



Transport for NSW

Review of the Road Transport Act 2013

Discussion paper



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1. Foreword

The *Road Transport Act 2013* (**the Act**) is administered by the Minister for Transport and Roads jointly with the Minister for Regional Transport and Roads. Section 280 of the Act requires the Minister to review the Act to determine whether the policy objectives of the Act remain valid and that the terms of the Act remain appropriate for securing those objectives.

The purpose of this Discussion Paper is to seek public comment on and proposals for any amendments to the Act, to understand any concerns with the Act, and to seek views on how these concerns may be addressed.



2. Public consultation

2.1. How to make a submission

Interested parties are invited to submit written comments on the Act to Transport for NSW (TfNSW) or via the NSW Government Have Your Say website nsw.gov.au/improving-nsw/have-your-say.

In particular, comments are sought on the following questions.

Q1. Do you feel that the objects or scope of the Act need to change? If so, how?

Q2. Are there inconsistencies, overlap or duplication that exists between road transport legislation and other laws? If so, do they create problems?

Q3. What areas of the current road transport law are problematic? Can you detail the impacts?

A public notice advising of the review will appear in The Sydney Morning Herald and The Daily Telegraph.

If commenting on a specific matter in the Act, please complete the feedback form which can be downloaded from the TfNSW website transport.nsw.gov.au.

By post:

Review of the *Road Transport Act 2013*
Transport Policy
Customer Strategy and Technology
Transport for NSW
PO Box K659
Haymarket NSW 1240

By email:

RTActReview@transport.nsw.gov.au

If you do not wish your submission to be published please ensure that you clearly state this at the front of your submission.

The public consultation period is 28 days.

This Discussion Paper is available for download from the Have Your Say and TfNSW websites.

nsw.gov.au/improving-nsw/have-your-say
transport.nsw.gov.au

2.2. What will happen with the submissions?

TfNSW will review the submissions received which may be used to inform the statutory review and development of potential amendments to the Act.

TfNSW will consider all submissions received on this discussion paper, including whether there are clear obligations and accountabilities within any proposed changes to the Act, the impacts on stakeholders and whether the proposed changes would be effective and proportional. In addition, TfNSW will also consider whether proposed changes are consistent and aligned with nationally agreed policy positions.

All written submissions will be published, unless they contain a clear statement indicating that the person submitting it wishes it to remain confidential. Personal information of people making submissions will be treated in accordance with the Privacy and *Personal Information Protection Act 1998* and TfNSW's Privacy Management Plan.

Any proposed amendments to the Act will be provided to the NSW Government for consideration. If the proposed amendments are approved by NSW Government, a Bill will be developed to implement the amendments. After successful passage of the Bill through both Houses of Parliament, the Bill will be forwarded to the NSW Governor for assent.

3. Background and national context

3.1. National Harmonisation of road transport laws

In the early 1990s, the National Road Transport Commission (now National Transport Commission) was established as an independent national body responsible for the development of national road transport law to provide a consistent and uniform regulatory environment for driver licensing, vehicle registration, compliance and enforcement and heavy vehicle charges.

The national model road transport legislation was based on a series of modules which were developed by the National Transport Commission (NTC) and progressively adopted in NSW between 1995 and 2005 by enacting the following legislation: the *Road Transport (Heavy Vehicle Registration Charges) Act 1995*, the *Road Transport (Vehicle Registration) Act 1997*, the *Road Transport (Driver Licensing) Act 1998*, the *Road Transport (Safety and Traffic Management) Act 1999*, and the *Road Transport (General) Act 2005*.

3.2. Consolidation of NSW road transport law

In 2013, the NSW Government approved the amalgamation of road transport law into a single Act. This decision delivered a number of benefits for the people of NSW including a reduction in red tape and the removal of anomalies, inconsistencies and complexities in the legislation. The Government also recognised that the consolidation of road transport law into a single Act would be more effective in enabling NSW road transport legislation to respond to future challenges arising from advances in technology. It was also acknowledged that there was a need to standardise a number of processes to deliver better road safety outcomes including alcohol and drug testing and that this would be more effectively achieved through the consolidation of the legislation.

The *Road Transport Act 2013* commenced on 1 July 2013 and amalgamated into one Act the Road Transport Driver Licensing, Vehicle Registration, Safety and Traffic Management Acts and the compliance and enforcement provisions of the Road Transport General Act. The *Road Transport Act 2013* also enabled a legislative pathway for the introduction of the National Heavy Vehicle Law in NSW which commenced in February 2014.

4. The Road Transport Act 2013

4.1. Objectives of the Act

The objectives of the Act are set out in Section 3 and provide for:

- The consolidation in the one Act the statutory provisions concerning road users, road transport, and the improvement of road safety in this jurisdiction;
- Driver licensing and vehicle registration system as part of a uniform national approach;
- Systems for the improvement of road safety and transport efficiency;
- Reduction of costs relating to administering road transport;
- Recovery of expenses incurred in the administration of this Act (particularly, in connection with driver licensing and vehicle registration) and the collection of fees and charges, and
- Additional matters concerning the regulation of road users and road transport and the improvement of road safety that are not otherwise dealt with under the nationally agreed reforms.

4.2 Chapters of the Act

The *Road Transport Act 2013* is made up of eight chapters and four schedules which deal with a range of road transport functions such as driver licensing, demerit points, road rules, vehicle registration, traffic management, selected heavy vehicle regulatory matters, enforcement and fees.

The Act is available to view at:

legislation.nsw.gov.au/#/browse/inForce/acts/R

4.3. The Regulations

The Regulations are not being considered in the review of the Act, as they are subject to periodic review under the Subordinate Legislation Act 1989. However, consequential amendments may be made to the Regulations as a result of changes to the Act, where necessary.

There are a number of regulations that prescribe matters necessary for the operation of the *Road Transport Act 2013*. The relevant regulations are:-

- Road Transport (Driver Licensing) Regulation 2017,
- Road Transport (Vehicle Registration) Regulation 2017,
- Road Transport (General) Regulation 2013; and
- Road Rules 2014.

The Regulations are available to view at:

legislation.nsw.gov.au/#/browse/inForce/regulations/R

5. Functions of the Road Transport Act 2013

5.1. NSW Driver Licensing Scheme

The provisions of the driver licensing scheme in NSW are largely based on the National Driver Licensing Scheme principles developed by the then National Road Transport Commission (now NTC) and introduced into NSW road laws in March 1999. These provisions establish a framework to provide national uniform arrangements for the post-novice licensing of drivers of motor vehicles including driver licence classes and eligibility criteria, renewal, suspension and cancellation, including the management of demerit points for driving offences.

5.2. NSW Graduated Licensing Scheme

The Graduated Licensing Scheme has been highly successful since it was first introduced on 1 July 2000. The scheme takes drivers from their learner licence to full licence with restrictions and conditions that are designed to ensure they build their skills and knowledge so they understand risks and are safer on the roads. Since its introduction, there has been a 50 per cent reduction in the number of young drivers killed on NSW roads. The NSW licensing system for young drivers is considered to be one of the safest in the world.

5.3. NSW Demerit Point Scheme

The nationally based demerit point scheme operates in all Australian states and territories and provides for consistency in the application of a licence suspension across jurisdictions. The three-year period for measuring demerit points is part of the nationally agreed driver licensing scheme and encourages good driver behaviour over a long period of time.

On 31 January 2011, NSW increased the demerit point threshold for suspension of an unrestricted licence from 12 demerit points to 13. The concept of a professional driver was also introduced. For professional drivers who drive for a living, such as taxi and heavy vehicle drivers, a 14 demerit point threshold applies.

The changes were introduced because the NSW Government recognised the importance that holding a driving licence has for a large number of people in the community who rely on retaining a driver's licence for employment and education purposes, to access health and medical services, and to fulfil family and carer obligations.

5.4. Road Rules

Underpinning the nationally agreed driver licensing framework are the Australian Road Rules which were introduced to provide a level of uniformity in road laws across jurisdictions. These rules were adopted into NSW road transport laws in December 1999 and are contained, together with NSW specific road rules, in the Road Rules 2014. The NTC leads reviews of the Australian Road Rules in partnership with states and territories every two years.

5.5. NSW Vehicle Registration Scheme

The purpose of the vehicle registration scheme in NSW is to ensure that both the registered operator of the vehicle and the vehicle itself can be identified, the vehicle meets the required safety and environmental standards and that registration charges are collected to fund the necessary roads programs. The requirements of the NSW Vehicle Registration scheme are reasonably

consistent with registration schemes operated in other Australian jurisdictions.

NSW vehicle standards are consistent with the Australian Design Rules (ADRs), which are national standards for vehicle safety and emissions required under the *Federal Motor Vehicle Standards Act 1989* and the *Road Vehicle Standards Act 2018*.

5.6. NSW Safety and Traffic Management Regime

The NSW road network gives all of us access to work, school, friends, families and the services we need. For many, it's a workplace, and for all, it's a fundamental part of everyday life that supports the economy. But sadly, lives are lost, and people are seriously injured on our roads, every day. Each year, over two-thirds of fatalities in NSW happen on country roads.

Our community expects everyone to take responsibility for sharing the road safely with others.

In NSW, we are continuing to educate and motivate the community to use the roads safely to reduce road trauma. There is strong community support for action that balances education and enforcement. This includes high visibility policing and speed camera use, alcohol interlock devices and ongoing enforcement programs testing for alcohol and drugs.

Serious driving offences and penalties for offences involving alcohol and other drugs, speeding and other dangerous driving offences, together with traffic control and monitoring using approved devices (such as cameras) and police powers in dealing with drivers are all provided for under the Act.

Since commencing the Act a number of amendments to the Act and its supporting regulations have been introduced to improve road safety outcomes on NSW roads. These amendments include:

- The introduction of mandatory alcohol interlock devices for drivers convicted of serious drink driving offences to ensure

offenders separate their drinking from driving and do not re-offend;

- Reforms to driver licence disqualification provisions to toughen sanctions on those who repeatedly flout driver licence laws, while providing a path back to lawful driving for disqualified drivers who comply with a minimum offence-free period;
- The establishment of a legislative framework to provide for the creation of a NSW Written-Off Heavy Vehicle Register leading a national approach in addressing the safety of heavy vehicles on our roads;
- Strengthening of penalties for drivers of over-dimension vehicles who disobey regulatory signs and cause damage to infrastructure and/or cause significant traffic disruption;
- Enabling Police to conduct roadside oral fluid testing for cocaine, and increased penalties for drivers found to be driving under the influence of a drug;
- Increases to the penalties that apply to illegal mobile phone use including the introduction of world-first cameras capable of capturing mobile phone use offences; and
- Strengthening of penalties to deal with low level drink and driving offences including immediate roadside licence suspension by Police.

5.7. Heavy Vehicles and Road Transportation

The NSW Government works with the freight and heavy transport industry and other government agencies to improve road safety outcomes for all road users when driving or interacting with heavy vehicles. Monitoring of heavy vehicles and those carrying dangerous goods, and the speed limiting of heavy vehicles that travel on NSW roads are provided for under the Act. NSW heavy vehicle registration and registration charges are based on national model law developed by the NTC. These model laws are the result of collaboration between Governments and industry to develop a nationally consistent approach to heavy vehicle regulation.

The National Heavy Vehicle Regulator administers the Heavy Vehicle National

Law (HVNL) for heavy vehicles over 4.5 tonnes gross vehicle mass. The HVNL is currently being reviewed by the NTC. The policy recommendations from the review will be presented to the Transport and Infrastructure Council for consideration in November 2020.

The HVNL is available to view at:

legislation.nsw.gov.au/#/view/act/2013/42a

Information on the review is available at:

hvnreview.ntc.gov.au.

5.8. NSW Compliance and Enforcement Regime

The NSW Government's compliance and enforcement regime has been established to address breaches in road transport laws including:

- Providing for the appointment of authorised officers, their identification and the powers they may exercise under road transport laws;
- Liability of persons (including corporations) for certain offences under road transport laws;
- The issue and service of penalty notices and proceedings for offences under road transport laws;
- Licence sanctions including a NSW court's power in relation to a person's disqualification from holding or obtaining a driver licence, including orders relating to participation in the NSW mandatory alcohol interlock scheme;
- Powers for NSW police officers to immediately suspend a person's driver licence or visiting driver privileges at the roadside for certain driving offences;
- Providing for the use of traffic enforcement devices to detect or photograph, and evidence from devices to be used in proceedings for safety offences;
- A court's power to order compensation for damages and other losses;

- Motor vehicle sanctions (including impoundment, number-plate confiscation, and suspension of a vehicle's registration) that may be imposed for certain serious driving offences,
- Motor vehicle forfeiture provisions and the court's power to release vehicles and number-plates, or commute the forfeiture of vehicles; and
- Evidential and appeal provisions against driver licence and motor vehicle sanctions.

6. Future Transport Strategy

Transport and mobility (of both people and things) is critical to the future of NSW. Our transport system serves every one of our state's 7.5 million residents, 800,000 businesses and 30 million visitors – and today, it is undergoing rapid change, making us more mobile than ever before, and our lives more interconnected.

By 2056, NSW will have more than 12 million residents. Sydney will continue to grow as a global metropolis driven by major place-based integrated planning and investment around the new Western Sydney International (Nancy Bird Walton) Airport and the Western Sydney Aerotropolis at Badgerys Creek. New technology and innovation will make the transport network far more responsive to demand and better able to manage congestion. Planning and investment for Greater Sydney will focus around the three cities concept - the Western Parkland City, the Central River City and the Eastern Harbour City. The NSW Government's vision is that customers will be able to travel to one of these cities or to their nearest strategic centre within 30 minutes of where they live by public or active transport. This will give people better access to jobs, education and essential services.

Regional NSW will grow by around 400,000 people by 2036 and then a further 300,000 by 2056. This growth will mean our networks will need to handle 28 million trips a day and double the current metropolitan freight loads. These challenges and opportunities highlight the importance of our choices today and call for bold, new ideas that ensure the productivity, liveability and sustainability of our communities.

The NSW Government embraces technology and innovation, which has the potential to revolutionise the way we live, and it is committed to ensuring the safety of the whole transport system. The Government has launched the *Future Transport Strategy 2056*: a new approach to long-term transport planning that will be driven by technological advancements.

Under *Future Transport 2056*, NSW will maximise the benefits of emerging technologies and innovation in delivering outcomes for customers and the community, enhancing the productivity, liveability and sustainability of our state. It is a 40 year strategy, supported by plans for regional NSW and for Greater Sydney. It is the first transport plan in Australia to harness technology to improve customer and network outcomes, and it starts with a long term vision for our communities.

Future Transport 2056 will be delivered through a series of supporting plans. The following plans are of most relevance to the review of the *Road Transport Act 2013*:-

6.1. Road Safety Plan 2021

The *Road Safety Plan 2021* features targeted and proven initiatives that will help us progress towards our road safety goals, addressing key trends, trauma risks and the types of crashes occurring on NSW roads. Clear and ambitious targets have helped NSW achieve reduce the road toll and everyone has a role to play.

The Plan sets out priority areas to address recent increases in the road toll and to move us towards achieving the NSW Government's State Priority Target to reduce fatalities by 30 per cent by 2021. Our aspirational long-term goal is zero traumas on the NSW road network.

6.2. Connected and Automated Vehicles Plan

The *Connected and Automated Vehicles Plan* (CAV Plan) outlines NSW's strategic directions and actions to progress connected and automated vehicles over the next five years and supports *Future Transport 2056*.

6.3. NSW Electric and Hybrid Vehicle Plan

The *NSW Electric and Hybrid Vehicle Plan* reflects NSW's growing focus on future mobility and technology innovations which will modernise transport for the community and businesses across New South Wales. The NSW Government is committed to embracing the growing availability of alternative transport such as electric and hybrid vehicle.

Further information on the Government's *Future Transport Strategy* and Supporting Plans is available at:

future.transport.nsw.gov.au

7. Technology and innovation - responding to emerging trends

Government, industry and the community recognise that new technology and business models will transform Australia's transport system. Examples include new business models, such as ride sharing and car sharing apps, and the roll out of fully automated and connected vehicles.

The NSW Government is committed to ensuring that our legislation is capable of enabling innovative road transport solutions into the future to improve the customer experience. This, together with continued investment in the infrastructure and systems required to accommodate new modes of transport and technologies, will ensure that we remain able to meet customer demands.

The NTC has been examining regulatory barriers to automated road and rail vehicles over the past 12 months. State Governments throughout Australia, including the NSW Government, have also been actively supporting the introduction of automated vehicles through on-road trials. National work is also underway to better understand developments such as cooperative intelligent transport systems (C-ITS).¹

7.1. Connected and Automated Vehicles (CAVs)

The next generation of motor vehicles are planned to include an increased level of wireless connectivity and automated driving capability. The potential societal benefits from these emerging technologies are significant, particularly with regard to road safety, transport efficiency and productivity, and environmental outcomes.

Automated vehicles offer the possibility of fundamentally changing transport and

society by improving road safety, mobility, freight productivity, and by reducing road congestion. The NSW Government recognises that a nationally consistent regulatory framework that embraces innovation and ensures automated vehicles are safe is needed.

In November 2016, Australian Transport Ministers agreed to a phased reform program so that conditionally automated vehicles can operate safely and legally on our roads before 2020, and highly and fully automated vehicles from 2020. The NTC is charged with delivering this roadmap of reform. A phased approach will ensure that the reform agenda remains sufficiently flexible to address evolving technologies and market developments.

The NSW Government supports the development of a consistent, national regulatory framework for CAVs, rather than the approach adopted in the United States where inconsistent, state-based regulations have been enacted.

The NSW Government is undertaking a range of activities to prepare NSW for vehicle automation and to encourage the testing and safe deployment of CAVs and other emerging transport technologies. The Smart Innovation Centre (SIC) was established in 2016 by TfNSW to be a research and development hub for emerging transport and road technologies. The SIC will be the focal point for testing and conducting trials of CAVs and other transport technologies in NSW.

In 2017, amendments to the *Road Transport Act 2013* were passed by the NSW Parliament to enable on-road trials of CAVS including driverless vehicles. These new

¹ Land Transport Regulation 2040:Technology, trends and other factors of change [ntc.gov.au/Media/Reports/\(5DC20551-A325-68C1-486E-D10212E19A15\).pdf](https://ntc.gov.au/Media/Reports/(5DC20551-A325-68C1-486E-D10212E19A15).pdf)

laws will enable industry, researchers and Government to trial automated vehicles on our roads not only in the city but in regional areas too.

As a result of these amendments, NSW is a leader in innovation, able to test and trial emerging technologies in our road environment while maintaining public safety.

The legislation allows the Minister to approve trials including type of vehicles, roads used and trial time period and require trial applicants to have the appropriate insurance provisions and safety management plans in place.

7.2. Driverless Vehicles - Who is driving

In May 2018, Australian Transport Ministers agreed to a uniform approach across all states and territories to ensure that there is always a legal entity in charge of driving when an automated driving system is engaged. While it is expected that significant amendment to NSW road transport law

will be required in the future to adopt the uniform law, the introduction of a uniform law will:

- Allow an automated driving system (rather than a human) to perform dynamic driving tasks when it is engaged;
- Ensure that there is always a legal entity responsible for driving;
- Set out any obligations on relevant entities, including the automated driving system entity, and users of automated vehicles; and
- Provide for flexible compliance and enforcement options.

7.3. Electric and Hybrid Vehicles

The *NSW Electric and Hybrid Vehicle Plan* reflects the NSW Government's focus on enhanced mobility outcomes enabled by technology innovations which will modernise transport for the community and businesses across NSW. The NSW Government is committed to supporting and embracing the availability of alternative transport solutions, such as electric and hybrid vehicles.



Transport has changed significantly in recent years and the application of technology is enabling the improvement of the transport experience. People have more options in the vehicles they use – what used to be a choice between petrol or diesel has now expanded to include electric, hybrid and hydrogen fuel cell vehicles.

Electric vehicles offer significant economic and environmental benefits as well as contributing to a modern and cleaner energy future. They can reduce the cost of living and are cleaner and quieter – features which are essential in our growing cities and towns.

The NSW Government recognises that the transition to electric vehicles is a major transformation which brings many opportunities, including new industry development and employment growth in the transport, energy and technology sectors.

NSW currently provides a lower rate of motor vehicle tax (a component of a vehicle's registration cost) for hybrid and electric vehicles in line with *The Australian Government's Green Vehicle Guide*.

7.4. Future Services

New service models and competition are giving customers more choice and making transport outcomes-focused. New services should improve the customer experience. Technology is transforming the transport services market. Where market entry previously required significant capital investment, mobile apps are allowing smaller companies and individuals to enter the market with lower upfront costs.

Mobility as a Service (MaaS) is a dynamic growing market with small and large players working together to give customers improved travel options that suit the individual needs and circumstances, not just on main transport routes.

Why is MaaS needed?

- Increasing population
- Constrained capacity
- Ability to meet future demand
- Last mile connectivity
- Full range of transit options
- True multimodal including active transit includes active transport options such as walking or cycling.

The vision for Transport for NSW is to enable a vibrant, open mobility marketplace where providers compete to best meet community and customer needs with compelling alternatives to car ownership.

Ridesharing

The emergence of rideshare companies has significantly changed the point to point market, with new online service providers emerging and being embraced by customers.

With emerging technologies and changing customer expectations creating a number of challenges regarding point to point services, the NSW government responded with a risk based and outcomes focussed reform of the industry. This flexible and innovative regulatory framework has enabled the NSW government to respond to challenges arising from a range of ride share service types.

The reforms aim to improve safety and choice for customers, provide more opportunities for the industry as a whole and allow providers to adopt new technologies, establish more flexible business models and set more competitive prices.

The establishment of a purpose built regulatory framework in NSW for point to point services in November 2016 now gives customers greater choice and flexibility by encouraging taxi and hire vehicle, tourist, rideshare and similar service providers to innovate to meet customer expectations.

7.5. Mobile Phone Technology

Since July 2018, legislation has been in place to enable the use of evidence from camera-based technology to enforce mobile phone offences. This was the first legislation of its kind in Australia and has placed NSW in a position to test and be an early adopter of emerging road safety technology.

In early 2019, Transport for NSW worked with technology providers to pilot innovative camera technology which can capture and photograph mobile use while driving offences. The system uses artificial intelligence to automatically review images and detect potentially offending drivers, and to exclude other images from further assessment.

A decision about the long-term deployment of the cameras, including if and when the cameras may be switched to enforcement, will be made once the pilot outcomes are reviewed.

7.6. Digital Learner Driver Log Book Apps

Learner drivers can now choose from one of three apps to record their driving hours and submit log books. The apps provide learner and supervising drivers with similar features to the paper log book, including information on safe driving practices.

It is illegal for learner drivers to use any function of a mobile phone while driving. All of the apps let you 'set and forget' by starting the app while you're safely parked out of the line of traffic, and then putting your phone away while you're driving. The apps will record your drive in the background.

7.7. NSW Digital Driver Licence

The Digital Driver Licence program is part of the Government's broader commitment to digitising licences. Digital licences are already available for recreational fishing, responsible service of alcohol, responsible conduct of gambling, boat driving licences and vessel registration.

In June 2017, the *Road Transport Act 2013* was amended to insert a new part (Part 3.7) into Chapter 3 (which deals with driver licensing) to enable the trial of a prototype Digital Driver Licence to be conducted. Further amendments are planned to enable the digitisation of the NSW driver licence, and deliver on the Government's election commitment to transition to digital driver licences by 2019.

A Digital Driver Licence trial was undertaken in selected suburbs in Sydney, Albury, and the greater Dubbo area ahead of the State-wide roll-out in 2019. During the trial, businesses such as pubs and clubs as well as driver licence holders in the selected trial areas were invited to test the functionality of the digital licence.

Participants in the trial have been provided the opportunity to make an important contribution to the development of the Digital Driver Licence by providing feedback on the effectiveness of the Digital Driver Licence.

8. Conclusion

Section 280 of the Act requires the Minister to review the Act to determine whether the policy objectives of the Act remain valid and that the terms of the Act remain appropriate for securing those objectives.

Our road network is the state's largest asset, carrying the majority of passengers and freight. To move the increasing number of people and goods, we must respond to the changing needs of road customers. We also need to provide safe roads for our customers and the community as we move towards a zero trauma network by 2056 through initiatives under the *NSW Road Safety Plan 2021*.

The development and introduction of connected and automated vehicles over the coming years will bring about different opportunities for customers and service providers. Automation is also expected to increase safety and reduce congestion and environmental impacts.

The policy objectives of the Act provide for:

- the consolidation in the one Act of the statutory provisions concerning road users, road transport, and the improvement of road safety in this jurisdiction;
- the driver licensing and vehicle registration system as part of a uniform national approach;
- systems for the improvement of road safety and transport efficiency;
- in connection with driver licensing and vehicle registration) and the collection of fees and charges, and
- additional matters concerning the regulation of road users and road transport and the improvement of road safety that are not otherwise dealt with under the nationally agreed reforms.

Do you feel that the objects or scope of the Act need to change? If so, how?

Are there inconsistencies, overlap or duplication that exists between road transport legislation and other laws? If so, do they create problems?

What areas of the current road transport law are problematic? Can you detail the impacts?

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