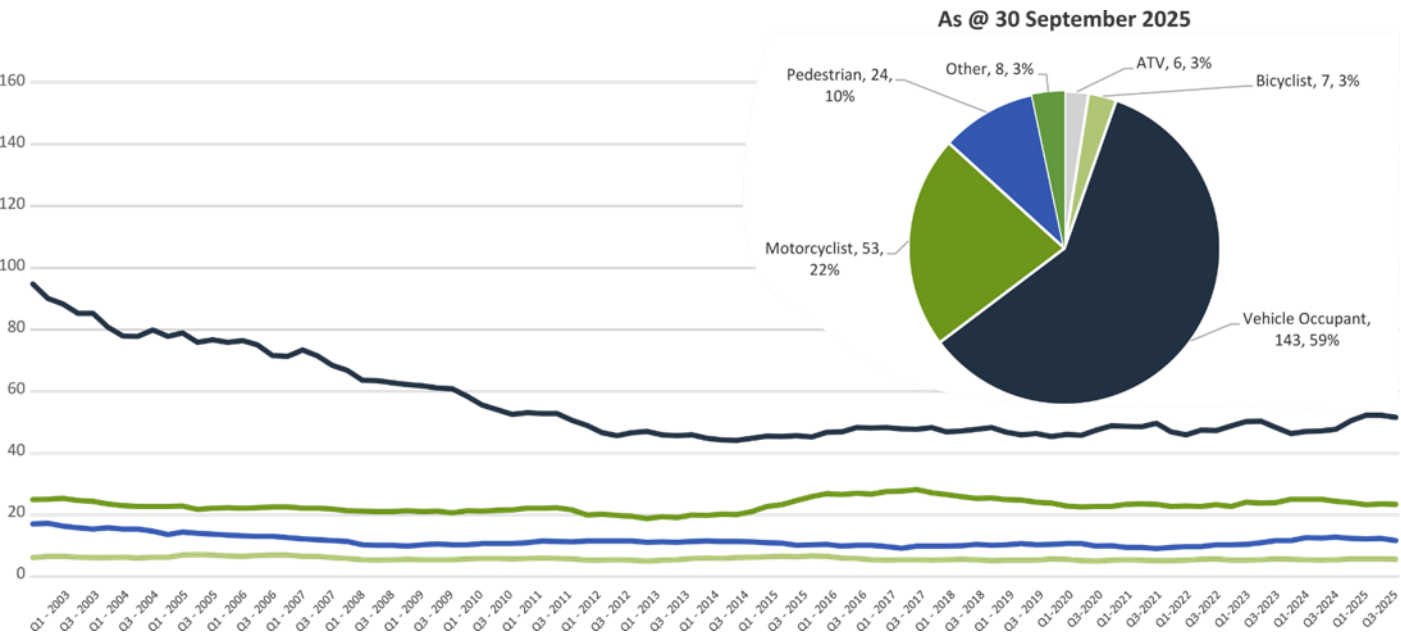
Serious Casualties by Quarter by Age Group – 12 period moving average



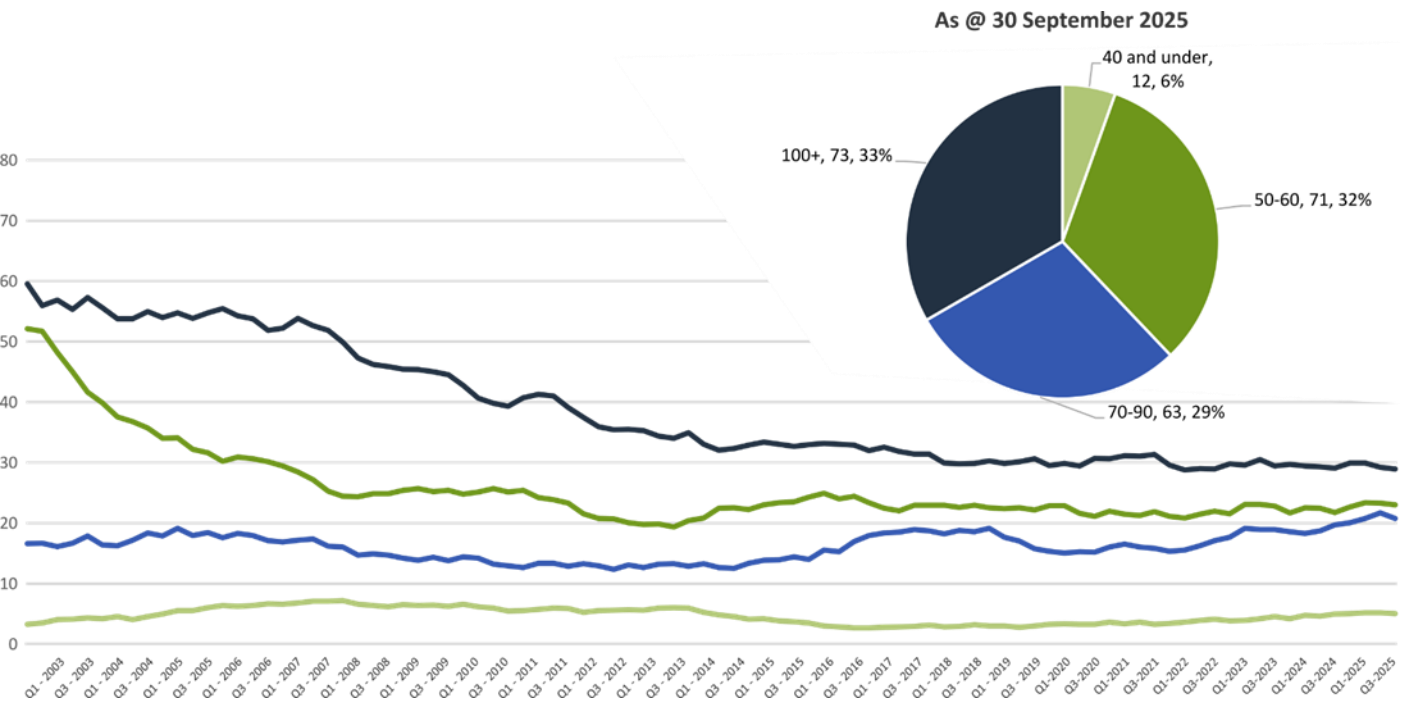
Serious Casualties by Quarter by Sex – 12 period moving average



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

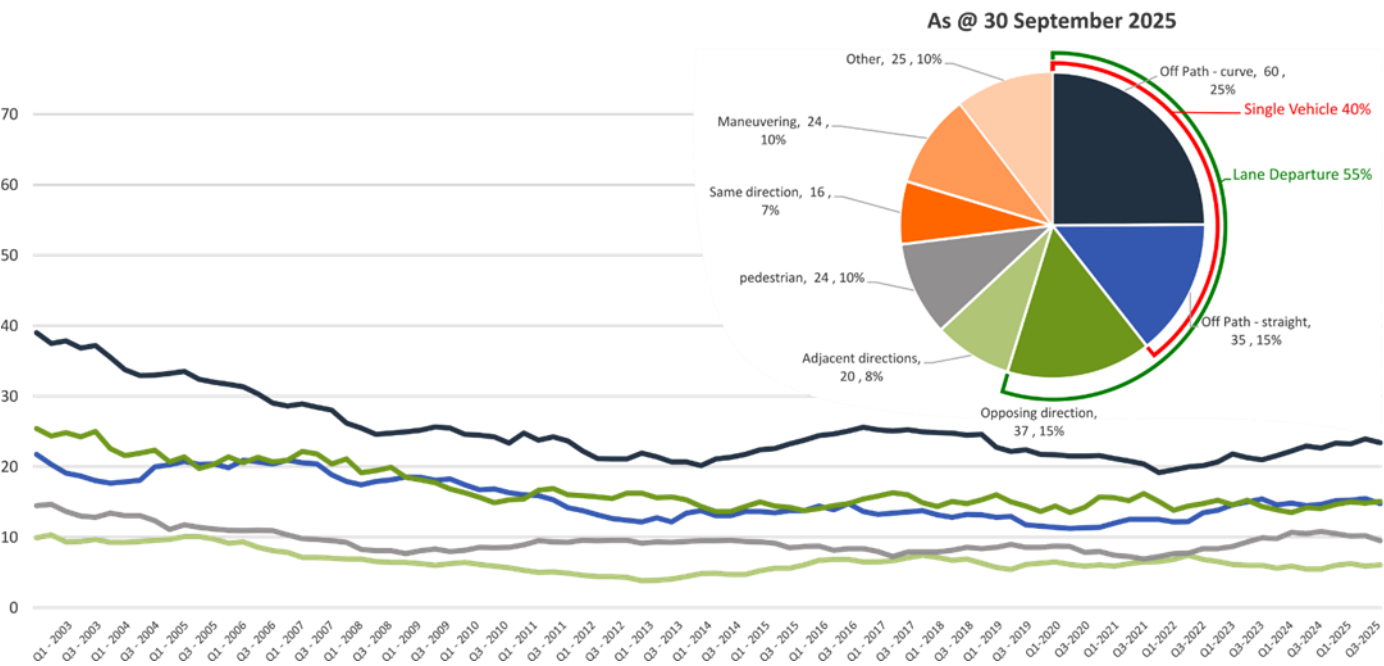


Serious Casualties by Quarter by Speed Zone – 12 period moving average



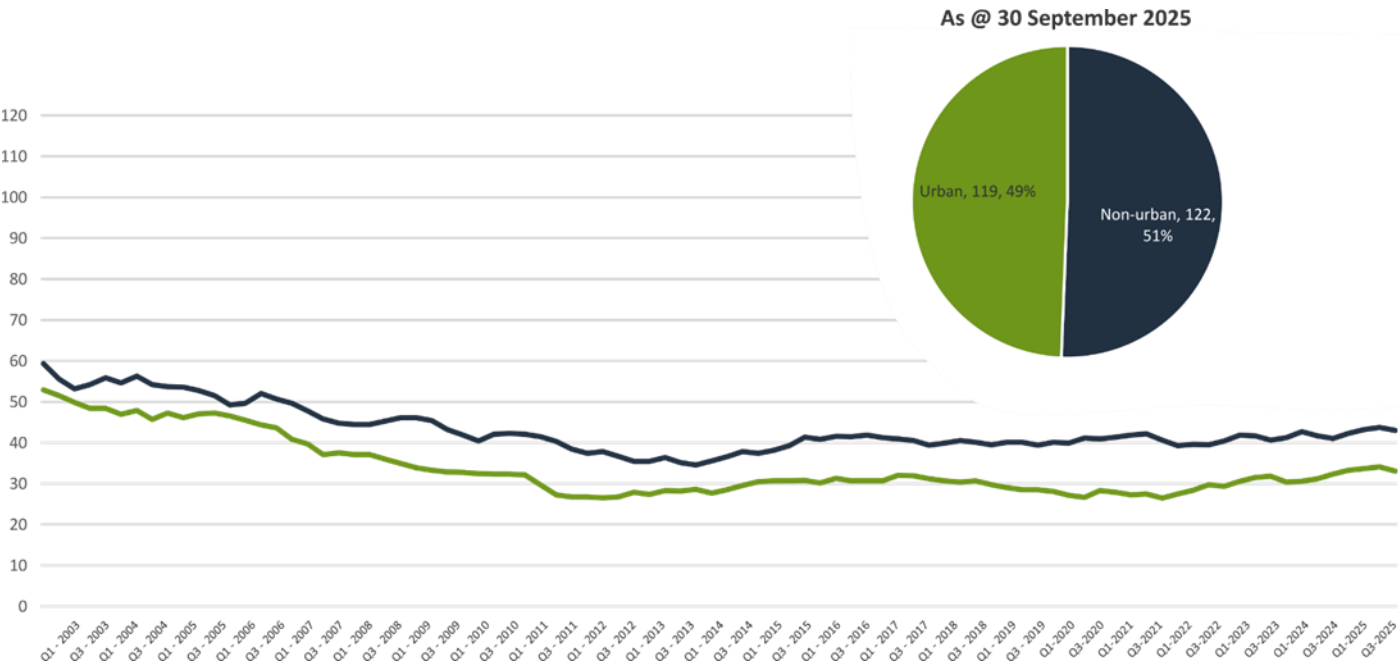
Pie chart excludes serious casualties where speed zone is recorded as 'not known'

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



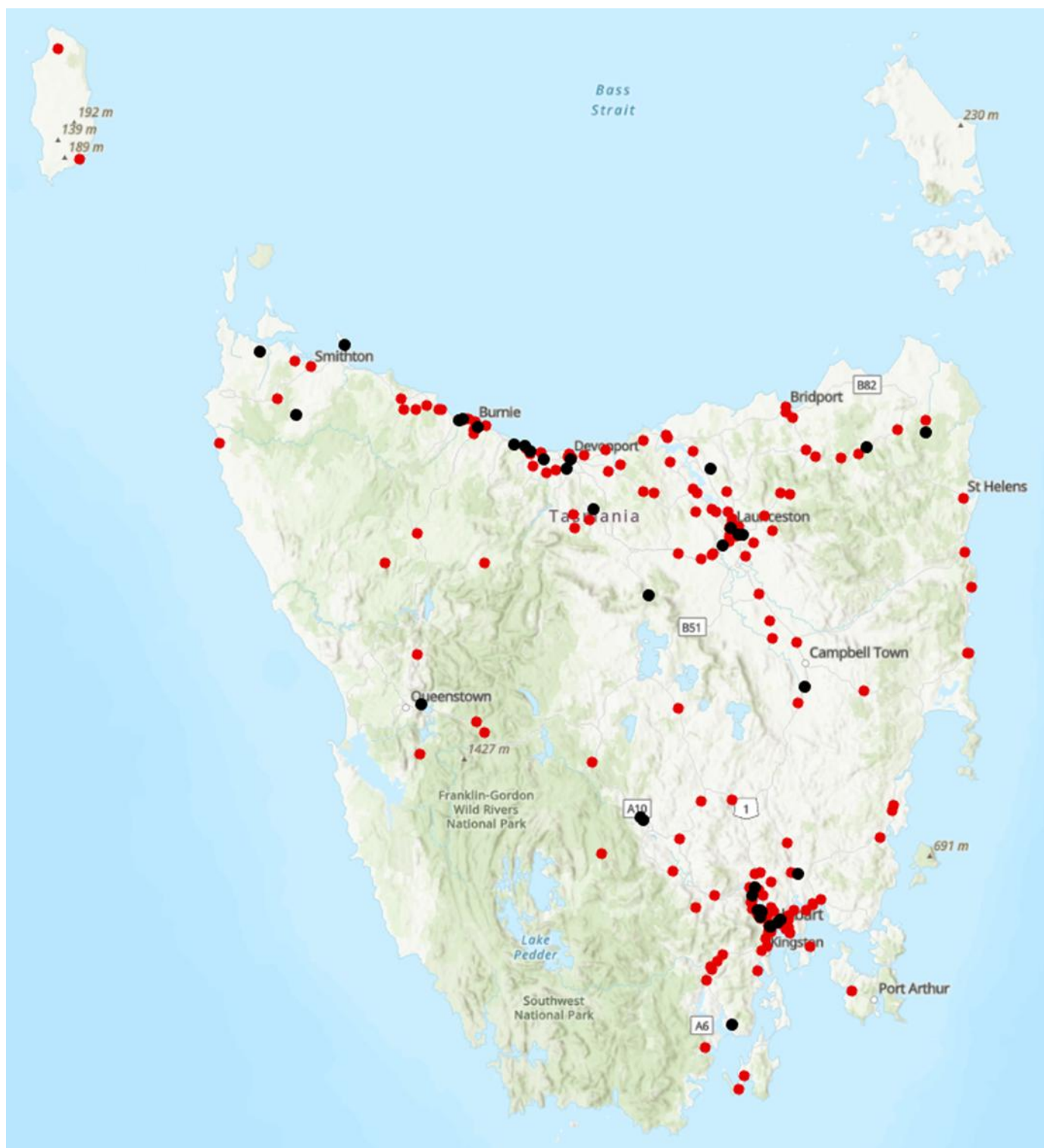
Other includes crash types: on-path (2%), overtaking (4%) & passenger and miscellaneous (4%).

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



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

Serious Casualty locations to 30 June 2025 (Black = Fatality, Red = Serious Injury)



Key themes and priority actions 2020-2024

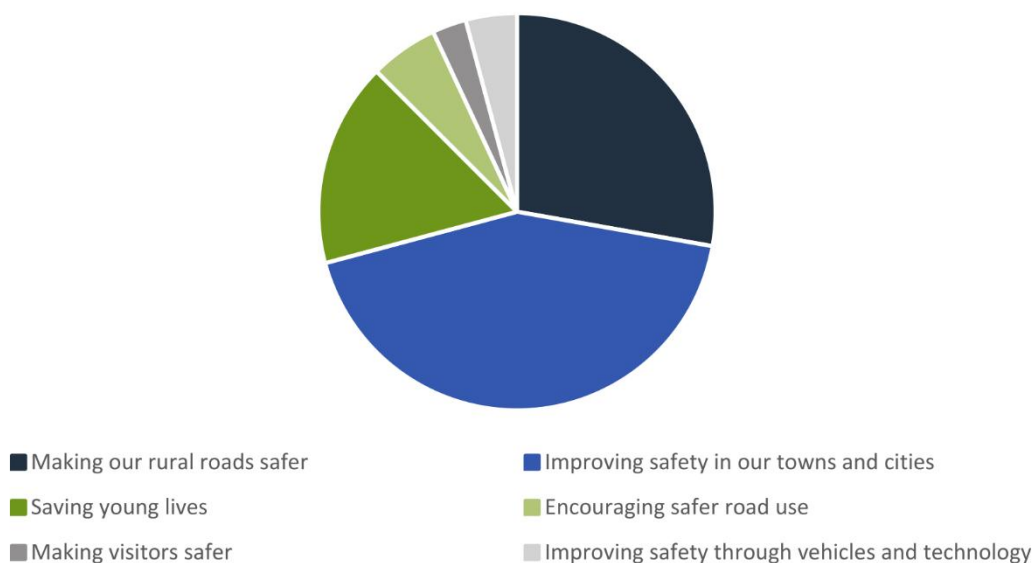
The Quarterly Progress Report details progress on key themes and priority actions under the Towards Zero Action Plan 2020-2024 and the Towards Zero – Tasmanian Road Safety Strategy 2017-2026.

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

Funding of key themes



Funding for the Towards Zero Action Plan 2020-2024



Project status report

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

Progress on key themes



MAKING OUR RURAL
ROADS SAFER



60 per cent of fatalities occur in rural areas

Rural roads grants program for local government

The Safer Rural Roads Program (SRRP) provides funding to councils to implement infrastructure treatments on rural road corridors to reduce lane departure crashes and the harm when they do occur. The allocation for the SRRP increased from \$2 million to \$2.5 million under the current Action Plan.

Current situation / comments

The previous Minister for Transport approved a combined pool of funding of \$4.5 million to deliver the Vulnerable Road User Program (VRUP) and SRRP for 2025. There was an allocation of \$2.5 million in funding for the SRRP and \$2 million to the VRUP. Funding was approved as a combined sum to enable funding to be transferred between programs, in the case that one program was undersubscribed and another was oversubscribed.

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, of which eight were recommended for funding. The eight recommended applications utilised \$1.9 million of the \$2.5 million in available funding, with the remaining funding used towards the VRUP.

The Strategy Oversight Committee endorsed the recommended projects at their meeting of 28 July 2025. The Minister for Infrastructure and Transport then approved the eight recommend SRRP projects on 5 September 2025. Following this approval, councils were informed of application outcomes, successful applicants were issued grant deeds and unsuccessful applicants were provided feedback to inform future applications.

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

Status			On schedule/progressing/low risk	
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Infrastructure upgrades on low volume State roads

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

Current situation / comments

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

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.

Furthermore a pipeline of projects currently exists with projects assessed as having a significant road safety benefit and which occur on parts of the State rural road network that are unlikely to secure funding from other sources. The projects include a range of treatments ranging from realignment to shoulder sealing and channelised right turns.

The RSAC recently endorsed \$7.6 million funding from the Road Safety Levy for the following projects:

- a channelised right turn lane at the junction of the Tasman Highway and Brinktop Road
- a realignment on the Frankford Main Road, and
- funding for design work for potential future pipeline projects.

These projects are now with State Growth for development and delivery.

Status			On schedule/progressing/low risk	
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Motorcyclist safety on rural roads

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

Current situation / comments

Safe System motorcycle road safety audits

On 28 September 2024, an audit was conducted on the Lyell Highway between Derwent Bridge and Queenstown. The Department of State Growth is preparing a schedule of works to deliver the selected infrastructure treatments.

In July 2025 the infrastructure treatments were completed on the Tasman Highway, between Scottsdale and St Helens, audited under this project.

Status			On schedule/progressing/low risk	
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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.

Current situation / comments

The procurement to appoint a consultant to assist the development of the Strategy was paused in June due to the Tasmanian state election. The procurement has now recommenced, and a supplier has been appointed to provide technical support and expert assessment. This includes:

- Producing a Strategy methodology to guide development
- Reviewing the current draft Strategy framework
- Developing the Strategy actions based on research evidence, best practice, and informed by technical road safety data and analysis
- Developing an Implementation and Evaluation Plan, including Strategy outcomes and key indicators
- Supporting the development of a Community Engagement and Communications Plan, based on experience of delivering real-world speed management programs
- And supporting stakeholder engagement and project governance.

The supplier has commenced the development of the methodology plan that includes reviewing the draft Strategy framework, testing assumptions in the development approach, identifying tasks and associated timelines, identifying stakeholders and data/evidence sources, and undertaking project risk assessment.

The Strategy will continue to be progressed during 2025, including the development of actions and implementation planning through targeted engagement. It is anticipated that a draft Strategy will be completed in the first quarter of 2026.

Status			On schedule/progressing/low risk	
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Safe system knowledge and skills training

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

Current situation / comments

The Department of State Growth has developed a Safe System induction module to provide an introduction to the Safe System to all Transport Group employees, and staff across Tasmania Police and local government.

All new members of the Transport Group are automatically enrolled in the unit upon commencing their role. The Department of State Growth has provided the unit to Tasmania Police and the Local Government Association of Tasmania.

Status			On schedule/progressing/low risk	
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IMPROVING SAFETY IN OUR TOWNS AND CITIES

1/4



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

Targeted infrastructure upgrades in high traffic urban areas

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

Current situation / comments

This initiative has not yet commenced and will be considered as part of the next action plan.

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

Status				Not yet commenced
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Vulnerable Road User Program

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

Additionally, the program has a focus on increasing Safe System knowledge and capacity in local governments. The funding available under the VRUP was increased from \$1 million to 2 million per annum, under the current Action Plan.

Current situation / comments

The previous Minister for Transport approved a combined pool of funding of \$4.5 million to deliver the Vulnerable Road User Program (VRUP) and SRRP for 2025. There was an allocation of \$2.5 million in funding for the SRRP and \$2 million to the VRUP. Funding was approved as a combined sum to enable

funding to be transferred between programs, in the case that one program was undersubscribed and another was oversubscribed.

The 2025 round of the VRUP opened for applications on 17 March 2025 and closed on 16 May 2025. The VRUP received 31 applications. These applications were assessed by the program’s Assessment Committee on 6 June 2025, with 21 projects recommended for funding. These 21 projects utilised \$2.5 million in funding. This included the original \$2 million allocated, as well as additional funding that was not utilised under the SRRP.

The Strategy Oversight Committee (SOC) endorsed the recommended projects at their meeting of 28 July 2025. The Minister for Infrastructure and Transport approved the recommended projects on 5 September 2025. Following this approval, councils were informed of application outcomes, successful applicants were issued grant deeds and unsuccessful applicants were provided feedback to inform future applications.

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

Status			On schedule/progressing/low risk	
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Community Road Safety Grants Program

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

Current situation / comments

On 5 September 2025, the Minister for Instructure and Transport approved the 2024-2025 funding round of the Community Road Safety Grants Program, allocating \$305,884 across 11 successful recipients. All grant payments have been disbursed, and the Road Safety Branch continues to actively support recipients to ensure smooth delivery and implementation of funded projects.

Status			On schedule/progressing/low risk	
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Trial of innovative technologies

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

Current situation / comments

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

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

In May 2025, Safe System Solutions facilitated a stakeholder workshop to discuss the possible locations and design of treatments that will be included in the trial. Six Tasmanian representatives attended the meeting. CASR are now finalising the design with the treatments expected to be installed in December 2025.

Status			On schedule/progressing/low risk	
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Innovative infrastructure treatment demonstrations

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

Current situation / comments

This project has not yet commenced and will be considered as part of the next Action Plan

Status				Not yet commenced.
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SAVING YOUNG LIVES



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

Learner Driver Mentor Program and Driver Mentoring Tasmania

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

Current situation / comments

Administration of the 2025–27 LDMP funding round was completed in early July 2025, ensuring continuity of service across all regions of Tasmania. A total of \$2.83 million was allocated from the Road Safety Levy to support the delivery of supervised driving opportunities through 16 community-based organisations.

Of this funding, \$2.4 million was provided directly to LDMP providers to support program coordination, mentor engagement, and vehicle operating costs. A further \$175,000 was set aside for the replacement of up to five program vehicles, ensuring that all LDMP vehicles maintain a minimum 3-Star Used Car Safety Rating (UCSR). \$172,559 was provided to Driver Mentoring Tasmania (DMT) for statewide coordination and support functions, and the remaining funds were allocated to mentor recruitment, retention, and training activities.

The funding round was highly competitive, with all applications assessed against established criteria to ensure equitable distribution of resources and alignment with the objectives of the *Towards Zero Action Plan 2020–2026*. The allocations reflect a focus on maintaining core program delivery, enhancing participant safety, and supporting mentor engagement while operating within a fixed budget.

Between 1 July and 30 September 2025, the LDMP provided 4,504 hours of supervised driving support. During this period, 337 learner drivers were actively engaged in the program, with an additional 456 learners on the waitlist, an increase in demand compared to the same period last year.

Status			On schedule/progressing/low risk	
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Graduated Licensing System Project

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

Current situation / comments

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

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

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

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

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

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

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

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

Status	Complete
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Motorcyclist Graduated Licensing System review

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

Current situation / comments

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

A public consultation process sought feedback on CASR’s recommendations. Feedback was collated and presented to the RSAC at its November 2022 meeting, together with a package of options to amend the motorcyclist GLS. At the RSAC’s request, additional information was provided and considered at its March 2023 meeting. The RSAC endorsed a package of recommended changes to the motorcyclist GLS which the former Minister for Infrastructure and Transport approved. Consideration of the package by the Tasmanian Government was delayed due to the caretaker and election periods and formation of a new Government. In October 2024, the Minister for Transport approved a package of changes to the motorcyclist GLS. Implementation is in progress, with regulatory amendments being prepared.

Status			On schedule/progressing/low risk	
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RYDA program

RYDA is a one-day interactive road safety education program for Year 10-12 students to assist them to respond positively to the challenges and responsibilities of being a driver or passenger. RYDA’s curriculum consists of six sessions, each focusing on critical aspects of road safety, including speed management, distraction avoidance, and the importance of responsible driving. Professional facilitators, including Tasmania Police and experts from road safety organisations, lead the sessions. Rotary volunteers support the program’s operations, handling logistics, coordination with schools, and ensuring smooth delivery across six statewide locations.

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

Current situation / comments

Rotary Tasmania has been granted \$105,779 for the 2025-2026 financial year, to deliver the Rotary Youth Driver Awareness (RYDA) program. As outlined in their project plan, RYDA sessions are scheduled for the following schools:

- 15 October 2025- Deloraine High School.
- 22 October 2025 – St Virgil’s College.
- Term 4, 2025 – Montrose Bay High School (date TBC).
- 10-12 November 2025 – Northern Schools at Symmons Plains.
- November 2025 – Scottsdale High School, with students from Winnaleah District High School also attending.
- 8 December 2025 – Smithton High School.
- May 2026 – Camp Clayton (North West Schools).

Prior to 25 September 2025, RYDA was successfully delivered at Huonville High School, Woodbridge High School, and Claremont College, reaching approximately 2,300 students.

RYDA facilitators remain committed to ensuring all Year 10 students across Tasmania have the opportunity to participate in the program, prioritising school visits based on need and accessibility.

Status			On schedule/progressing/low risk	
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Driving for Jobs Program

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

Current situation / comments

On 15 September 2025, \$310,014 in Road Safety Levy funding was approved to support the Driving for Jobs (DfJ) program until the end of the 2025 school year. The DfJ program operates at Jordan River Learning Federation (JRLF) and Claremont College in the South, and Newstead and Launceston Colleges in the North.

As part of the 2025 DfJ framework, two mandatory components have been introduced to strengthen road safety education outcomes:

- The Rotary Youth Driver Awareness RYDA) online modules.
- The Road Safety Education (RSE) Learning Management Systems (LMS).

These components are designed to equip participants with essential road safety knowledge and promote safer long-term driving behaviours.

Status			On schedule/progressing/low risk	
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RACT education initiatives

The RACT delivers a range of community and school-based road safety education programs for seniors community groups and primary and secondary students.

Current situation / comments

RACT has been awarded \$105,779 for the 2025-2026 financial year, to deliver its suite of road safety education programs. As outlined in their Grant Deed, RACT will deliver:

- 18 'Years Ahead' presentations to elderly community groups
- 6 'Dangers of Distractions' sessions for high school students, and
- 40 'RoadSafe' presentations targeting primary school students.

These initiatives complement broader road safety efforts by engaging key age groups with tailored education to promote safer behaviours across the lifespan.

Status			On schedule/progressing/low risk	
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Real Mates media campaign

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

Current situation / comments

The current Real Mates campaign, the *Bro Code*, focuses on planning ahead and making sure mates get home safely after a night out. The rules, unwritten social codes among male friends, have been updated to include practical safety measures such as making a plan to get home, offering a place to stay, having a designated driver, covering taxi or Uber costs, calling a parent for a lift, and never leaving a friend behind. In this context, a “bro” can be anyone who looks out for you, whether a friend, sibling or parent.

The campaign targets males aged 17 to 25, who account for around a quarter of all alcohol-related crashes in Tasmania in the past five years. With fewer transport options in rural and regional areas, the importance of planning ahead is a key message.

Recent bursts have coincided with the AFL Grand Final weekend, and another is scheduled for the Christmas and New Year period, a time of increased social activity and celebrations when alcohol-related risks are higher. Messaging will continue to run predominantly on social media, supported by television and radio. It will also feature through on-ground activations at venues and events, including Hobart Hurricanes and JackJumpers home games. Supporting merchandise has been distributed statewide through the Tasmanian Hospitality Association and Clubs Tasmania.

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

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

Current situation / comments

The Bicycle Network has been awarded \$95,201 to deliver the Ride2School program for the 2025-2026 financial year. As outlined in their Grant Deed, they will deliver a minimum of:

- 110 bicycle safety workshops (40-90 minutes duration), and
- 2 ActiveMaps across Tasmanian Primary School.

The Bicycle Network will strive to reach these targets through the continuation of the program within the network of schools currently engaged in Ride2School, expanding into new schools, refining program initiatives, and strengthening recently established partnerships.

Status			On schedule/progressing/low risk	
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Safety around schools

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

Current situation / comments

The 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 revitalised 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.

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

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

Current situation / comments

Kidsafe Tasmania has been awarded \$52,890 for the 2025-2026 financial year to deliver is Child Restraint Check Program. As outlined in their Grant Deed, Kidsafe Tasmania will:

- develop and disseminate key educational resources (both print and digital) in consultation with stakeholders
- conduct 8 training sessions for community organisations on correct child restraint installation, and
- deliver 20 child restraint check sessions across community settings.

This initiative aims to build community capacity and enhance child passenger safety outcomes across Tasmania.

Status			On schedule/progressing/low risk	
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Full Gear motorcycle safety project

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

Current situation / comments

Glenorchy City Council has been awarded \$56,618 for the 2025-2026 financial year to deliver the Full Gear Motorcycle Safety program. As outlined in their Grant Deed, the program includes:

- An eight-week road safety program, including a pre-learner motorcycle course for participants who complete the program.
- One small community campaign and public presentations developed by participants in each program cycle.
- One large community campaign developed by participants in all programs for the year.

The Full Gear Motorcycle Safety program aims to promote safer riding practices and strengthen community engagement around motorcycle safety.

Status			On schedule/progressing/low risk	
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RACT Youth Road Safety Program

The Youth Road Safety program is a five-year comprehensive road safety education program for all Tasmanian students in years 9 to 12, delivered in partnership with the RACT. This program is being 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.

Current situation / comments

The RACT Youth Road Safety Program is progressing well with the project starting to move from discovery into early design with a clear, informed evidence base and increasing stakeholder involvement.

The following activities have been completed this quarter:

- Literature Review completed and presented to Steering Committee. Now available for sharing with other interested parties, and the wider community
- Theory of Change (Project Logic Model and grant requirement) completed in consultation with key stakeholders and approved by the Steering Committee
- commenced work on a Road Safety Journey Map with a whole of life view in consultation with DSG
- liaised with DSG about draft terms for next 4-year Grant Deed and acquittal requirements for the current Deed. Steering Committee input scheduled for next meeting 15 October 2025. A briefing paper will be prepared for the next RSAC meeting
- the program applied and was successful for fully funded Asia Pacific “FIA Safe Mobility for All and 4 Life” training and mentorship opportunity for Nerida Plumpton, and
- developed a proposed governance approach to manage the staging and appropriate visibility for Steering Committee.

Focus Area 1 – Education

- Developed Position Description and commenced recruitment process for a 1 year Education Specialist role and commenced recruitment with support from DECPY and Catholic education.
- Review into operating models and programs in other states and top performing countries to support ongoing sustainability and operational design decisions.

Focus Area 2 - Parent / Driver Supervisor

- Scheduled co-design workshop for parents and learners for the end of November and for youth with YNOT on 4 November.

Focus Area 3 – Community / Disadvantage

- Held initial meetings with program owners (Driving for Jobs, Learner Driver Mentor Program, and YFCC) to commence the Social Return on Investment study in October, expected to be completed by May 2026.

Status			On schedule/progressing/low risk	
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ENCOURAGING SAFER ROAD USE



The fatal five behaviours contributing to serious casualties

Inattention and distraction

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

Current situation / comments

Enforcement

Tasmania continues to experience a disturbing upward trend in fatal crashes, having suffered 37 road deaths for the 2025 calendar year-to-date (at the date of reporting), compared with 24 during the comparable period in 2024. 13 of the 2025 calendar year-to-date crashes (35.1%) have been informally attributed to 'inattentive' behaviours. Eight (21.6%) involve alcohol/drugs/speed. A further 12 fatal crashes are yet to be categorised but are deemed likely to fall within the previously noted causal classifications.

In contrast to the horrific statistics, efforts by Tasmania Police to interdict with road users has resulted in the prosecution of 5,300 more drivers during the 2025 calendar year to date, compared with the same period in 2024. Total mobile/static/major Road Policing Operations continue to occur at levels approaching 43 per cent more than the 5-year average, supported by regular media coverage of activities.

Public Education

The *We're Looking Out for You* road safety campaign has run over public holidays and other holiday periods. The campaign focuses on encouraging drivers to reflect on their behaviour during the holiday period, emphasising the importance of getting home safely. With the tagline 'We're looking out for you

this holiday season.’ it highlights that getting caught breaking road rules could actually save lives, helping to prevent a catastrophic crash before it occurs.

Status			On schedule/progressing/low risk	
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Safe behaviour campaigns

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

Current situation / comments

In July *Different day, different drive*, was launched, reminding Tasmanians that driving to the conditions can be the difference between a safe arrival and a serious crash. The campaign highlights Tasmania’s constantly changing road environment – from wet or icy surfaces and sun glare to wildlife and heavy traffic – and the need for drivers to adapt their behaviour accordingly.

The message is particularly important given Tasmania’s ongoing challenge with road trauma. Speed is a major contributor, not just when people exceed the speed limit, but when they drive too fast for the conditions. Research shows that “excessive speed for the conditions” is a factor in a significant proportion of fatal and serious injury crashes.

The campaign has been run in winter months across television, radio, billboards and bus backs, aiming to make adaptive driving second nature for Tasmanians. By encouraging drivers to slow down, increase following distances and anticipate hazards, the campaign supports our broader effort to reduce trauma and ensure more people make it home safely.

The *Over is Over* campaign challenges the misconception that driving just a few kilometres over the speed limit is acceptable. It draws on Tasmania’s history of adopting other life-saving measures – like seatbelts, reduced blood alcohol limits, random breath testing and mobile phone restrictions – which were once resisted but are now widely accepted.

The campaign continues to run across television, radio, billboards, bus backs and social media, with another burst scheduled for early 2026. Its aim is to shift community attitudes towards speeding in the same way past reforms have reshaped safe driving behaviours.

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

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

The ‘*Driving Tired? Wake Up to Yourself*’ fatigue campaign ran earlier this year and another burst, featuring new assets, will be run across TV, online, radio and social media platforms later this year and

early next year. Launched in Tasmania in November last year, the campaign is 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, reinforcing the importance of getting adequate sleep before driving.

Status			On schedule/progressing/low risk	
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Mandatory Alcohol Interlock Program (MAIP)

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

Current situation / comments

Drafting instructions for the revised framework were provided to the Office of Parliamentary Counsel (OPC) in October 2019. Parliamentary priorities, including COVID-19, caused reprioritisation of OPC work. Drafting instructions were withdrawn from OPC in May 2021, before the first draft of amendments had been received, to enable the new Road User Services' managers to review the drafting instructions to ensure that they remain current. The revised instructions were re-submitted to OPC on 15 February 2022. Again, Parliamentary priorities slowed the work of OPC. Nonetheless, version 2 of the amendments were received in November 2022. Drafting work has been suspended pending a review to determine whether the proposed amendments will create a best practice program. Road Safety Branch commenced the review in late 2024. A review of the MAIP will be considered under the next Road Safety Strategy which is currently being developed. The drafting instructions are to be revised to accommodate the Government's stated desire for an efficient legislative corpus.

Status	Major delays/on hold/high risk			
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Protective clothing for motorcyclists

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

Current situation / comments

For the 2025 calendar year, a brochure educating riders on the importance of wearing protective motorcycle gear has been included in all motorcycle licence renewal papers. The brochure reiterates the importance of wearing full gear on every ride and directs motorcyclists to the MotoCAP website to check gear safety ratings before purchase.

Status			On schedule/progressing/low risk	
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Road safety penalties review

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

Current situation / comments

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

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

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

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

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

A recommendation to consider endorsing amendments to the monetary penalties for offences relating to illegal mobile phone use, seatbelt non-compliance, registration, and speed, was provided to RSAC for review in its May 2023 meeting. RSAC considered the proposal, recommending penalties should not be amended until the effects of the new automatic traffic enforcement program have been considered. RSAC agreed to review penalties again when the evaluation is complete.

Status			On schedule/progressing/low risk	
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Speed enforcement strategy

As one of the 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 6,700 speeding offenders for the 2025-26 financial year to date, compared with 5,740 for the comparable 2024-25 period.

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.

Status			On schedule/progressing/low risk	
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Enforcement of high-risk behaviours

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

Current situation / comments

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.

The 2025-26 financial YTD has already seen Tasmania Police prosecute 5,220 ‘high risk traffic offenders.’ This places us on track to produce results exceeding those of previous reporting periods.

Tasmania Police continues to consider ‘Best Practice Guidelines’, formulated as part of the Road Safety Enforcement Allocation Model (RSEAM) project. All recommendations are being considered for implementation in the interests of optimising police enforcement activities.

The *Police Offences Amendment Bill 2025* has been submitted to 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 of 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.

Status			On schedule/progressing/low risk	
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Automated Traffic Enforcement Program

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

Current situation / comments

For the period 1 July 2025 to 30 September 2025 the ATE Program:

- delivered 6,952 mobile speed enforcement hours, monitored 3,982,142 vehicles, and detected 17,022 offences
- delivered 5,061 fixed speed enforcement hours, monitored 13,109,830 vehicles, and detected 6,399 offences
- delivered 550 mobile seatbelt and portable device enforcement hours, monitored 703,971vehicles, and detected 1,063 seatbelt offences and 509 portable device offences, and
- delivered 1,011 mobile registration enforcement hours, monitored 1,380,287 vehicles, and detected 1,817 offences.

In August 2025, the fixed speed camera systems that were installed on the new Bridgewater Bridge in May 2025 commenced enforcement.

During this period, the ATE Program has continued its review of the program and has been working closely with the Monash University Accident Research Centre to evaluate the speed camera elements of the ATE Program between late October 2022 and December 2025.

Status			On schedule/progressing/low risk	
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High-risk motorcycling enforcement

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

Current situation / comments

The Tasmania Police *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 allocate 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.

Status			On schedule/progressing/low risk	
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Road Rules Awareness

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

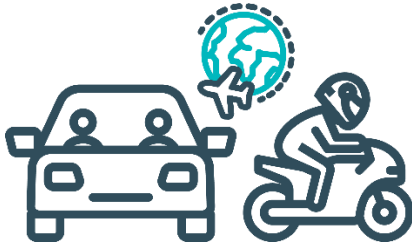
Current situation / comments

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

Status			On schedule/progressing/low risk	
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MAKING VISITORS SAFER



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

Tourist road safety signage program

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

Current situation / comments

This program has commenced. A review of road safety signage around the State is being undertaken to identify opportunities for updated road safety messaging.

Status			On schedule/progressing/low risk	
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Responsive electronic signage trial

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

Current situation / comments

This project is currently on hold.

Status	On hold			
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Tourist education materials

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

Current situation / comments

Communications materials are being distributed upon request from stakeholders.

Status			On schedule/progressing/low risk	
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Strategic partnerships

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

Current situation / comments

This project is currently on hold.

Status	On hold			
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Tourist education at gateway entry points

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

Current situation / comments

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

Status			On schedule/progressing/low risk	
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Stakeholder alliances

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

Current situation / comments

This activity is currently on hold.

Status	On hold			
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IMPROVING SAFETY THROUGH VEHICLES AND TECHNOLOGY



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

Australasian New Car Assessment Program (ANCAP)

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

Current situation / comments

Tasmania continues to provide funding support to ANCAP. ANCAP has developed a Strategic Plan for 2023-2030. Tasmania has increased its support of ANCAP with funding of up to \$90,000 per annum from the Road Safety Levy. All vehicles rated by ANCAP are evaluated against four key areas of assessment which focus on the protection of vehicle occupants, those outside the vehicle, and the ability of a vehicle to actively avoid a crash.

Status			On schedule/progressing/low risk	
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Safer cars for young drivers

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

Current situation / comments

This project has not yet commenced and will be considered as part of the Light Vehicle Safety Strategy.

Status				Not yet commenced
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Autonomous vehicle and crash avoidance readiness

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

Current situation / comments

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

better understand the safety and education implications of developments in Advanced Driver Assistance Systems.

Status			On schedule/progressing/low risk	
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Workplace driver safety

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

Current situation / comments

This project has not yet commenced and will be considered as part of the next Action Plan.

Status				Not yet commenced.
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Light vehicle safety strategy

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

Current situation / comments

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

Status			On schedule/progressing/low risk	
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Funding

Road Safety Levy Overview for the Financial Year 2025/26

As at 30 September 2025 (Quarter 1)

Road Safety Levy Opening Summary

Opening Balance as at 01 July 2025	\$31,360,629
Annual Allocation to Road Safety Operations	\$ -

Revenue Summary

	Forecast (FY26) \$	Actual (YTD) \$
Motor Accident Insurance Board Funding	1,560,908	469,431
Revenue Inflows from Registrations	18,702,032	5,461,034
Funds Available for Distribution	51,623,569	37,291,093

Expenditure Summary

Theme no.	Theme	Budget (FY26) \$	Actual (YTD) \$
1	Making our Rural Roads Safer	7,047,013	1,644,041
2	Improving Safety in our Towns and Cities	6,675,873	853,406
3	Saving Young Lives	3,752,756	1,450,493
4	Encouraging Safer Road Use*	8,300,854	2,232,077
5	Making Visitors Safer	200,000	14,438
6	Improving Safety Through Vehicles and Technology	395,329	101,417
7	General Support	650,000	109,608

Budget and Expenditure by Category	Forecast (FY26) \$	Actual (YTD) \$
Infrastructure Expenditure	12,117,886	2,001,834
Policy & Projects Expenditure*	14,903,938	4,403,648
Total Expenditure	27,021,825	6,405,482
Balance as of 30 September 2025	28,761,640	30,885,611

Forecast Closing Balance of FY26	24,601,744
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*includes MAIB expenditure

MAIB Funding

As at 30 September 2025

2025/26 Financial Year	Budget \$	Actual (ytd) \$	Balance \$
Expenditure (State Growth)			
Administration & Public Relations	381,149	76,864	304,285
Public Education	1,170,000	385,917	784,083
Research	80,000	6,650	73,350
Subtotal	1,631,149	469,431	1,161,718
Expenditure (Tasmania Police)			
Salaries	2,424,163	661,654	1,762,509
Operating Expenses	207,500	51,984	155,516
Equipment	565,461	148,559	416,902
Subtotal	3,197,124	862,198	2,334,926
Total			



Department of State Growth

Road Safety Branch

Towards Zero Action Plan 2020-2024

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