

Hon Llew O'Brien MP
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National Road Safety Strategy 2011-2020 Mobile Phone Operating System Upgrade

Dear Minister

I have had a meeting with Andrew Wallace MP and he suggested that I contact you about my initiative. He said you would be heading up a Road Safety Committee shortly to assess submissions.

I will post my submission to you and would also like an appointment to discuss and brief you on its content and application process. My mobile phone upgrade will directly address the National Road Safety Strategy of the Government.

I have forwarded copies to The Prime Minister's Office, the Minister for Infrastructure, Transport and Regional Development, and the Minister for Communications, Cyber Safety and the Arts.

Road Safety is a complex issue, the programs and systems we have been using for many years have failed to reduce road trauma and it is continuing to rise. Many areas such as vehicle design have improved but other areas such as mobile phone use and distraction have increased. If we improve this area alone it will have a major affect on the National Road Safety Strategy.

This enhancement is to the operating system of Mobile Phones which will deliver one of the criteria needed for the National Road Safety Strategy to be achieved and in turn reduce Motor Vehicle Collisions, deaths and injuries Australia wide.

We are all aware of the problems associated with vehicle drivers using mobile phones while the vehicle is in motion. All motoring bodies in Australia, including the NRMA, RACQ, Heavy Vehicle Operators and Bike Riders agree that something needs to be done to reduce accidents and incidents involving mobile phones.

Insurance Companies, Hospitals and Medical Practitioners would also embrace this change to phone usage. The evidence relating to this problem is well documented and known to all of us. It is found in all media platforms and too numerous to list.

My upgrade to the Mobile Phone Operating System is to have a built in Motion Sensor Activator.

Once the phone system detects that it is moving at a speed previously set it

automatically activates this upgrade.

Any attempt to use the phone to receive or make a call by touching any button it will turn itself off.

Once it turns off the phone has to be stationary before it can be turned back on.

If unanswered the calls will go to message bank to be retrieved later. Any texts will also go to messages.

The vehicles Blue Tooth and GPS Navigation systems will still work if fitted to the vehicle.

The Sensor can be set at 20 kilometers an hour, which relates to idling speed for most vehicles. It could also be set at any predetermined speed.

As we know professional drivers such as Semi Trailer, Couriers and any professional driver supplying a service to the public contribute largely to the statistics. Then add the public, in particular the very young and inexperienced drivers using their phones whilst driving. This system will not only take away the temptation to use or answer the phone it will take the opportunity away from them.

It could also be used for the safety of pedestrians. Once set at the speed required, e.g. 2 kilometers an hour which is approximately a fast walking speed or any predetermined speed required.

This means the phone has to be used while a person is stationary.

This would stop pedestrians walking into other people and obstacles while using their phones.

It would also stop them walking out onto the roadway in front of oncoming traffic and they would also be more aware of their surroundings and safety in any situation.

The National Road Safety Strategy under Safe People have listed mobile phone use while driving has been increasing and has recommended technology that reduce or block the use of phones as a solution.

The impact of this invention would have an immediate effect on serious motor vehicle collisions involving fatal or serious injuries. Phone use is currently listed under distraction or inattention as the cause of a collision which accounts for approximately forty percent of collisions. Considerably reducing this cause of collision would have a major flow on affect to all first responders to road trauma.

Police, Fire Service, Ambulance and Hospital Emergency Sections would be freed up considerable. Family trauma would be reduced and the costs of continued health care and services would be greatly reduced. The reduction in collisions which require the services of the above agencies and the ongoing health care to patients could save the Government approximately six billion dollars in this area.

All agencies dealing with road safety, NRMA, RACQ, Australian Medical Association,