

Inquest into the death of Ethan Stephenson

Ethan Stephenson died on 7 June 2014. Ethan was skateboarding or walking on the edge of a road on Russel Island when he was struck from behind by a four wheel drive travelling in the same direction.

Coroner John Hutton delivered his findings of inquest on 26 July 2017.

The Queensland Government responds to recommendations directed to government agencies at inquests by informing the community if a recommendation will be implemented or the reason why a recommendation is not supported.

The departments named in this response will provide implementation updates until the recommendation is delivered. Further information relating the implementation of recommendations can be obtained from the responsible minister named in the response.

Recommendation 2a

The Queensland Police Service increase permanent police numbers on Russell Island to keep up with demand. The former officer in charge of the Russell Island Police Station's suggestion of one sergeant and three constables is recommended.

Response and action: the recommendation is implemented.

Responsible agency: Queensland Police Service.

On 16 July 2018 the Minister for Police and Minister for Corrective Services responded:

The policing response to Russell Island continues to be supported with resources from the Bayside Patrol Group, South Brisbane District and Operations Support Command. In addition to officers stationed within Russell Island Police Division, the island has access to specialist police services within district, regional and central functions which includes Criminal Investigative Branch, Child Protection, Intelligence, Tactical Crime Squad and Road Policing, as well as Redland Bay Police Division and water police.

The resource requirements in response to calls for service, including the need for temporary deployment of general duties staff from the mainland, are monitored in real time by Brisbane Region's District and Regional Duty Officers on a twenty-four-hour basis. The Queensland Police Service continues to monitor police officer numbers and determination of appropriate staffing is made based on operational policing and direct service delivery requirements to ensure a fair and equitable policing service is provided throughout the state.

A review of staffing and resource allocation on Russell Island has been completed. A discussion paper outlining options for optimising service delivery and community safety is currently being prepared for consideration by the assistant commissioner for Brisbane Region.

On 8 January 2019 the Minister for Police and Minister for Corrective Services responded:

The QPS will increase police numbers on Russell Island from two to four officers to optimise community safety and service delivery. The QPS has allocated funding and secured suitable accommodation on Russell Island to facilitate the increase in police numbers.

It is expected the recruitment of the two additional officers and the new accommodation will be finalised in early 2019.

On 2 May 2019 the Minister for Police and Minister for Corrective services responded:

On 26 November 2018, the Premier announced the increase of two additional police for Russell Island Police Station. The QPS finalised the acquisition of a private residence on Russell Island to support the increase of staff at the local police station.

The two additional police positions will be advertised once logistical arrangements are finalised.

On 26 November 2019 the Minister for Police and Minister for Corrective Services responded:

The strength of the Russell Island Police Station has increased from two staff to four, consisting of a sergeant and three constables/senior constables, as per the coroner's recommendation. Two constables were selected for transfer to Russell Island Station to fill the newly created positions.

The officers will commence at Russell Island as soon as the relevant human resource paperwork is finalised.

Recommendation 2b

The Queensland Police Service increase speed enforcement activities generally on Russell Island to support any reduction in speed limits on the island implemented by the Redland City Speed Management Committee.

Response and action: the recommendation is implemented.

Responsible agency: Queensland Police Service.

On 16 July 2018 the Minister for Police and Minister for Corrective Services responded:

The Bayside Patrol Group Capalaba Road Policing Unit increased its rostered traffic enforcement activities on Russell Island from one shift per 28-day roster, to two to three shifts per 28-day roster, based on operational requirements. Speed detection and saliva analysis (drug testing) have always, and will continue to be, the unit's main focus of enforcement activities on Russell Island.

In addition, regular road safety enforcement operations involving other specialist police units, such as the tactical crime squad, are now conducted more frequently. These regular road safety enforcement operations target the Fatal Five road user behaviours including speeding, distraction and inattention, drink driving, driving tired and seat belts.

The QPS will continue to review options for resource allocation on Russell Island which may allow for increased speed enforcement activities in future.

Recommendation 2c

The Queensland Police Service allocate a vehicle mounted radar to the Russell Island Police Station, and training, to facilitate more effective speed enforcement on the island.

Response and action: the recommendation is implemented.

Responsible agency: Queensland Police Service.

On 16 July 2018 the Minister for Police and Minister for Corrective Services responded:

The Bayside Patrol Group Capalaba Road Policing Unit loaned a mobile radar to the Russell Island Police Station to conduct speed enforcement activities. Specialist vehicle hardware was installed on the police vehicle and is ready for deployment, as soon as the training requirements are completed.

The requalification training requirements for the use of a Lidar mobile radar is underway for the officers attached to the Russell Island Police Station. This is a prerequisite course that must be completed before officers can undertake the subsequent courses and training for the mounted radar in a police vehicle.

The training requirements for the officers on Russell Island will be completed as soon as practicable.

On 8 January 2019 the Minister for Police and Minister for Corrective Services responded:

Russell Island was allocated a vehicle mounted radar. One officer attached to Russell Island is trained and is authorised to use the vehicle mounted radar allocated to Russell Island Police Station. The radar is operated by Russell Island Police Station to undertake speed enforcement activities.

Due to the logistics associated with training for qualification and the time required off the island to undertake this training, the second officer attached to Russell Island Police Station has not been trained to use the vehicle mounted radar, however this will be subject to further review following the recruitment of the two additional officers on Russell Island.

Recommendation 2d

The Queensland Police Service amend the Queensland Police Service *Traffic manual* to include a time limit for a second alcohol breath test.

Response and action: the recommendation was not implemented.

Responsible agency: Queensland Police Service.

On 16 July 2018 the Minister for Police and Minister for Corrective Services responded:

The *Transport Operations (Road Use Management) Act 1995* sets out the arrangements for police officers who require a person to provide a specimen of breath for a breath test.

A breath test is usually the initial test taken by an officer using a mobile device, often roadside. An officer can request a breath test if the officer reasonably suspects the person was driving in the preceding three hours or was in charge of a vehicle or was involved in an incident resulting in a death, an injury or damage to property. The Act is supported by the Queensland Police Service *Traffic manual* which contains the policies and instructions in relation to operational traffic matters. The chapter of the manual titled 'Authority to breath test' says officers should take a breath test as soon as practicable and within three hours after the event (for example an incident resulting in injury, death or damage to property).

If the breath test is positive, the person may then be required to provide a further specimen of breath for analysis using different equipment. This second test is technically referred to as the *evidential breath analysis*. The initial breath test should not be confused with the evidential breath analysis. The certificate (or report) produced from the evidential breath analysis (as distinct from the initial breath test) is the evidence used to support a charge relating to a person's alcohol concentration.

Unlike the initial breath test, there is no statutory timeframe requirement to perform the evidential breath analysis.

If the certificate generated from the evidential breath analysis was conducted within three hours of the person last driving it can be used as conclusive evidence to support a charge. In cases where analysis is undertaken beyond three hours, the prosecution must call expert evidence as to the concentration of alcohol present in the breath of the person.

The coroner pointed out there is no time limit as to when police must conduct the evidential breath analysis. There is no statutory requirement in the Act setting out a timeframe for the evidential breath analysis. Consequently, there is no timeframe set out in the *Traffic manual* imposing a timeframe. Though as indicated there is a significant impetus for analysis to be undertaken within three hours. However, this may not always be possible.

Imposing a timeframe to obtain an evidential breath analysis in the *Traffic manual* and restricting when law enforcement could obtain a specimen for analysis would be contrary to police efforts to reduce road trauma. It would also encourage offenders to evade police until whatever stipulated time had expired. Not only would this adversely affect enforcement action under the transport legislation it would also adversely affect the prosecution offences such as dangerous operation of a motor vehicle where driving under the influence of alcohol is a circumstance of aggravation.

The Queensland Police Service does not support the coroner's recommendation to impose a three hour limit on obtaining an evidential breath analysis, however the QPS will consider amending the *Traffic manual* to emphasise the importance of having analysis undertaken within a three hour period to ensure the certificate evidence is conclusive and avoid the need for expert evidence.

Recommendation 2e

The Queensland Police Service allocate a saliva drug swab testing device to the Russell Island Police Station, and training, to enable police officers the ability to conduct initial drug tests on drivers, to determine whether it is necessary to escort drivers to the mainland for a blood test.

Response and action: the recommendation was not implemented.

Responsible agency: Queensland Police Service.

On 16 July 2018 the Minister for Police and Minister for Corrective Services responded:

A driver may be arrested or detained under the provisions of the *Transport Operations Road Use Management Act 1995* if their roadside drug or breath test results was positive or if they acted in a manner that would suggest they were under the influence of liquor or a drug (indicia). The driver can then be transported to a police station or place for a blood test which is then sent to the laboratory to test for the presence of liquor or a drug (a place can include a hospital or medical facility).

Currently, there are more than 560 police officers trained and approved to administer a roadside drug test across the state, of which approximately 162 are based in Brisbane Region. The Bayside Patrol Group Road Policing Unit currently has 11 officers trained to administer a roadside drug test. The general duties officers attached to the Russell Island Police Station are not trained and approved to administer a roadside drug test, and the police station is not equipped with a saliva drug swab testing kit. Road policing unit officers across the state are trained and approved to administer roadside drug tests, however, this capability is not extended to general duties teams.

Despite this, the Russell Island Police Station has standard protocols in place to proactively manage situations involving drivers who drive under the influence of liquor or a drug. This involves coordinating with the water police and the Redland Bay Police Station to transport driver/s to the mainland for a blood test and/or the Wynnum Watchhouse for processing. To ensure Russell Island maintains a policing presence, the officers will hand over the driver/s to the Redland Bay Police Station crew attending with the water police, for further processing and investigation.

This recommendation is not supported.

Recommendation 2f

The Queensland Police Service implement a policy that all drivers on Russell Island involved in a serious motor vehicle accident be subjected to an initial road side breath test and saliva drug test.

Response and action: the recommendation was not implemented.

Responsible agency: Queensland Police Service.

On 16 July 2018 the Minister for Police and Minister for Corrective Services responded:

Pursuant to section 5.5(ix) of the *Traffic manual*, a police officer attending a traffic crash has the authority to require the driver/s of any motor vehicle involved in a traffic crash to submit to a roadside breath test and saliva drug test. Furthermore, a police officer attending a traffic crash where a person has been seriously injured or killed has the authority to test all drivers for the presence of alcohol and drugs.

The Russell Island Police Station does not have the resources available or officers qualified and approved to administer a roadside drug test. Furthermore, drivers involved in serious traffic accidents generally are not able to provide testing on the roadside due to injuries. However, under the relevant legislation, police officers have the authority to transport the driver/s to the hospital on the mainland for a blood test to test for the presence of alcohol or a drug. The officers at Russell Island Police Station coordinate with the water police and the Redland Bay Police Station to transport driver/s to the mainland for a blood test and/or the Wynnum Watchhouse for processing. To ensure Russell Island maintains a policing presence, the officers will hand over the driver/s to the Redland Bay Police Station crew attending with the water police, for further processing and investigation.

This recommendation is not supported.

Recommendation 2g

The Queensland Police Service nominate a police liaison officer to attend each Redland Transport Advisory Group meeting and to liaise with the Russell Island police regarding traffic safety matters.

Response and action: the recommendation is implemented.

Responsible agency: Queensland Police Service.

On 16 July 2018 the Minister for Police and Minister for Corrective Services responded:

The officer in charge of the Bayside Patrol Group Capalaba Road Policing Unit (CRPU) is a founding member of the Redland Transport Advisory Group and attends every meeting. The officer in charge provides feedback from each meeting to all relevant stakeholders which includes the police officers at Russell Island Police Station. The officer in charge is the liaison officer between Redland Transport Advisory Group and the officer in charge of the Bayside Patrol Group.

Some strategies discussed at the Redland Transport Advisory Group meeting include progressing a joint road/traffic operation with CRPU and Queensland Transport inspectors, and further educational and school initiatives in relation to road safety. The South Brisbane District Crime Prevention Unit has also been engaged to provide assistance where required.

Recommendation 3a

The Department of Transport and Main Roads introduce a public bus service to Russell Island, utilising the Translink Go-Card system.

Response and action: the recommendation was not implemented.

Responsible agency: Department of Transport and Main Roads.

On 26 February 2019 the Minister for Transport and Main Roads responded:

The Department of Transport and Main Roads does not support the introduction of a new passenger transport service on Russell Island at this time on the basis that:

- The provision of transport services is challenging in low-density areas such as Russell Island as patronage demand is inadequate to support scheduled mass transit services.
- Russell Island currently has a low population with 2,836 residents (1.6 persons per hectare) recorded in 2016. This is an increase of 363 residents from 2011 (ABS Census) which indicates low population growth.
- TransLink's draft Integrated Public Transport Service Planning Guidelines identify that areas with a density under 9 persons per hectare do not support mass transit services.
- In addition, to implement a service, significant investment would be required on Russell Island to improve the road network, footpaths, lighting, bus stops and compliance with the *Disability Discrimination Act 1992*.

Redland City Council trialled bus services on Russell Island between 2004 and 2005. Council identified very low demand for the service of approximately 320 passengers using the service per month or 16 passengers per day. The trial bus operated four morning and four afternoon loop services.

Given the current low residential density and population, the expected limited patronage uptake, and significant investment required, the introduction of an urban bus service on Russell Island is not supported by department at this time.

Recommendation 3b

The Department of Transport and Main Roads take the lead in a safety campaign on Russell Island (in consultation with the Redland City Council and the Russell Island Primary School) to promote safe road usage by children (including the importance of using footpaths, not riding skateboards and other wheeled devices on the roads, and wearing helmets).

Response and action: the recommendation is agreed in part and implementation is complete.

Responsible agency: Department of Transport and Main Roads.

On 26 February 2019 the Minister for Transport and Main Roads responded:

The Department of Transport and Main Roads is working to support implementation of road safety education in Russell Island State School and throughout Queensland.

The Department of Transport and Main Roads' Road Safety, South East Queensland Region is an active member of the Redland Traffic Advisory Group. The group is chaired by the local authority, Redland City Council and includes members from a number of stakeholder organisations, such as the Queensland Police Service. The coroner's findings were discussed on 29 August 2017.

Russell Island State School joined the School Crossing Supervisor Scheme in January 2016 and have a children's crossing on High Street. There are two school crossing supervisors who work in rotating shifts to control the crossing. Prior to joining the scheme, the school provided volunteers to supervise the crossing with the department's support. Flashing school zone signs were installed.

On 5 September 2017, a Department of Transport and Main Roads road safety officer spoke with Russell Island State School about road safety around the school and, in implementation of this recommendation, provided educational material for the school to share with students and parents which included:

- safe school travel
- Road Safety Matters, a curriculum aimed at specific age groups
- Road Safety Hero Parent booklet, aimed at parents and how to teach your children safe road practices
- Be a Road Safety Hero, aimed at children and how to be road safety aware
- cycling.

The Department of Transport and Main Roads supports local communities, including through schools, to implement solutions for local road safety issues. This includes opportunities for funding through the Community Road Safety Grants scheme and developing new road safety curriculum resources for teachers to use during lessons. These efforts are supported by statewide communications through the StreetSmarts (formerly Join the Drive) program.

The Department of Transport and Main Roads offers funding to local councils and schools to implement community road safety projects through the Community Road Safety Grants scheme. In 2014, TMR provided funding through the scheme to Redland City Council to implement its No Excuses campaign, which included resources targeting driver behaviour around schools in the council area.

Local stakeholders can find further information about opportunities under the scheme on the Department of Transport and Main Roads website or by contacting the department's road safety manager in their region.

Under the new Queensland Road Safety Action Plan 2017-19, the department committed to develop and launch a suite of innovative road safety school curriculum resources for use by Queensland teachers and students. It is intended that these resources will include innovative, engaging activities and assessment linked to the Australian Curriculum to provide opportunities for meaningful learning while embedding good road safety behaviours.

Development has commenced with resources for years 5 and 6 which focus on wearing helmets when cycling, avoiding distraction and staying safe while crossing the road. Further road safety behaviours to be included for other age groups will be an important consideration as resources are developed and rolled out in future stages of the program.

The Department of Transport and Main Roads continues to implement the StreetSmarts social change program which encourages community engagement, action and participation to foster sustained attitudinal and behavioural change to improve road safety.

StreetSmarts' [Facebook](#) page currently has almost 139,000 followers, the highest number of followers of any Australian road safety organisation. It includes posts on child pedestrian safety, which give parents and carers tips about teaching children how to be safe pedestrians and how to safely walk to school. The department also regularly includes school holiday posts in its media calendar to encourage drivers to slow down and look out for children near the road. Regular school zone/back to school posts achieve high engagement and demonstrate that the community is interested in road safety around schools.

The Department of Transport and Main Roads, as part of the Redland Traffic Advisory Group, will continue to address any road safety concerns raised on Russell Island.

Recommendation 4a

The Queensland Government amend regulation 240 of the Transport Operations (Road Use Management – Road Rules) Regulations 2009 (Qld) (TORUM Road Rules) to prohibit skateboards, scooters, and similar wheeled recreational devices from all public roads

or

At the very least, amend regulation 256 of the TORUM Road Rules to mandate helmets, and the use of reflective clothing / illumination devices at night time, for all riders of skateboards, scooters, and similar wheeled recreational devices on roads.

Response and action: the recommendation was not implemented.

Responsible agency: Department of Transport and Main Roads.

On 26 February 2019 the Minister for Transport and Main Roads responded:

The government respectfully acknowledges the coroner's view that the Transport Operations (Road Use Management – Road Rules) Regulation 2009 (Queensland Road Rules) should be amended to prohibit skateboards, scooters and similar wheeled recreational devices from all public roads, and at the very least amendments should be made to mandate helmets and the use of reflective clothing/illumination devices at night time for all wheeled recreational devices.

The Queensland Road Rules currently limit the use of wheeled recreational devices to lower speed roads as they can only be used on roads with a speed limit of 50km/h or less. These roads must not have a dividing line or medium strip, nor be one-way roads with more than one marked lane. Wheeled recreational devices also cannot travel on any road at night, except to cross it by the shortest safe route. These restrictions, based on model laws contained in the Australian Road Rules, seek to ensure road user safety whilst facilitating efficient transport. Local councils also have the discretion to erect signage to prevent wheeled recreational devices from travelling along certain lower speed roads, for example, where it is considered unsafe.

The existing restrictions on the use of wheeled recreational devices are considered appropriate, and consideration is not being given to a general prohibition on roads. This would have the effect of disadvantaging users of such devices in areas where pedestrian infrastructure is not available.

The Queensland Road Rules do not currently mandate helmets and reflective clothing/illumination devices for riders of wheeled recreational devices given existing safeguards which permit their use on lower speed roads during the day. Wheeled recreational devices are not legally permitted on any road at night, and as such there is no need to implement a requirement to wear reflective clothing or have illumination devices.

Whilst bicycle riders must wear helmets, the Department of Transport and Main Roads (TMR) considers that wheeled recreational vehicles fundamentally differ from bicycles. Bicycles typically travel at higher speeds, have general access to the road network and can legally be ridden on the road at night. This means there is a heightened road safety risk profile associated with bicycle use that justifies mandatory helmet requirements. The same risks do not apply to wheeled recreational devices when they are used in accordance with existing legislative parameters and as such mandatory helmet requirements for wheeled recreational devices is not being considered.

Recommendation 4b

The Queensland Government amend section 80 of the *Transport Operations (Road Use Management) Act 1995 (Qld)* (TORA) to mandate an initial drug saliva swab test or blood test on all drivers involved in motor vehicle accidents that have resulted, or are likely to result in a fatality.

Response and action: the recommendation was not implemented.

Responsible agency: Department of Transport and Main Roads (lead) supported by the Queensland Police Service.

On 8 January 2019 the Minister for Transport and Main Roads responded and the Minister for Police and Minister for Corrective Services responded:

The government respectfully acknowledges the coroner's view that section 80 of the *Transport Operations (Road Use Management) Act 1995* (TORUM Act) be amended to mandate an initial drug saliva swab test or blood test on all drivers involved in motor vehicle accidents that have resulted, or are likely to result, in a fatality.

Testing currently relates to offences for being under the 'influence' of liquor or a drug or 'presence' of a drug:

- Testing relating to 'influence' is mostly done by requiring a specimen of breath or blood. A specimen of breath will indicate the concentration of alcohol in the blood and a specimen of blood will indicate the concentration of alcohol and drugs in the blood.
- Testing relating to 'presence' of a drug is undertaken by analysis of a specimen of saliva.

There is greater severity for offences related to 'influence' of liquor or a drug, than offences for 'presence' of a drug.

An officer will determine what testing is done depending on the prevailing circumstances including the availability of resources and in some instances the availability of qualified persons to undertake the testing. In most cases, police will undertake breath testing as breath testing resources are more widely spread across the state. Breath testing is also a more economical means of testing.

Where there is a fatality (or an incident likely to result in a fatality), QPS policy requires an officer to seek a specimen of blood for analysis. A specimen of blood is preferred because, as previously stated, it provides information on concentrations of alcohol and drugs in the blood. However, taking specimens of blood is unable to be mandated as there may be some difficulty in arranging for a specimen to be taken depending on the equipment and personnel resources available at that location.

The government does not intend to mandate an initial drug saliva swab on all drivers involved in motor vehicle accidents that result in (or are likely to result in) a fatality due to the level of complexity involved in drug testing. Testing for the 'presence' of a drug is a three-step process, requiring a preliminary test of saliva and a further confirmatory test if the first test is positive. If the confirmation test returns a positive, the saliva is sent for analysis.

Only police officers attached to the Road Policing Command and the Rapid Action Patrol are qualified and approved to administer roadside blood tests and saliva tests under section 80(8G) of the TORUM Act. This capability is not extended to general duties/first response officers who are often first on the scene of a crash, particularly in areas outside metropolitan centres. However, these officers will first assess the scene and will request officers from the Road Policing Command or Rapid Action Patrol to attend the scene and carry out the necessary tests. In addition, the Forensic Crash Unit officers will attend most fatalities. The Forensic Crash Unit have also been directed by Road Policing Command to arrange for the taking of such tests if they have not been taken. Essentially Forensic Crash Unit officers are the last control when all others have failed to require alcohol and drug testing.

The Queensland Police Service also notes that in the event a driver requires urgent medical treatment, it is likely an officer will attend the hospital and require a specimen of blood for analysis by a medical practitioner. The analysis will determine the concentration of alcohol and drugs in the driver's blood.

Recommendation 4c

The Queensland Government amend section 80 of the *Transport Operations (Road Use Management) Act 1995 (Qld)*, to only require police officers to take one saliva swab for initial drug testing (rather than two). (As was done previously to comparable provisions in relation to alcohol breath testing).

Response and action: the recommendation was not implemented.

Responsible agency: Department of Transport and Main Roads (lead) supported by the Queensland Police Service.

On 8 January 2019 the Minister for Transport and Main Roads responded and the Minister for Police and Minister for Corrective Services responded:

The government respectfully acknowledges the coroner's view that section 80 of the *Transport Operations (Road Use Management) Act 1995 (TORUM Act)* be amended to only require officers to take one saliva swab for initial drug testing, rather than two.

It is not possible to only take one saliva swab to obtain a conclusive result. Two saliva swabs are still required for the purposes of obtaining an evidentiary certificate for court. There is no current roadside technology available worldwide to allow for a single test to be completed for a conclusive result.

However, section 80 of the TORUM Act was recently amended to allow a single officer to complete all tests prior to the sample going to laboratory to test for the presence of an illicit drug.

Recommendation 4d

The Queensland Government review whether it is feasible to amend section 80 of the *Transport Operations (Road Use Management) Act 1995 (Qld)*, so that Queensland Ambulance officers can be authorised to take blood tests from drivers involved in serious motor vehicle accidents for drugs. This provision could be limited to remote communities, such as Russell Island, where there are no after-hours doctors, nurses or qualified assistants to take blood tests.

Response and action: the recommendation was not implemented.

Responsible agency: Department of Transport and Main Roads (lead) supported by the Department of Health.

On 1 November 2018 the Minister for Transport and Main Roads responded and the Minister for Health and Minister for Ambulance Services responded:

The government acknowledges the coroner's suggestion that a review of section 80 of the *Transport Operations (Road Use Management) Act 1995 (TORUM Act)* be undertaken to determine the feasibility of Queensland Ambulance Service officers being authorised to undertake blood tests from drivers involved in serious incidents, for the presence of drugs. The government notes the coroner indicated this could be limited to remote communities where no after-hours doctors, nurses or qualified assistants are available to take blood tests.

Consultation with the Queensland Ambulance Service indicates that it would not be feasible for paramedic to conduct blood tests on drivers involved in serious motor vehicle crashes. In particular,

the Queensland Ambulance Service notes that paramedics who attend serious motor vehicle crashes are often faced with complex acute clinical care requirements. In rural communities, the Queensland Ambulance Service response is often by a single paramedic who is supported by a community first responder or an emergency driver. Complex crash scenarios present a high workload for these first responders in undertaking their primary tasks of:

- assessing and prioritising immediate and definitive care needs
- delivering immediate care, and
- arranging for the provision of definitive care in the most time efficient manner.

It may also be necessary for paramedics to deliver support for others involved in an incident, including family members who may be in attendance. The Queensland Ambulance Service notes the complexities of these scenes and competing priorities for urgent medical care would also create difficulties in ensuring the chain of evidence requirements are adhered to, particularly when multiple drivers and patients are involved. Further, the Queensland Ambulance Service notes that taking blood samples for the purpose of drug-testing is a non-urgent medical procedure, which should not distract the acute clinical care requirements of paramedics who attend as first responders to serious motor vehicle crashes.