

1235

23/11

**LEGISLATIVE COUNCIL**  
**Question Without Notice**

**Wednesday, 16 November 2022**

**C1269. Hon Martin Aldridge to the Minister representing the Minister for Road Safety**

I refer to the request for information listed on the Tenders WA website regarding the Road Safety Camera Strategy and I ask:

1. Does the State Government intend to outsource the operation of speed and traffic cameras to private organisations?
2. On what date did the request for information open and when will it close?
3. How many submissions have been received to date?
4. How many organisations attended the information event, in person or online, held on Monday, November 14?

Please table the documents for this request for information.

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**Answer**

I thank the Honourable Member for some notice of this question. The following information has been provided to me by the Minister for Road Safety.

The Road Safety Commission advise:

1. No.
2. Opened 7 November 2022, and will close on 23 November 2022.
3. The number of submissions will be known at the close of submissions.
4. 11. All organisations attended online.

**Remote approval to answer provided by Minister for Police on 16 November 2022**



I rise in response to the clarification sought by the Honourable Martin Aldridge, yesterday, in relation to Question without Notice 1235 asked on Wednesday 16 November 2022.

The Minister for Road Safety has advised that the omission of question 5 was an administrative oversight.

I table the Request for Information.

# Request for Information

**TITLE:**

Road Safety Technology – Market Sounding

**NUMBER:**

WAPOLRFI10822

**CLOSING TIME:**

2:30pm, Wednesday 23 November 2022 Perth, Western Australia

**ISSUED BY:**

Road Safety Commission

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# PART A – REQUEST FOR INFORMATION

## 1 INTRODUCTION

### 1.1 BACKGROUND

The State of Western Australia (WA) has one of the highest road fatality rates in the country with only the Northern Territory and Tasmania experiencing more deaths per capita.

- a) In 2021 alone, 166 people lost their lives on WA roads, 14 of whom were not wearing a seat belt.
- b) A further 1,587 were seriously injured.
- c) This brings the number of deaths on our roads over the last six years to 1,000. Speed is the most common behavioural factor in fatal crashes.
- d) Performance in regional WA is disproportionately worse, with 60% of these 1,000 fatalities occurring on our regional road network.
- e) In addition to the huge personal, social and health impacts, the economic cost each year from road trauma in Western Australia is \$2.4 billion

The State Government's Driving Change Road Safety Strategy 2020-2030 sets a target to reduce the number of people killed or seriously injured by 50 to 70 per cent by 2030, and to zero by 2050. [ Read the Strategy here [www.wa.gov.au/government/publications/driving-change-road-safety-strategy-2020-2030](http://www.wa.gov.au/government/publications/driving-change-road-safety-strategy-2020-2030) ]

To achieve these ambitious targets we need to embrace the safe system principles and be ambitious in our efforts.

The Safe System approach recognises that the road system needs to be more forgiving of driver error. This requires a collaborative multi-agency approach to address speeds, road infrastructure and the safety of vehicles, whilst continuing to improve behaviour through education and enforcement.

Road safety is an evolving issue that needs to respond to changing society and population growth. As instances of speed related fatalities have remained high new risks such as driving while using handheld mobile phones have emerged (increasing the risk of crashing by at least four times).

Safety cameras have traditionally been used in WA as an effective key tool to improve driver behaviour detecting speed and red-light offences. As technology has evolved utilising more modern camera technology has shown significant positive results, particularly in regional WA. We only have one set of fixed average speed cameras (point to point), on Forrest Highway between Lake Clifton and Binningup. However, this one investment has resulted in a 40% reduction in the serious crash risk within the enforced camera zone.

With the advent of new camera equipment, the emergence of artificial intelligence, and the Infringement Management Reform Program the Road Safety Commission (the Commission) is investigating how new and emerging road safety technology can drive safer outcomes for the WA driving public.

This aligns with a key action item of the Driving Change Action Plan 2021-2023 to develop a robust safety camera strategy to provide strategic direction for their current and future use.

## 1.2 REQUEST FOR INFORMATION (RFI) PROCESS

The Commission, a business unit within the Western Australia Police Force, is developing a Safety Camera Strategy to support the State Government's Driving Change Road Safety Strategy 2020-2030 (the Strategy).

As part of the planning process, the Commission is conducting a market sounding exercise through the issuing of this Request for Information (RFI) to seek input from Market Participants as to what new and emerging road safety technologies are, or will be, available to support the Strategy and what contemporary commercial engagement models could be employed between industry and the State Government in delivering solutions.

As noted above, the Commission is at the planning stages and it is therefore important that any Market Participant who elects to provide information through this RFI process, does so on the understanding that no contract or other form of engagement will result from this RFI process.

This RFI will utilise the following two (2) step process.

### Step 1:

Market Participants intending to submit an Information Response to this RFI are requested to provide the information sought in Part B of this document.

### Step 2:

As part of reviewing the Information Responses received, the Commission reserves the right to seek clarification or further information from any Market Participant on the information provided.

## 1.3 NON – MANDATORY MARKET PARTICIPANT INFORMATION SESSION

To assist Market Participants to better understand the Commission's objectives and requirements as sought in this RFI, the Commission will hold an information session on:

Date: Monday 14 November 2022

Time: 10am (Perth, Western Australia)

The information session will be held via Teams. Market Participants are invited to register their attendance by 4.00pm Perth, Western Australia Time on Friday 11 November 2022 by email to [matthew.prindiville@rsc.wa.gov.au](mailto:matthew.prindiville@rsc.wa.gov.au)

A meeting invitation will be sent to all registered attendees prior to the briefing which will provide the access details for the briefing.

## 1.4 SUBMISSION OF AN INFORMATION RESPONSE

- a) Market Participants may submit the Information Response electronically by uploading at [www.tenders.wa.gov.au](http://www.tenders.wa.gov.au)
- b) Tenders WA can facilitate the uploading of files to a maximum of 100MB limit per upload request.

Market Participants must be registered on Tenders WA to submit an Information Response electronically.

Guidelines to assist Market Participants with registering on Tenders WA and lodging an Information Response electronically can be downloaded at [www.tenders.wa.gov.au](http://www.tenders.wa.gov.au) by following the links 'Help' > 'Help Guides' > 'Suppliers Help Guides'.

- c) Market Participants are required to submit their Information Response in the format of Microsoft Word 2010 or later. Native Microsoft Office formats are preferred to assist with reviewing the information provided.
- d) Conditions regarding the submission of an Information Response are contained in the Conditions of Responding in Section 2 of Part A in this RFI.

Should a Market Participant anticipate a late lodgement of the Information Response, the Market Participant should contact the person listed in Section 1.5 below to discuss alternative arrangements.

## 1.5 CONTACT PERSON

Market Participants are required to direct any questions they have in respect of this RFI to the contact person below. A Market Participant is not to contact any other person within government or any other person engaged in relation to this RFI to discuss this RFI.

Contact Name: Matthew Prindiville  
Project Manager- Safety Cameras  
Infringement Management Reform Program  
Road Safety Commission  
Telephone: +61 460 003 434  
Email: [matthew.prindiville@rsc.wa.gov.au](mailto:matthew.prindiville@rsc.wa.gov.au)

### Contractual and Routine Enquiries:

Contact Name: Carol Bowen  
Procurement Manager  
Western Australia Police Force  
Email: [carol.bowen@police.wa.gov.au](mailto:carol.bowen@police.wa.gov.au)

## 2 CONDITIONS OF RESPONDING

### 2.1 DEFINITIONS GENERALLY

In this RFI document:

**Closing Time** means the time and date specified on the front of this RFI as the closing time for the submission of responses to this RFI.

**Information Response** means the response submitted by the Market Participant in response to this RFI.

**Market Participant** means any person who submits an Information Response to this RFI.

**RFI** means this Request for Information for Road Safety Technology – Market Sounding.

**RFI Conditions** means this Section 2 in Part A of this RFI.

**RFI Information** means all information, other than the Market Participant's Information Response to this RFI, submitted by the Market Participant in response to, or in connection with, this RFI.

**Section** means a section of this RFI.

### 2.2 COST OF RESPONDING

The Commission, or any other government agency associated with this RFI, will not be liable for any payment to a Market Participant:

- a) For any costs, losses or expenses incurred by a Market Participant in preparing its Information Response; or
- b) In respect of any discussions, enquiries or requests for details of information made by or on behalf of the Commission after submission of written Information Responses.

### 2.3 LATE INFORMATION RESPONSES

At the absolute discretion of the Commission, written Information Responses received after the Closing Time may be accepted for consideration.

### 2.4 MARKET PARTICIPANTS TO INFORM THEMSELVES

Market Participants submitting an Information Response shall be deemed to have:

- a) Examined the RFI document and any other information available in writing to Market Participants for the purpose of responding to this RFI;
- b) Examined all further information relevant to the risks, contingencies, and other circumstances having an effect on their Information Response which is obtainable by the making of reasonable enquiries; and
- c) Satisfied themselves as to the correctness and sufficiency of their Information Response.

### 2.5 OWNERSHIP OF INFORMATION RESPONSES

All documents, materials, articles and information submitted by the Market Participant in its Information Response shall become, upon submission, the absolute property of the Crown in right of the State of Western Australia and will not be returned to the Market Participant at the conclusion of this RFI process provided that the Market



Participant shall be entitled to retain copyright and other intellectual property rights therein.

For the avoidance of doubt, all information provided as part of this RFI by the State of Western Australia remains the absolute property of the Crown in right of the State of Western Australia.

## **2.6 CONFIDENTIALITY OF RESPONSES**

Market Participants should note that government procurement policies are based on a requirement for open and effective competition, demonstrating value for money and the transparency and integrity of government purchasing. However, within this framework the need to provide intellectual property and commercially confidential information is recognised.

Under the WA Procurement Rules, all public sector Chief Executive Officers (CEOs) and employees are required to maintain confidentiality and respect the rights of suppliers and potential suppliers in relation to intellectual property and commercial confidence of information.

Whilst this RFI process is not a procurement process, the materials and information from Information Responses may be used to inform business cases, procurement planning or a future request to the open market or the like.

## **2.7 DISCLAIMER**

The Commission is not committed contractually in any way to those individuals, partnerships or organisations who submit an Information Response. The issue of this RFI does not commit or otherwise oblige the Commission to proceed with any part or steps of the process.

Whilst the information contained in this RFI has been formulated with all due care, the Commission does not warrant or represent that the information is free from errors or omissions. The information is made available on the understanding that the Commission and its respective employees, contractors and agents, shall have no liability (including liability by reason of negligence) for any loss, damage, cost or expense incurred or arising by reason of any person using or relying on the information and whether caused by reason of any error, omission or misrepresentation in the information or otherwise.

Furthermore, the Commission takes no responsibility for the accuracy, currency, reliability and correctness of any information included in this RFI.

## **2.8 THE ROAD SAFETY COMMISSION'S RIGHTS**

After the Closing Time, the Road Safety Commission may:

- Request additional information from the Respondent in relation to the content of the RFI Response for the purposes of clarifying the Response;
- Request product samples from the Respondent (Note: The Road Safety Commission intend to return product samples to the respondents); or
- Request a demonstration of the products as part of this RFI.

## **2.9 AGREEMENT WITH THESE RFI CONDITIONS**

In submitting a Response, the Respondent is deemed to have read and agreed to these RFI Conditions.

## 2.10 AGREEMENT BY RESPONDENT

In submitting a Response, the Respondent agrees that:

- (information true and correct) all information in its Response and all Response Information is true and correct at the time of its submission;
- (relies on own enquiries) other than in respect of information provided by the Road Safety Commission to the Respondent in writing, it relies entirely on its own enquiries in relation to all matters in respect of the RFI and the RFI Conditions;
- (understood RFI) it has examined and understood the RFI, the RFI Conditions and any other information available to the Respondent in respect of the RFI;
- (made reasonable enquiries) it has examined all information relevant to the risks, contingencies and other circumstances having an effect on its Response which is obtainable by the making of reasonable enquiries, which enquiries the Respondent has made;
- (no secret commission) it has not paid or received and will not pay or receive any secret commission in respect of the RFI;
- (no collusion) it has not colluded and will not collude with any other person in respect of the RFI;
- (no unlawful arrangement) it has not entered and will not enter into any unlawful arrangement with any other person in respect of the RFI;
- (no improper influence) it has not sought and will not seek to influence any decision in respect of the RFI by improper means; and
- (own cost and expenses) it will pay its own costs and expenses and no payment will be made by the Road Safety Commission or the State to the Respondent in connection with:
  - the preparation and submission of its Response; and
  - any discussions, enquiries or negotiations with, or provision or consideration of further information/product demonstration to, the The Road Safety Commission, whether before or after the submission of any Response, irrespective of whether its Response is accepted or not.

## 2.11 DISCLOSURE OF RESPONSE INFORMATION

- The Respondent agrees and acknowledges that its Response and its Response Information are subject to the Freedom of Information Act 1992 (WA) and may also be disclosed by the Road Safety Commission or the State under a court order or upon request by Parliament or any committee of Parliament or if otherwise required by law.
- By submitting a Response, the Respondent releases the Road Safety Commission and the State from all liability whatsoever for any loss, injury, damage, liability, costs or expense resulting from the disclosure of its Response and its Response Information under this clause by the WA Police or the State.
- The Respondent agrees and acknowledges that the powers and responsibilities of the Auditor General for the State under the Financial Management Act 2006 and the Auditor General's Act 2006 are not affected in any way by the RFI.
- Subject to this clause and to the provisions of the Financial Management Act 2006 and the Auditor General's Act 2006, The Road Safety Commission will not make

public any part of the Response or any Response Information that the Respondent expressly and reasonably nominates in its Response as confidential.

### 3 INFORMATION REQUIREMENT

The challenge to the State Government's Driving Change Road Safety Strategy 2020-2030 which sets a target to reduce the number of people killed or seriously injured by 50 to 70 per cent by 2030, and to zero by 2050, is considerable. However, with the advent of new road safety technologies and the advancements being made, the Commission is striving to meet this challenge.

It is recognised this will require not only an investment in technology, but a change in the way the State Government engages with industry to deliver the desired outcomes, particularly noting the scope and scale of the deployment that will be required to achieve the targets and timelines.

As such, the Commission is interested not only in the road safety technology solutions but also in the commercial engagement models that could be offered, such as alliance, co-investment, "as a service", etc. Industry development and attraction are important to the State, as is the opportunities for job creation and new industries.

A key consideration in the delivery of road safety technologies is WA's unique geography in terms of climate, distance and population centres. The solutions not only need to be delivered in the metropolitan area, but also in regional and remote areas where conditions are considerably different. To highlight this, a map has been provided in Attachment 1 to this RFI.

## PART B – INFORMATION RESPONSE

PART B SHOULD BE COMPLETED BY THE MARKET PARTICIPANT AND RETURNED TO THE COMMISSION

### 1 IDENTITY OF MARKET PARTICIPANT

The Market Participant is requested to provide the following details:

**MARKET PARTICIPANT TO COMPLETE:**

- a) Name of Legal Entity:
- b) ACN (if a company):
- c) Registered address or  
address of principal place  
of business:
- d) Business Name:
- e) ABN:
- f) Contact Person:
- g) Contact Person Position  
Title:
- h) Email:
- i) Telephone:

## 2 INFORMATION RESPONSE

Market Participants are requested to provide the information sought in this Section 2. Product or information brochures may be included as attachments.

As noted in Part A Section 3 Information Requirement, the Commission wishes to understand the capability that is available and therefore Market Participants are encouraged to provide information on any innovative marketplace approaches and offerings.

1.	<p>The Commission is aware that new road safety technology is both present and emerging in the market. The Commission is interested to understand:</p> <ul style="list-style-type: none"> <li>a) The nature of the road safety technology and what it is achieving in terms of improving safety</li> <li>b) If the road safety technology is tried and tested, and where is it being used</li> <li>c) What road safety technology is on the horizon for the short, medium and long term</li> </ul>
2.	<p>As noted in Part A, section 3, WA has a unique geography in terms of climate, distance population centres. In view of this</p> <ul style="list-style-type: none"> <li>a) How well proven is the road safety technology in regional and remote areas with similar climates as WA?</li> <li>b) How would you propose the road safety technology be deployed in the regional and remote areas?</li> </ul>
3.	<p>Based on your experience and cognisant of the objectives and requirements set out in this RFI, what engagement model do you believe would need to be established between the State Government and any industry proponent to successfully deliver the outcomes sought.</p> <p>The Commission is interested both in terms of the commercial model between the State Government and the industry proponents (for example, but not limited to alliance, “as a service model”, etc); but it is also interested to understand what model would deliver greater investment opportunities in WA in terms of jobs, technology investment, etc.</p>
4.	<p>In view of the current global supply chain issues, if the State Government was to embark on rapid increase in both the scope and scale of road safety technology deployment are there any specific challenges that may impede this or present a risk for either the State or industry?</p>
5.	<p>As noted in section 1 of this RFI, the Commission is developing a robust safety camera strategy and as such will be seeking perspective on funding. To ensure that the funding it seeks is adequate the Commission would be grateful for pricing information in relation to the following:</p> <ul style="list-style-type: none"> <li>a) A per unit cost for the deployment of the road safety technology with an indication of the discounts that apply for volumes i.e. <ul style="list-style-type: none"> <li>(i) 10 units</li> <li>(ii) 50 units</li> <li>(iii) 150 units</li> </ul> </li> <li>b) The costs for any “wrap around” services such as, but not limited to data and technical insights.</li> </ul>

## Attachment 1 – Map of Western Australia

Remoteness Areas are derived from the Australian Bureau of Statistics. Remoteness Areas divide Australia into 5 classes of remoteness on the basis of a measure of relative access to services.

