



**MINISTRY OF TRANSPORT REPORT**

**Subject:** SAFER JOURNEYS - FURTHER INFORMATION  
**Date:** 22 January 2010 **Docmin No.:** WGTA 12315  
**Attention:** Hon Steven Joyce (Minister of Transport)  
**Priority:** High **Security Level:** In-Confidence  
**Deadline:** Tuesday 26 January 2010  
**Reason for Deadline:** To enable officials to make any revisions to the draft strategy, Cabinet paper and RIS before these have to be lodged with the Cabinet Office on 27 January 2010.

**Purpose of Report**

- To provide you with a final draft of the *Safer Journeys* strategy, as well as the supporting Cabinet Paper and Regulatory Impact Statement for your consideration. These documents have been updated following your direct feedback and as a result of discussions at the Officials meeting of Tuesday 19 January 2010.

**Contact for telephone discussion (if required)**

Name	Position	Telephone		Suggested First Contact
		Direct Line	After Hours	
Gayelene Wright	Principal Adviser	04 439 9044		
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**Minister of Transport's Office Actions**

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|--|--|---|
| <input checked="" type="checkbox"/> <i>Noted</i>     | <input type="checkbox"/> <i>Seen</i>                 | <input type="checkbox"/> <i>Approved</i>            |
| <input type="checkbox"/> <i>Needs Change</i>         | <input type="checkbox"/> <i>Referred to</i>          |   |
| <input checked="" type="checkbox"/> <i>Withdrawn</i> | <input type="checkbox"/> <i>Not Seen by Minister</i> | <input type="checkbox"/> <i>Overtaken by events</i> |

### The youth package

4. At the recent officials meeting you queried why the package of youth initiatives is not estimated to deliver the level of benefits that would bring us in line with Australia. To recap, if New Zealand had the same road fatality rate for 15 to 24 year olds as Australia in 2009, then 25 lives would have been saved.
5. As currently proposed the youth initiatives in *Safer Journeys* will save at least 12 lives and prevent 467 injuries. This is a conservative estimate as there is insufficient research evidence available at this time to be able to quantify the direct benefits of all the youth initiatives. In fact, only the direct benefits for raising the driving age and introducing a zero BAC drink drive limit could be estimated.
6. As well as being a conservative estimate, in our view the gains in the youth area are likely to be greater than 12 lives and 467 injuries because of the 'safe system effect'. Overall, if we combine the current youth package with the possible initiatives outlined in *Safer Journeys* that have the potential to reduce the impact of young driver crashes, (eg safer roads, safer vehicles, safer speeds and reducing the adult BAC limit), we consider that we would make a significant step towards Australia in terms of our youth road fatality rate
7. However, the initiative that makes the greatest difference to the youth fatality and injury rates is the driving age. If the driving age was raised to 17 years, and the length of the learner licence period increased from 6 to 12 months, 18 lives would be saved. This compares with 10 lives saved from raising the driving age to 16 years and increasing the learner licence period from 6 to 12 months.

#### *The estimate of benefits from a youth zero drink drive limit*

8. At the officials meeting you asked for an explanation of how the benefits of a zero BAC drink drive limit for youth, of two lives saved and 43 injuries prevented, had been estimated.
9. For the last five years, of the alcohol affected 15–19 year old drivers involved in fatal crashes, 6 had a BAC between 0–0.03, 14 had a BAC between 0.031–0.08, 36 had a BAC greater than 0.08, and 34 were suspected of being affected by alcohol but their BAC was unknown. To determine the BACs of the 34 drivers in the suspected group, we assumed that the BAC levels were split in the same way as for the 56 drivers where the BAC was known.
10. Having determined the blood alcohol levels, we then took a two stage process to estimating the number of lives saved and injuries prevented. We first estimated the gains for the drivers who were compliant with the existing drink drive limit. We assumed that 70 percent of this group would comply with a new zero limit.

11. In the second step we estimated the gains for the group who are currently non-compliant. From the Australian evaluations on lowering the limit from BAC 0.08 to BAC 0.05, a lower limit is successful in reducing the number of drivers with high BACs. We have assumed a similar effect here meaning that the estimate in lives saved rises from one to two.
12. It should be noted that all our estimates in *Safer Journeys* are conservative. This is because we are using estimates that are based on firm research and evaluation. This is why there are no estimates for some of the initiatives even though most of the initiatives in *Safer Journeys* are recognised as international best practice.

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**Recommendations**

17. The recommendations are that you:

- (a) **Note** the contents of this briefing along with the attached updated *Safer Journeys* strategy, cabinet paper and regulatory impact statement. Yes/No
- (b) **Agree** to submit the attached cabinet paper, regulatory impact statement and *Safer Journeys* strategy to the Cabinet Office by 10am Wednesday 27 January 2010 for consideration by Cabinet Business Committee on 1 February 2010. Yes/No

Gayelene Wright  
Principal Adviser

Wayne Donnelly  
General Manager Road and Rail

**MINISTER'S COMMENTS:**

**MINISTER'S SIGNATURE:**

**DATE:**