



Governance and Operating Charter *(Version 10 – 8 October 2025)*

Overview of NRSP

The National Road Safety Partnership Program (“the NRSP” or “the Program”) is a collaborative network established to support Australian organisations – both private and public - to implement a positive road safety culture. The Program aims to improve the safety of all workers and, in so doing, help reduce the nation’s road trauma. Improving road safety is simply good business.

The National Road Safety Strategy (NRSS) makes the case that everyone needs to share the responsibility of road safety, that safety is not just the domain of government. The NRSP was established to bring together businesses, researchers and government in an industry-led collaborative network. It aims to encourage organisations to share their knowledge and experiences. The Program is about reducing death and injuries without regulation or red tape.

The Program provides free networking, support, practical tools and education to assist organisations in making road safety part of their organisational culture, drawing on local and international good practice.

The NRSP helps businesses of all sizes, across all sectors, to develop and implement road safety initiatives specific to their workplace and beyond. Importantly, it brings together and promotes conversations between businesses, government and researchers to help Australian organisations develop a strong safety culture – something that is critical to running a successful business.

Charter Overview

This Charter outlines the governance framework and operating principles for the NRSP. It is a living document and will be updated from time-to-time to meet the needs of the partnership as directed by the Steering Committee (SC).

Fundamental Principles

1. The NRSP is a cooperative partnership program, without legal underpinning, comprising, and facilitated (cash and in-kind) by, a range of government, industry and research partners. The Program is administered by a Secretariat that is nominated by the SC where it is hosted.
2. The NRSP is jointly overseen by the SC, comprising industry and funding partners, and by the Governance Board (GB) which comprises of the Core Funders. The SC has responsibility for the overall direction and strategic positioning of the program, and the GB has responsibility for governance. (Specific accountabilities and composition for each are described below.)
3. The Program is represented by an Independent Chair who chairs both the SC and GB, and who is appointed by a panel of three representatives from the GB and three representatives from the SC.
4. Program Partners (PP) are organisations that have completed the online Partner Measures Assessment Tool which will assess the workplace road safety maturity of PP organisations against

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three evaluation areas, Policy and Processes; Systems and Reporting; and People and Culture. The tool will enable PP to make a commitment to improve workplace road safety within their organisation, and, should they wish, share their road safety knowledge and its application through the NRSP. An “Agreement of Intention” is established with all PP to define commitments, actions and expected outcomes, including championing the NRSP.

5. Working Groups (including any Sector Forums) exist to progress prioritised areas of risk or areas of engagement. The SC is accountable for the establishment of any Working Group or Sector Forum and provides final clearance of major outputs from all Working Groups.
6. Working Groups and the Forums are chaired by an SC appointed representative or the NRSP Program Director if needed. One person may chair more than one group.
7. The Host of the NRSP Secretariat is chosen by the GB. The Host has a seat on the SC and only has a seat on the GB if it is a funder of the program - otherwise they may only attend as a guest. The Host provides a single contact point as its representative to act as the liaison between the program and the Host.
8. Commercial products from third parties will not be endorsed by the NRSP; organisations may share with each other as appropriate.
9. The NRSP is committed to full compliance with competition laws, and the enforcement of competition laws against those third parties who act in an anti-competitive manner as part of the program and any it’s related activities. To support this all meetings which NRSP organised will include:

“The meeting is requested to remember the purpose for which it is convened and to observe Australian Competition and Consumer Commission (ACCC) guidance on industry gatherings. To that end partners should note that NRSP and the participants of this meeting must not contravene the requirements of the Competition and Consumer Act (formerly known as the Trade Practices Act). Partners should also note that these proceedings may deal with normal business, and policies affecting the industry, but may not deal with, in particular, practices relating to either the fixing, controlling or maintaining of prices or the anti-competitive use of market power.”

NRSP Charter

1. Vision and Mission

The vision of the NRSP is:

All businesses and organisations striving to eliminate workplace road trauma.

The supporting mission is:

We empower organisations through learning, sharing and collaboration to develop evidence based, best practices to minimise workplace road trauma

Our key values are:

- Integrity
- Trust
- Collaboration
- Learning

2. Key objectives

1. Lead and empower Australian organisations to adopt evidence-based workplace road safety initiatives, by promoting evidence-based information, tools, webinars and resources.

2. Convene collaborations between PP, industry and researchers to deliver workplace road safety and social innovations throughout Australia.
3. Promote and recognise innovative approaches to reducing workplace road trauma.
4. Grow the NRSPP's partnership base and strengthen linkages with existing PP.
5. Implement good practice approaches to the governance of the NRSPP, which meet the needs of its PP and the sustainability of the Program.
6. Contribute to the delivery of the National Road Safety Strategy and related Action Plans.
7. Foster a financially sustainable program that continually delivers value through leveraging funding sources and exploring evidence-based road safety solutions and social innovations that align with the NRSPP's direction.
8. Be a strong voice on behalf of partners/members and the common interests of Australian communities relating to evidence-based workplace road safety and trauma.

3. Secretariat

- 3.1. The Secretariat consists of the Program Director, the Independent Chair and the Host representative.
- 3.2. The NRSPP Secretariat will be managed by the Program Director and other technical and support staff facilitated through core funds.
- 3.3. The Secretariat provides administrative support for the NRSPP unless otherwise delegated by the GB.
- 3.4. The Host and delivery of the NRSPP Secretariat will be delivered as per the Host Agreement Version 2 Dated November 2020 signed by the NRSPP Host and Core Funders.

4. Applications for Program Partnership – Due Diligence Process

- 4.1. To become a PP, organisations are required to complete the online Partner Measures Assessment Tool (PMAT) and develop Self-Nominated Actions with SMART (Specific, Measurable, Achievable, Realistic and Time-based) Goals.
- 4.2. PP will also complete the PP Self-Declaration in becoming a partner of the Program.
- 4.3. An NRSPP PP cannot include organisations that primarily generate revenue through the manufacture or sale of tobacco; armaments; gambling services or products; pornography; alcohol; or use business practices that contravene conventions relating to modern human slavery.
- 4.4. NRSPP PP shall include applicants that:
 - 4.4.1. are from any sector, and of any size;
 - 4.4.2. are, or seek to become, leaders in exhibiting corporate social responsibility through policy and practice;
 - 4.4.3. respond positively to, and champion activities aimed at achieving the Program's objectives;
 - 4.4.4. provide products and services that expand the Program's influence, messaging and objectives;
 - 4.4.5. promote the innovation and implementation of new evidence-based road safety technologies;
 - 4.4.6. promote good practice road safety initiatives;
 - 4.4.7. actively participate and contribute to the Program;
 - 4.4.8. have a positive image, good reputation and a track record of ethical behaviour; and
 - 4.4.9. are open and willing to acknowledge past poor performance and to share learnings.

5. Becoming and maintaining PP recognition:

- 5.1. An identifying feature for organisations is they must provide an Australian Business Number (ABN) as a unique identifier as part of their application.
- 5.2. Any organisation may become a PP, once the Partner Measures Assessment Tool and Self-Nominated Actions application form are completed and forwarded to the NRSPP Secretariat for review and approval.
- 5.3. PP must appoint a principal point of contact and ensure currency of details which is maintained through the NRSPP website. PP may have multiple users of the profile.
- 5.4. All PP formalise their involvement in, and contributions to the NRSPP, by completing the online registration.
- 5.5. With approval of the PP, Partner Measures Assessment Tools scores, agreed actions and commitments of the organisation will be listed on the NRSPP website as public commitments, actions, expected outcomes and timelines.
- 5.6. PP must maintain and deliver against their commitments which will be renewed annually. PP who do not comply within a two-month grace period will be removed.
- 5.7. All PP will receive a digital certificate and icon to acknowledge their participation. On each annual renewal, they will also receive an updated progress certificate and icon recognising their ongoing status and achievements over time.

6. Principal Categories of Partners

Governance Board
Steering Committee
Program Partners
Working Groups / Sector Forums
NRSPP Website Users

NRSPP has four active categories of Partners:

6.1. Governance Board (GB)

- 6.1.1. The GB consists of a single representative per Core Funder and the Independent Chair.
- 6.1.2. GB meetings include Observers from the Secretariat which includes the Program Director and the Host representative.
- 6.1.3. GB meets bi-annually (either face-to-face or through video conference) and is responsible for:
 1. reviewing and approving financial management policies and procedures.
 2. confirming that the work program from the SC aligns with the available budget.
 3. evaluation and monitoring compliance with Charter provisions.

6.2. Steering Committee (SC)

- 6.2.1. The SC provides strategic guidance on policy, operational and related issues.
- 6.2.2. The SC works closely with the NRSPP Secretariat, which acts as the principal program coordinator for the Program. The SC meets four times a year: three two-hour teleconferences and one in-person meeting hosted by an SC partner.

6.2.3. The SC comprises at least 10 Industry Partners, as well as the NRSPP Secretariat and at least two GB representatives.

6.2.4. SC members serve three-year terms, following which they can re-nominate for the position.

6.3. Program Partners (PP)

6.3.1. PP facilitate and grow the NRSPP through the sharing and championing of road safety knowledge and the benefits of the Program.

6.3.2. Each PP will complete the online Partner Measures Assessment Tool and Self-Nominate Actions and once approved by the NRSPP secretariat will be recognised as a PP.

6.3.3. New PP are entitled to the NRSPP Driver Handbook which is customised to each PP.

6.3.4. PP must complete the Partner Measures Assessment Tool and Self-Nominated Actions annually (within two months) to maintain PP status. PP who do not comply will be removed.

6.3.5. PP will provide their logos which will feature on the NRSPP website whilst they remain current.

6.3.6. PP receive PP Newsletters through the year, providing them with detailed insights into the deliverables of the Program in that operating period.

6.4. Working Group / Sector Forums

6.4.1. Working Groups and the Sector Forums address specific areas of workplace road safety risk and must be approved by the SC before creation.

7. Governance and Oversight

7.1. Conflict of Interest

7.1.1. Ahead of all meetings facilitated by the NRSPP, the Chair will lead the meeting with a Conflict of Interest declaration.

7.1.2. The declaration is to be included as part of the Agenda sent out and will cite:

"The parties at this meeting are aware of and will comply with the Competition and Consumer Act 2010 (Cth) (Act). The Act imposes significant penalties on corporations and individuals for anti-competitive behavior, which includes competitors sharing information that is "competitively sensitive". The Act applies to informal discussions leading to a common understanding and to concerted practices which involves the exchange of competitively sensitive topics or information. All discussions by the parties and/or exchange of information between the parties are governed by and subject to the obligations that arise under the Act."

7.1.3. All SC and GB Partners must sign the [Confidentiality and Conflict of Interest Undertaking](#) by the second meetings of being appointed to the role otherwise they will not be able to attend. The Independent Chair will include this check as part of the meeting Declaration.

7.2. Charter Amendments

7.2.1. Any changes of the Charter must be approved by the Governance Board.

7.2.2. The Charter must be posted on the NRSPP Website under [Charter](#) in both Word and PDF with the version and date ratified featured.

7.3. Governance Board (GB)

7.3.1. The GB provides formal oversight of funding arrangements and approves financial control procedures.

7.3.2. The Independent Chair acts as Chair of the GB and the SC.

7.3.3. A Deputy Chair will be elected from the Core Funders, with nominations provided to the Program Director prior to the meeting and serves a three-year period to act in the Chair's role

should they be unable to attend. If there are multiple nominations for the Deputy Chair role, the GB members will vote.

- 7.3.4. Upon completion of the Deputy Chair term, the seat is open, and nominations are invited from other members and the past Deputy Chair.
- 7.3.5. A quorum of the GB is 50 percent.
- 7.3.6. The SC can submit proposals to the GB partners for consideration of funding for additional projects that they have identified and endorsed.
- 7.3.7. The Host's Chief Financial Officer will provide oversight of all financial transactions relating to the Program and will provide an annual report to the GB to review and approve at the first meeting of each calendar year.
- 7.3.8. The GB is responsible for annually reviewing the effectiveness of the NRSP through agreed performance measures that are developed in conjunction with the Secretariat.
- 7.3.9. The NRSP performance measures are as per those approved 16 May 2023, see Annex 1.

7.4. Steering Committee (SC)

7.4.1. The SC members:

- a. Provide overall direction and advice on governance, policy, operational and strategic issues referred by the Secretariat and/or PP.
- b. Oversee the management and delivery of the NRSP.
- c. Act as 'Champions' for the Program and road safety generally.
- d. Receive a monthly update from the Secretariat of progress over that period except those where the SC is meeting and January when the Program is closed.
- e. Demonstrate commitment to the NRSP through action.

7.4.2. As part of their commitment to the NRSP, SC members will:

- a. Provide their logo to feature on the NRSP website and related promotional material which must first be approved by the SC for its release.
- b. Logo use as per the [NRSP Australia - Terms & Conditions](#)
- c. Serve a minimum three-year term.
- d. Provide content for the NRSP website outlining why road safety matters to their organisation and to explain the size of the risk to their organisation.
- e. Promote and link to the NRSP where the content relates to their organisation.
- f. Attend at least one meeting per annum maintaining the same representative as far as possible. Should an organisation miss three meetings in a row, their position will be open for review by the SC at their next meeting.
- g. Actively participate in the core components of the Program.

7.4.3. The Independent Chair will:

- a. Be a paid position with out of pocket expenses covered by the NRSP's annual budget.
- b. Serve a minimum three-year term.
- c. At the direction of the SC, and confirmed by the GB, be able to extend the term of service for another two-year period.
- d. Be endorsed by the GB for expertise in road safety and suitability in helping guide the NRSP.
- e. Be chosen by a sub-group nominated by the SC which will consist of two funders and three industry representatives.

7.4.4. The Deputy Chair will:

- a. Be nominated from the GB and serve a minimum three-year term.
- b. The Deputy Chair is a non-paid position and will be asked to fill the role of Chair should the Chair be unable to attend or to chair the meeting upon which they would be remunerated at the same rate as the Chair.

7.4.5. The SC approves the:

- a. Annual work program plan;
- b. Operating budget;
- c. Activation of Working Groups and progress reports;
- d. Commencement, scope and funding of any Special Projects, and
- e. Release of major NRSPP Discussion papers.

7.4.6. The aim is for the SC to be resource effective and will therefore meet four times per year, three will be virtual with at least one face-to-face hosted by a partners. The meetings will take place in February/March and September/October, with the latter aiming to coincide with the annual Australasian Road Safety Conference. There will also be (at least) one teleconference held in June/July to provide a status update.

7.4.7. The SC will be provided a monthly update of Program activities over that period except January. The update will be provided mid-month and not apply the month when the SC meets.

7.4.8. The decision-making process for the SC will require a simple two-thirds majority of the representatives present at the meeting.

7.4.9. The quorum for the SC will be 50% of all SC.

7.4.10. The Secretariat will develop a project plan for the NRSPP which is presented to the SC for endorsement at the beginning of each calendar year.

7.4.11. Agendas must be circulated one week prior to the meeting with a draft agenda provided one month prior for comment.

7.4.12. Draft minutes from the meeting must be provided within one week.

7.5. Working Groups

7.5.1. Working Groups will be formed to address specific areas of workplace road safety risk and must be approved by the SC.

7.5.2. Working Groups are established as per the [NRSPP Working Group Development Policy](#) approved 18 July 2014.

7.5.3. Partners of the Working Group must declare any conflict of interest. Discussions within the Working Group must be considered under Chatham House Rules, unless otherwise directed. Founding partners of the Working Group are approved by the SC. New partners seeking to join the Working Group must be approved unanimously by exiting partners.

7.5.4. The Utilities Forum operates as a specialised Working Group and operates under the [Terms of Reference](#) approved 25 September 2015.

7.5.5. The Working Groups will generally meet by tele/video conference, as required.

7.5.6. The decision-making process for Working Groups will require a simple two thirds majority of those present at the meeting.

7.5.7. Working Groups will have no quorum restrictions but should generally aim to proceed only if the experts for a specific activity are present.

- 7.5.8. Agendas will be provided a minimum of one day before the meeting and draft minutes will be circulated within seven days.

7.6. Delegates

Partners may nominate alternates, being mindful of the high-level strategic role and their investment in the NRSP.

7.7. Funding

- 7.7.1. The NRSP is funded by annual contributions from Core Funders who all sit on the GB.
- 7.7.2. Annual funding commencing 2017 financial year is \$60,000 per annum indexed for inflation annually.
- 7.7.3. Funding oversight and auditing will be as per outlined in Clause 6.1.

7.8. External Requests to Utilise the NRSP Website

- 7.8.1. Recognising that the NRSP is Government funded and that the NRSP is an independent organisation, requests by third parties to utilise the Program's platform to circulate content or surveys requires proper due diligence to be applied which includes:
 - 1. Identifying who is making the request and from what research organisation?
 - 2. What is the subject matter of the content?
 - 3. Who is funding the research?
 - 4. How will the information be utilised?
- 7.8.2. Any perceived concerns or conflicts of interest identified for the request must be shared with the GB and the PP will be provided one week to approve / reject. No response is considered acceptance and the content may go live.
- 7.8.3. The NRSP is not a platform to promote or market any technology provider and is to remain impartial. Providers may be referred to only in Case Studies and webinars where they have been successfully utilised as part of the organisation's road safety management systems.

8. Special Projects

- 8.1. A Special Project is defined as a project which the NRSP secures external funding to deliver.
- 8.2. Special Projects which fall under \$50,000 plus GST in value may be delivered by the Host as it chooses if it has the necessary skills and capabilities.
- 8.3. Special Projects which are greater than \$50,001 plus GST, the project plan must be put to the GB and the proposed approach for delivery outlined. The Host must choose the best suited and cost-effective PP to deliver the project.
- 8.4. The GB can choose to create a Governance Panel which the Host can draw upon to provide confidence that the project is delivered independently. Alternatively, a GB Partner may choose to be appointed to be part of the project and assist with its delivery.

9. Global Road Safety Partnership (GRSP) alignment

- 9.1. The GRSP and the NRSP have a strategic agreement which includes:
 - 9.1.1. GRSP providing NRSP PP access to GRSP members only content within the Corporate Resource Centre area of the GRSP global website.

- 9.1.2. Access to GRSP international networks is designed to assist the NRSP PP expand or enhance their road safety actions internationally.
- 9.1.3. Assist with providing speakers and contacts for NRSP functions.
- 9.1.4. Promotion and sharing of NRSP material through the GRSP network.
- 9.1.5. Exploring the opportunity for replicating relevant GRSP functions and initiatives.

10. Vehicle Safety Research Group (VSRG)

- 10.1. The VSRG oversees a Research Program, carried out by Monash University Accident Research Centre (MUARC), using an extensive, vehicle specification enhanced database incorporating police reported crashes, vehicle register details and insurance claims records collected across Australia and New Zealand. The VSRG's governance transferred to the NRSP on 1 July 2023, with a budget of \$455,100 plus GST spread across its members in Australia and New Zealand.
- 10.2. Costs relating to the governance of the VSRG by the NRSP are incurred by the VSRG.
- 10.3. The GB and the VSRG members receive monthly updates on the Program's delivery and provide funding and progress reporting updates at each meeting.
- 10.4. The VSRG Funding Agreement was developed by the Monash Office of General Council and endorsed by all members. Funding contracts are facilitated by MUARC and are established individually with each VSRG members on a three-year basis indexed for CPI. VSRG members will meet a minimum of three times per year and a maximum of four time per year, which a NRSP representative shall attend.
- 10.5. The NRSP, in collaboration with MUARC, shall have supporting personnel to assist with operational coordination and delivery of the VSRG program.
- 10.6. The VSRG will have its own brand and communications engagement which is coordinated through the NRSP in partnership with Swinburne University.
- 10.7. The VSRG develops a three (3) year Research Program that identifies the projects agreed to be undertaken in the initial calendar year, along with an indication of the projects expected to be undertaken in the following two (2) calendar years. A new three (3) year research project program is developed each year in consultation with member organisations.

11. NTARC2.0

- 11.1. The National Truck Accident Research Centre (NTARC) is an independent research facility funded by NTI Ltd established in 2005 whose research is crucial for gaining greater insights into heavy vehicle crashes. NTARC research has enabled NTI, and the whole transport sector, to help make sustainable improvements to road safety in Australia.
- 11.2. On 2 November 2023, the NRSP officially became the host of NTARC (through NTI sponsorship) to be known as NTARC 2.0 and formed through a Monash University NTI Multi-Research Project Partnership Agreement signed on 13 September 2023.
- 11.3. Under NTARC 2.0, the annual NTARC Major Incident Investigation Report (MIIR) will draw on the scientific rigour of MUARC and the NRSP's collaborative industry governance to expand industry and policy insights and produce targeted reports and communications to expand its reach and impact.
- 11.4. 2023/24 will be a scoping and establishment year for NTARC2.0, following which a three-year research program will be developed and delivered based upon its funding support provided by NTI and other potential partners.
- 11.5. Costs relating to the governance and delivery of NTARC2.0 will be incurred by NTARC2.0.

- 11.6. NTARC2.0 will operate under its own logo and lock-ups and be recognised as being delivered in a partnership between NTI, the NRSP and MUARC.
- 11.7. The Research Program is developed each year in consultation with the partnership and governed by Governance Council (GC).
- 11.8. The GC consists of a representative from NTI, the NRSP and MUARC, who will meet virtually at least quarterly or as determined by need.
- 11.9. NTARC2.0 will provide a progress report to the NRSP GB and SC meetings and as part of the Program Directors monthly update.
- 11.10. Any project or organisation that wishes to utilise NTI provided data must submit requests to the GC for approval.

12. Guidelines for the development of NRSP knowledge transfer

- 12.1. As per the NRSP [Knowledge Centre Collection Development Parameters](#) approved 13 February 2014
- 12.2. As per [NRSP Referencing Guide](#) current as at June 2023.
- 12.3. As per [NRSP Case Study Development Template](#) and remain current as per [Case Study Currency](#) approved 13 February 2014
- 12.4. As per [NRSP Thought Leadership Template](#) approved February 2015
- 12.5. As per [NRSP Internal Processes for Q&A May 2019](#)
- 12.6. As per [NRSP Webinar Brief](#) approved by 13 February 2014
- 12.7. As per the [NRSP Style Guide](#) approved March 2020.

13. Maintenance of the NRSP Charter

- 13.1. The NRSP Charter will be a line item at all SC and GB meetings to ensure it remains current and aligns with delivering the Program's vision, mission and objectives.
- 13.2. Current list of all partners and their action commitments will be summarised at each SC meeting.

Annex 1. NRSPP Performance Measures

SC Meeting No								
Date								
Obj. 1. Lead and empower Australian organisations to adopt workplace road safety initiatives, by promoting evidence-based information, tools, webinars and resources								
1.	Knowledge Base							
a	Case Studies							
b	Webinars							
c	Quick Facts							
d	Thought Leadership							
e	Research Papers							
f	Q&As / Fact Sheets							
g	Discussion Papers / Guides							
h	Toolbox Talk							
i	Campaigns							
2.	Website							
a	Users per month							
b	Bounce rate (%)							
c	Returned users (%)							
d	Searched for							
e	Sessions							
f	Page Views							
3	Forums							
4	Industry Linkages							
Obj. 2. Convene collaborations between partners, industry and researchers to deliver workplace road safety and social innovations throughout Australia								
1	Forums (Op/Σ)							
2	Special Projects (Op/Σ)							
3	Submissions (New/Σ)							
4	Research Partnerships							
5	Campaign (New/Σ)							
6	WG (Op/Σ)							
Obj. 3: Promote and recognise innovative approaches to reducing workplace road trauma								
1	Recognising innovation							
a	ACRS Award							
b	Case Studies							
2	Capacity Building							
3	Social Media							
a	LinkedIn							
b	Twitter							
c	Facebook							
Obj 4: Grow the NRSPP's partnership base and strengthen linkages with existing partners								
1	Σ Working Groups							
2	Σ Active WG / Forums							
3	Partners							
a	Program Partners							
b	Total Active WG Partners							
c	Total WGs Partners							

d	Total Collaborative Partnerships							
e	Linkages between partners							
4	Supporting Letters Sought							
5	Project Invitations							
Obj 5: Implement good practice approaches to the governance of the NRSP, which meet the needs of its partners and the sustainability of the program								
1	GB Meetings Take Place							
2	Reporting (As agreed)							
a	Monthly SC Updates							
b	NRSP Bulletin							
c	Monash Finance Check							
Obj 6: Contribute to the delivery of the National Road Safety Strategy and related Action Plans								
1	Listed in Action Plan							
2	Commonwealth engaged							
Obj 7: Fostering a financially sustainable program that continually delivers value through leveraging funding sources and exploring evidence-based road safety solutions and social innovations that align with NRSP's direction								
1	Program Innovation							
2	Partner Sponsor							
3	Expansion of Core Funding							
4	Partner Projects							
5	Additional Funding							
Obj 8: Be a strong voice on behalf of partners/members and the common interests of Australian communities relating to evidence-based workplace road safety and trauma								
	Media							
	Presentations							
	Conference Involvement							
	Meetings with industry							
	Workshops							
	Newsletters							

Annex 2: NRSPP Strategic Plan for 2023-25



Strategic Plan 2023-2025

OUR VISION

All businesses and organisations
striving to eliminate
workplace road trauma

OUR MISSION

We empower organisations through
learning, sharing and collaboration to develop
evidence based, best practices to minimise
workplace road trauma

OUR VALUES

Integrity

Trust

Collaboration

Learning

NRSP's STRATEGIC OBJECTIVES

OBJECTIVE 1: Lead and empower Australian organisations to adopt workplace road safety initiatives, by promoting evidence based information, tools, webinars and resources

OBJECTIVE 2: Convene collaborations between partners, industry and researchers to deliver workplace road safety and social innovations throughout Australia

OBJECTIVE 3: Promote and recognise innovative approaches to reducing workplace road trauma

OBJECTIVE 4: Grow the NRSPP's partnership base by 20% more than 2022, and strengthen linkages with existing partners

OBJECTIVE 5: Implement good practice approaches to the governance of the NRSPP, which meet the needs of its partners and the sustainability of the program

OBJECTIVE 6: Contribute to the delivery of the National Road Safety Strategy and related Action Plans

OBJECTIVE 7: Fostering a financially sustainable program that continually delivers value through leveraging funding sources and exploring evidence-based road safety solutions and social innovations that align with NRSPP's direction

OBJECTIVE 8: Be a strong voice on behalf of partners/members and the common interests of Australian communities relating to evidence-based workplace road safety and trauma

KEY OUTCOMES

30% of companies who are NRSPP partners
and actively participate in workshops or
use it's resources

Innovations result in stand-alone initiatives

Increased investment by businesses to
adopt new innovations in road safety

Increased uptake of memberships,
partnerships and global linkages

Program adheres to Charter and Working
Group Terms of References

NRSPP acknowledged as key link between
businesses and collaborative innovations to deliver
on action plans

Increase funding & resources from government,
philanthropic / grants to seed, and link social
innovation and promotion of workplace related
programs

influence and advocate for positive changes that
enable a shared responsibility to road safety and
minimise workplace road trauma