

ROAD TRAFFIC LEGISLATION AMENDMENT BILL 2014

Receipt and First Reading

Bill received from the Assembly; and, on motion by **Hon Michael Mischin (Attorney General)**, read a first time.

Second Reading

HON MICHAEL MISCHIN (North Metropolitan — Attorney General) [12.31 pm]: I move —

That the bill be now read a second time.

I am pleased to introduce legislation to the house that will further the government's commitment to addressing dangerous and high-risk behaviours on Western Australian roads by amending monetary and demerit point penalties for various road traffic offences. The Centre for Automotive Safety Research was commissioned by the Road Safety Council to investigate the appropriateness and consistency of penalties for various Western Australian traffic offences. The recommendations were then reviewed by the Road Safety Council working group for local relevance. Public acceptability was also considered, and final recommendations were endorsed by the Ministerial Council on Road Safety in May 2014. The enhancement of penalties for certain road traffic offences is in line with crash risk and is consistent with the government's Towards Zero road safety strategy 2008–2020. The focus is to deter unsafe driving behaviours, particularly those associated with the highest risk of crashing or injury. The government has already made amendments to the Road Traffic Code 2000 to increase penalties for certain offences, and an amendment to the Road Traffic (Licensing) Regulations 1975 to introduce a new offence for altering or preventing the effective identification of a numberplate. These changes came into effect on 26 September 2014.

The Road Traffic Act 1974 determines both the maximum penalty imposed by the court and the maximum modified penalty that can be prescribed under regulations. Currently, the maximum modified penalty that can be imposed by regulations is limited to 20 penalty units. The Road Traffic Legislation Amendment Bill 2014 will increase the maximum modified penalty to 40 penalty units, and will increase maximum court penalties for all speeding offences from \$1 200 to \$3 200, while maximum court penalties for seatbelt offences and failure to wear a motorcycle helmet will increase from \$1 200 to \$2 800. The increase in maximum modified penalties will enable increased fines for high-level speeding and altering or preventing the effective identification of a numberplate. It will also allow for additional flexibility for future penalty changes to the Road Traffic Code 2000 and Road Traffic (Licensing) Regulations 1975.

Given the impending enactment of the compliance and enforcement legislation, this bill also includes consequential amendments to the Road Traffic (Administration) Act 2008, the Road Traffic (Authorisation to Drive) Act 2008 and the Road Traffic (Vehicles) Act 2012. These minor changes refer to the location of certain provisions, deletion of an obsolete provision and a change to the timing of a proclamation.

I also inform the house that in accordance with standing order 126(1), this bill does not give effect to a uniform legislation scheme.

I commend the bill to the house and table the explanatory memorandum.

[See paper 2338.]

Debate adjourned, pursuant to standing orders.