

Dr Anna Dacre  
 Committee Secretary  
 House of Representatives  
 Standing Committee on Transport  
 Canberra ACT 2600

Dear Dr Dacre

I have pleasure in enclosing two documents-

1. Copy of letter I sent to the Federal Transport Minister on 17<sup>th</sup> January 2003, regarding tolerance on speed detection.
2. Copy of paper by William H. Watson titled 'Police Reorganisation'.

Notes: 1. The States are wedded to their revenue raising. Countries that have increased speed limits have enjoyed a reduction in road deaths. Australian States are caught in a revenue trap, which leads to dishonesty, which leads to deaths and injuries.

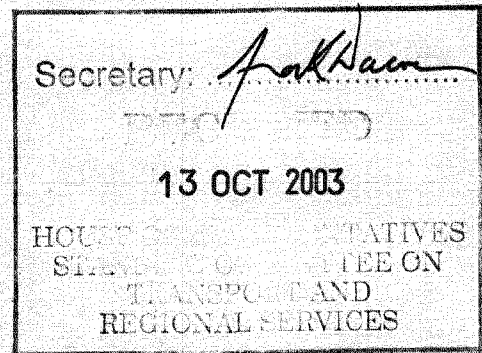
2. Bill Watson has written a book based on research of some 170+ countries Police Force structures. The paper enclosed is a synopsis of the book. One of the problems that I see in South Australia, is that SAPOL have become part of Treasury. The SA Treasurer is also now the SA Police Minister which enshrines the relationship. Bill Watson's paper gives a way to restructure Police Dept's which could modernize the Police structures, and maybe lead to ways of the Police becoming accountable to the community and not to Government revenue raising.

#### **Set Standards Not Limits**

Forget the words 'Road Safety'. That is engineers designing, building, and maintaining good roads. What we need is Education and Training that will raise the standard of driving. We need intervention of the lower percentile drivers, to re-train them, when a trigger point is reached, such as 6 demerit points. I place the blame for the Road Safety failure of the last few years, clearly with State Government Revenue raising strategies, supported by sycophant Police hierarchies.

#### **Drive Competently**

This has to be the mantra. Not Drive Safely. Competence can be measured against a standard. What is the standard of a competent driver? Set the standard - and then drivers know what is required. Encourage life time improvement.



**De-link the States**

The States have failed. Their propaganda and revenue raising have cost lives. They are on a path of more of the same that will result in even higher failure. Their Policies are just Road Tax.

A National Highway Patrol, as set out in Bill Watson's paper would be the answer. Individual State Police with expertise could transfer in/out, but the body would be structured similar to the Australian Federal Police. I envisage that this body could include Qantas type expertise, and be dedicated to setting and maintaining standards of drivers.

**Greed Kills**

I'm enclosing a car sticker. This shows the level of disgust by members of the public at the revenue raising State Governments. No doubt the State Government will respond by claiming that the sticker is 'civil disobedience' trying to undo their glorious strategies trying to save lives.

**A thing that creepeth upon the earth**

Already we are seeing magnificent vehicles on our roads, compared to the low standard vehicles of only a few decades ago. I can only imagine the frustration of drivers when the 2004 Holden is produced with the next model engine. (technically every bit as competent as a top Mercedes/BMW engine). An engine suitable for Auto-Bahn driving, forced to be driven at politically correct speed, set by the revenue raising States.

Yours sincerely



Marshall A. Peters  
National Motorists Association Inc

PS. I'm the media liaison officer in SA for the above group. They will be presenting a larger paper to you, so the above is not the official NMAA paper.

The Federal Transport Minister  
Mr John Anderson  
Parliament House  
Canberra

Dear Sir

I have many hats. This hat is as SA Liaison Officer for the National Motorists Association Inc.

Thankyou for instigating a real enquiry into the road deaths over the holiday period. I hope that you are able to investigate these fully, and identify the true causes in a similar manner to aviation crash reporting.

We are concerned by our belief that the States have descended into propaganda and lies to support their link between revenue raising and road safety.

May I suggest the following as a way of breaking this link-

In aviation, airspace is divided into Class A through to Class G, and each of these classes requires appropriate procedures.

Why not divide the road into Classes, but the difference between classes is the tolerance levels for enforcement.

In South Australia, this would be as follows-

Class	Where	Tolerance	Notes
A	Within a circle 80kms from GPO and within town boundaries	12kmh or 10% whichever is higher	80kms is a natural boundary of the Adelaide Hills
B	Outside 80kms	12kmh or 20% whichever is higher	
C	Designated roads such as Pt Augusta to NT border and westwards to WA border.	12kmh or 25% whichever is higher.	Prefer unrestricted.
D	Multi lane - outside 40km radius GPO.	12kmh or 25% whichever is higher	This clears developed areas north of Adelaide, and on SE Freeway clears hilly part of freeway.
E	Passing	Unrestricted	

Naturally, Police would have the power to apprehend persons operating vehicles in an unsafe manner or inappropriate to the conditions. The conditions are not only weather and road conditions, but also type and condition of vehicle. Open road signs to be set using the 85<sup>th</sup> percentile.

Road safety is actually Engineers designing and maintaining good roads and adjacent areas. **Driver competence** is what we require. This can only come about by States being forced if necessary to de-link their revenue raising, and introduce proper Education and Training programs, with an emphasis on attitude and responsibility.

I hope that your investigation leads towards this.

Yours sincerely

Marshall A. Peters  
National Motorists Association Inc.

17<sup>th</sup> January 2003

## ***POLICE REORGANISATION***

During the past decade many overseas police forces have undergone extensive restructuring. The latest to come to notice is Belgium which until recently had a *Gendarmerie* or rural police, separately-administered municipal police in major towns, a national criminal investigation police, airport police, railway police, maritime police and transport police. Following mergers, only three services now remain: Federal Police (comprising the *Gendarmerie* and nearly everything else), Road Control Police and a single Municipal Police covering all major towns.

In conjunction with the restructure, all rank and insignia arrangements were rationalised and reduced to a less complicated scheme. The old *Gendarmerie*, for example, had no fewer than 17 military-inspired separate ranks - including two for cadets - while the old municipal police had between eleven and 13. All have been condensed to just nine non-military titles. Only differently-coloured insignia identify the service to which officers belong. Belgium's changes reflect a world-wide trend towards simplification and civilianisation of police titles.

In Australia nothing radical has been done to modernise uniformed police ranks or insignia for nearly 200 years. They are still tied to the apron-strings of British colonialism. Having celebrated the 100th anniversary of nationhood, now would be a good time to assert Australia's individuality by taking a good look at how our police forces present themselves in the 21st century. In many ways police officers are a window on the society which they serve.

Why do Australian police still use imperial crowns as insignia? Why do Inspectors wear three stars when one would do? Sergeants sound too military in the modern civilian world. The term derives from an old French word for "servant". Only in Scotland were they included in British police ranks before the mid-19th century anyway. Commanders sound a bit naval and haven't been around (as police) for very long.

The Australian Federal Police and the Australian Customs Service both simplified their grades and badging during the 1980s and '90s, so why haven't our other law enforcement bodies done so? The AFP has only eight uniformed ranks and plainclothes officers are all referred to as "agents". Only four ACS grades wear insignia: Manager, Supervisor, Senior Officer, Officer.

The South Australia Police Department could be a leader to the rest of Australia, perhaps other nations as well, by instigating a reorganisation of its rank and insignia structure. Simplify and modernise: make recognition of grades easier. Perhaps the press would make fewer mistakes when interviewing officers if identification were simpler than it is. Only ranks which can be readily translated into a majority of languages should be used and military-style titles discarded. An opportunity also is presented to Australianise insignia by replacing imperial symbols with representations of local flora or fauna.

A recommended revised scheme is as follows:

Current ranks	Proposed ranks	Insignia
Commissioner	Commissioner	Magpie in wattle wreath
Deputy Commissioner Assistant Commissioner Commander	Director	Magpie
Chief Superintendent Superintendent Chief Inspector Inspector	Inspector, grades 1-3	Star (+ 1 or 2 stripes as appropriate)
Senior Sergeant Sergeant stripes as Senior Constable	Supervisor, grades 1-3	Bar (+ 1 or 2 appropriate)
Constable Constable (unbanded) Probationary Constable	Constable, grades 1-3	(1 or 2 stripes as appropriate)

The above proposed classifications provide a “flatter” structure in keeping with modern trends. Internal proficiency levels which need not concern the public have been deliberately excluded. The Grades 1-3 are included only to allow for a visible indicator - by way of modest stripes (not necessarily chevrons) - amongst personnel who need to recognise seniority under operational conditions.

In the absence of the Commissioner, a senior Director would deputise as Acting Commissioner.

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