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PRIVACY CODE OF PRACTICE for TRANSPORT for NSW Road Safety Data Model Integration Project

1. Overview

- 1.1. This Code is made under Part 3, Division 1 of the *Privacy and Personal Information Protection Act 1998* (PPIP Act). It modifies the application to Transport for NSW (TfNSW) of certain information protection principles.
- 1.2. TfNSW is a NSW government agency constituted by the *Transport Administration Act 1988* (TA Act). TfNSW's role is to lead the development of a safe, efficient, integrated transport system that keeps people and goods moving, connects communities and shapes the future of NSW cities, centres, and regions.
- 1.3. TfNSW's functions are set out in the TA Act, and include for example, conducting or promoting research or investigations into the cause of accidents, their incidence and the ways and means that may be adopted for their prevention or for controlling or mitigating their effects.
- 1.4. This Code does not affect the operation of any exemptions provided under Part 2, Division 3 of the PPIP Act. This is consistent with section 29(6) of the PPIP Act.

2. Interpretation

- 2.1. In this Code:

Action Plan means the Road Safety Action Plan

CRS means the NSW Centre for Roads Safety

Information Protection Principles (IPP) means those principles contained in Part 2 Division 1 of the PPIP Act

Personal information has the same meaning as section 4 of the PPIP Act

PPIP Act means the *Privacy and Personal Information Protection Act 1998* (NSW)

Project means the Road Safety Data Model Integration Project which will form the data systems managed within TfNSW specifically for the purposes of collating and reporting road safety related data.

Section refers to a section of the PPIP Act unless otherwise stated.

TA Act means the *Transport Administration Act 1988* (NSW)

TfNSW means Transport for NSW

TfNSW Databases means the repositories of information maintained by TfNSW as described in paragraph 5.1 of this Code

3. Background

- 3.1. The NSW Government has set an aspirational target of zero trauma on the transport network by 2050. As the lead agency of the NSW transport cluster, TfNSW has established the Action Plan to achieve this target and is committed to improving road safety and reducing lives lost and serious injuries through a range of initiatives.
- 3.2. Within TfNSW, the CRS develops and delivers a range of evidence-based solutions to reduce the number of deaths and serious injuries on NSW roads across all

elements of the transport system. The CRS adopts a holistic and coordinated road safety strategy that involves enhancing infrastructure measures, improving vehicle safety, delivering safer speed limits, increasing police enforcement, and improving road user behavior using integrated measures such as advertising campaigns, legislation, licensing systems, community engagement and education to reinforce the need for positive road user behavior change. NSW has achieved significant reductions in road trauma because of this coordinated approach. The CRS is committed to the NSW Government's goal of achieving zero road trauma.

3.3. The CRS collects road crash information to enable the collation and dissemination of crash data. Each day crash data is manually processed and edited by the CRS to obtain information on every crash resulting in a death, injury or towed vehicle on NSW roads.

4. The Project

4.1. The Road Safety Data Model Integration Project (Project) will facilitate the automatic extraction of information and data from various TfNSW Databases to generate statistics that support and monitor TfNSW road safety policy and programs. The personal information contained in the TfNSW Databases has been collected by TfNSW for a specific purpose directly related to its regulatory road safety functions or activities.

4.2. The project involves the automatic matching of data from TfNSW databases using a unique identifier. This will enable the CRS to undertake detailed crash research and statistical analysis. It is expected the Project can provide TfNSW insights about the demographics, licence status and licence classes of drivers and riders involved in a crash.

4.3. Aggregated statistics relating to crashes can be generated based on inputs from the various databases TfNSW will use this information to assist in the development of road safety policies and initiatives to improve road safety for NSW road users consistent with the Action Plan and in accordance with this Code.

4.4. The statistical information will be generated and used by TfNSW on an ongoing basis even after the completion of the Project for the purpose of achieving the goals of the Action Plan. This statistical information will not be personal information, as individuals cannot be identified from this information.

5. Personal Information to which this code applies

5.1. This Code applies to personal information identified below that is contained in the following TfNSW Databases:

a) The Driver Vehicle System (DRIVES) database which holds NSW licencing and vehicle registration details:

- Information about individual licenced drivers: licence number, date of birth, gender, licence conditions, licence status, demerit point, offence data and type, court date, court outcome, penalty details
- Registration plate, registration status, vehicle colour, make, model, motive power, and all details of vehicle
- Photo card number, date of birth, gender.

b) Vehicle Regulatory Compliance database which holds information about heavy vehicle offences and complaints on NSW roads:

- Operator and driver offence date and type
- Operator and driver warnings type and date
- Operator and driver warnings court hearing date, court outcomes, infringement notice type and penalty details.

c) The Transport Incident Management System that holds information relating to accredited bus drivers and operators:

- Bus driver Name, date of birth and licence conditions
- Operator name.

d) The Camera Enforcement System that holds information on offences captured by enforcement cameras:

- Registration plate of vehicles crossing the Red-Light Safety Camera, Fixed Digital Speed Cameras, Average Speed Cameras, Mobile Speed Cameras, and Mobile Phone Detection Cameras

e) Vehicle Safety Compliance Certification Scheme that holds information relating to individuals who have registered modified light and heavy vehicles:

- Vehicle registration
- Vehicle modification details
- Name and certification of Vehicle Safety Inspectors.

f) The Case to Court Management System that holds information relating to individuals who have recorded court outcomes relating to traffic offences:

- Court location and date
- Registration plate
- Licence number
- Court outcomes
- Penalty notices with monitory penalties.

g) The Safer Driver Course Scheme that holds information relating to individuals who have undertaken a safer driver course:

- Licence number
- Date of birth
- Full name
- Gender.

h) The Heavy Vehicle Competency Based Assessment Scheme that holds information about Heavy Vehicle Competency Based Assessors and assessments:

- Licence number
- Test vehicle registration plate
- Full name
- Operator name.

i) The Motorcycle Licence Training and Testing Scheme that holds information of individuals who have undertaken a motorcycle training or assessment course:

- Licence number
- Provider name

j) The Older Driver Authority Scheme that holds information relating to older drivers with an active licence:

- Licence number
- Full name
- Gender
- Age.

k) The Rider Training Scheme that holds information relating to riders going through the training program:

- Licence number.

6. Application

The application of the Information Protection Principles under Division 1, Part 2 of the PPIP Act is modified to the extent described below:

- 6.1. **IPP 1 (Section 8) – Collection of personal information for a lawful purpose**
There is no intention to depart from this principle.
- 6.2. **IPP 2 (Section 9) – Collection of personal information directly from individual**
There is no intention to depart from this principle.
- 6.3. **IPP 3 (Section 10) – Requirements when collecting personal information**
There is no intention to depart from this principle.
- 6.4. **IPP 4 (Section 11) – Other requirements when collecting personal information**
There is no intention to depart from this principle.
- 6.5. **IPP 5 (Section 12) – Retention and security of personal information**
There is no intention to depart from this principle.
- 6.6. **IPP 6 (Section 13) – Information about personal information held by agencies**
There is no intention to depart from this principle.
- 6.7. **IPP 7 (Section 14) – Access to information held by agencies**
There is no intention to depart from this principle.
- 6.8. **IPP 8 (Section 15) – Alteration of personal information**
There is no intention to depart from this principle.
- 6.9. **IPP 9 (Section 16) – Agency must check accuracy of personal information before use**
There is no intention to depart from this principle.
- 6.10. **IPP 10 (Section 17) – Limit on use of personal information**
TfNSW may use personal information in the TfNSW Databases for the purposes of the Project to achieve the objectives of the Action Plan and to manage and monitor road safety related programs and measures.
- 6.11. **IPP 11 (Section 18) – Limits on disclosure of personal information**

There is no intention to depart from this principle.

6.12. IPP 12 (Section 19) – Special restrictions on the disclosure of personal information

There is no intention to depart from this principle.

7. Audit, review and reporting

- 7.1. The Project and associated compliance with this Code is subject to security, access and auditing controls that are appropriate for the information stored within the TfNSW Databases. TfNSW will undertake periodic audits to ensure security and access controls are complied with.
- 7.2. TfNSW will review the operation of this Code 12 months after its commencement. In its review TfNSW will consider if the provisions of the Code are all necessary and if it is operating consistent with its purpose and scope. TfNSW will report to the Privacy Commissioner about the outcome of its review.
- 7.3. At the conclusion of its second year of operation and any subsequent years, TfNSW will provide an annual report to the Privacy Commissioner on the operation of the Code as well as any user access audits referred to in clause 7.1.

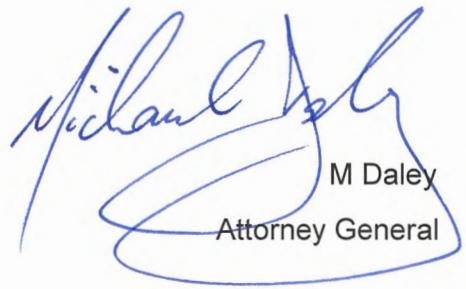
8. Compliance and Further Information

- 8.1. Once an Order making this Code is published in the NSW Government Gazette (or on such later date as may be specified in the order), an agency, person, or body, to whom this Code applies must comply with its provisions.

Privacy and Personal Information Protection Act 1998

Order

I, Michael Daley, pursuant to section 31 of the *Privacy and Personal Information Protection Act 1998*, by this order, make the Privacy Code of Practice for the Transport for NSW Road Safety Data Model Integration Project, which is annexed to this order, as a privacy code of practice.



M Daley
Attorney General

Signed at Sydney, this 21 day of November 2025.