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**From:** [REDACTED]  
**Sent:** Sunday, 23 June 2019 12:45 PM  
**To:** NI Legislation  
**Subject:** Traffic Laws in Norfolk Island.

Thank you for the opportunity to provide feedback on the proposed changes to the road rules on Norfolk Island. Every opportunity to increase the safety of road users is worthy of consideration.

While my family and I still consider Norfolk home we currently live in the Sunshine Coast where we have access to better health services than were available to us on Norfolk. We visit the island as often as possible and still have our family home and property there. It is our intention to move back when we can so we do try to stay involved with local issues that impact on what we know as island life.

For mine I would like to comment on the proposed changes referred to at **Section 2.2 Preventing injuries from ute tray riding**.

Each time we are home we use a truck to mobilise our kids and their friends as we all catch up and socialise. It makes gathering as a group much more achievable simply because we are not limited to a maximum of 5 passengers per vehicle. With 3 kids of our own we all look to catch up with as many friends as possible as quickly as possible when we arrive, this is one small way this happens. Importantly our kids love the unique experience, its certainly not something that can occur over here and there are good reasons for that.

I work in aviation and we are a risk based industry. Ideally when there is an element of risk involved the best mitigation is to remove the risk. However, that is not always in the collective best interest so we often revert to a reduction in risk levels known as As Low As Reasonably Practical (ALARP). An example of this is dealing with wildlife when it comes to the operation of aircraft at an airport. We cannot be shooting dead all birds that could strike an aircraft around the airport. This would obviously be poorly received, not to mention the fate of the unfortunate birds. Instead we put in place harassment procedures that do the best possible to deter the birds from the airport vicinity. It does not eliminate the risk but reduces it to ALARP and this is accepted by industry.

When you relate this to riding on the back of the truck there are already means in place to reduce the risk of an incident/accident. Compared to the mainland, speed is the obvious safety benefit on Norfolk with a maximum of 50 kmph; compared to 110 kmph here. No sensible parent would consider letting their kids ride on the back of a truck at that speed. Raised sides is also a practical initiative and a simple way to reduce the risk of accident.

Another suggestion that might reduce the risks that present when riding on the back include putting greater responsibilities (liability) on the driver of the vehicle for the safety of the passengers on the back. For instance, it appears the example provided of a back of truck accident was apparently alcohol related. Perhaps make it an on the spot fineable offence to drive intoxicated persons on the back of the truck (this offence could also include fining the intoxicated person). Of course any such changes must come with some driver education, which would also be beneficial to help people understand their liability as it already stands which might also deter tray riding, without having to change legislation.

Once again thank you for the opportunity to provide feedback. I would encourage that in the first instance every opportunity is taken to further reduce the associated risks of tray riding to ALARP, rather than removing this most convenient and appropriate means of transporting people at slow speeds over short distances.

Yours sincerely,

Glenn Robinson  
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