POSTER PRESENTATION & POSTER DESIGN GUIDELINES

PRESENTING YOUR POSTER

The poster sessions are scheduled for presentation in the main exhibitor's area where lunch and morning and afternoon breaks are held. The poster boards will be position so that they complement the exhibitor's stands and will be strategically placed so that the exhibitor's stands surround or are directly alongside the boards. This is so as to provide maximum exposure for the poster and the Authors. A photo of the Australasian Road Safety Conference poster boards and what can be expected is provided below. The poster sessions are very well attended and a popular feature of the Annual Road Safety Conference and provides a valuable opportunity for authors to present their papers.

Posters must be pinned to their allocated poster board. Poster presenters will be advised of the board number when they register. The presenter should be available to discuss their poster with conference delegates during designated poster sessions. It is recommended that business cards or contact details are made available with your poster at all times so delegates can get in touch with you at another time to discuss your work.

Posters should be printed in portrait orientation on A0 size (841mm wide x 1189mm high) paper. Pins to display the posters on poster boards will be provided by the Conference Organisers. Presenters may opt to present a poster using several smaller sized papers, but they will still be limited to display space equivalent to that of a portrait orientation A0 sheet.

CRITERIA FOR ROAD SAFETY POSTER AWARD

Poster presenters are automatically eligible for consideration for the Road Safety Poster Award. This prize is awarded to recognise the poster that reflects a completed road safety program, campaign or research project and which ranked best against the following criteria (in order of priority):

- potential contribution to road safety;
- originality in development and delivery; and
- demonstrated links between the need for the program, campaign or research project and its results.

TERMS AND CONDITIONS

- Failure to register may result in the presentation being deleted from the Conference Program and posters will not be displayed.
- Neither the acceptance of an abstract or the PDF of the intended content of a poster constitutes an offer to pay travel, accommodation, registration nor other costs associated with the Conference. Similarly, no fees will be paid to presenters.
- Posters which are not submitted by the required deadline or do not include all required information may be rejected.
- The decisions of the Conference Organisers are final.

POSTER FORMATTING TIPS

Keep contents SIMPLE. Good planning utilising visual images can make your presentation clear, effective and rewarding – bringing an incomprehensible poster presentation that is too densely packed with a high word count is a missed opportunity for authors and viewers. Posters should be easily readable from a distance of 1.5m or more. An example of a prize winning poster is provided below.

When finalising the layout of your poster, consider whether delegates will be able to easily follow the sections, or whether arrows or other markers may be needed. Avoid large blocks of text, as succinct bullet points and figures will be more easily digested than wordy paragraphs or complex tables. Attendees will usually not read a poster in detail when they can easily access the Extended Abstract/ Full Paper via the proceedings provided to them on their thumb drive. A Poster is a VISUAL communication tool, not a manuscript. The poster should provide a clear overview of your work and contain enough material to explain the research without an oral explanation. The viewer should be able to easily identify the primary concepts of the project without wading through a lot of text or complex formulas.

It is recommended that poster titles be printed in at least 72 point bold font. Presenters should be aware that text can be difficult to read when all in capitals, and should avoid overuse of capitals where possible. Headings should be bolded and at least 36 point font. It is unlikely that paragraph font less than 24 points will be readable.

- **Provide a title, author name(s), organization logos and/or other acknowledgements** to give credit to those who have done the work.
- **Identify 3 main points or concepts to communicate**, such as:
    - Problem Statement or Project Purpose
    - Methodology or Approach
    - Conclusions, Recommendations, or Lessons Learned
- **Text should be in bullets or small chunks broken up by subheadings**.
- **Arrange material in a logical sequence**, e.g. from left top to bottom right.
- **Offer a balanced mix of text and graphics.** Too many words will result in people glossing over or simply bypassing your poster.
- **Avoid acronyms and jargon.** Simple language is best.
- **Avoid dark coloured backgrounds.** Use light coloured backgrounds with black or very dark coloured text. Graphics should similarly provide a stark contrast to be readable.
- **Use simple graphics.** Charts, drawings and illustrations should be limited to a 2-3 color palette at a resolution of at least 300 dpi. Visuals should be large enough to be comfortably read from a metre away.
- **Authors should consider preparing and rehearsing a brief (up to 5 minutes) oral presentation** for delivering to people gathered around the poster.

Australian Naturalistic Driver Study

ANDS

UNSW

TARS Research Centre

Never Stand Still | Science | Transport and Road Safety (TARS) Research Centre, UNSW Sydney, Australia

Raphael Grzebieta[1], Ann Williamson[1], Jan Eusebio[1], Teresa Senserrick[1], Jude Charlton[2], Kristie Young[2], Jeremy Woolley[3], Andry Rakotonirainy[4], Narelle Haworth[4]

[1]Transport And Road Safety (TARS) Research Centre, University of New South Wales, Australia, [2]Monash University Accident Research Centre, Australia, [3]Centre for Automotive Safety Research, University of Adelaide, Australia, [4]Centre for Accident Research and Road Safety (CARRS-Q), QUT, Australia.

Why an Australian NDS?

- Many studies now all over the world
- Driving conditions, environment, regulations, fleet composition, socioeconomic factors, population density and culture different. Many studies show these factors play a role in road safety outcomes
- NDS projects have yielded valuable insights into driver and road user behaviour, their applicability to the Australian context is not known

AUSTRALIAN NATURALISTIC DRIVING STUDY

2 Study Sites

Teams of technicians and researchers from UNSW and MONASH are working to install the ANDS equipment in SYDNEY and MELBOURNE

360 Participants
4 months each
1,800,000 km
21 years of video

Instrumentation includes:

- Video (front, face, hands, rear)
- Radar
- GPS
- Alcohol sensor
- 3-axis accelerometer
- 3-axis gyroscope
- Mobileye
- Seeing Machines
- Vehicle CAN
- Lane tracker
- Temperature sensor
- Decibel meter

- 180 Sydney/Regional NSW

- 180 Melbourne/Regional Victoria

- Full drivers' licence: 21 to 70 years
- Drive own vehicle for 4 months with VTTI's DAS (Data Acquisition System)

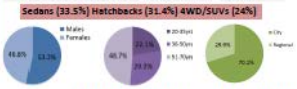
- Mobileye ADAS: used as sensor input; warnings suppressed

- Seeing Machines DMS (Data Monitoring Sys)

- Rotate equipment between cars (waves of instrumentation)
- ANDS not focussing on crashes, but on behaviours that occur often and regularly

Launch of ANDS, 21 April, 2015

Sedans (33.5%) Hatchbacks (31.4%) 4WD/SUVs (24%)



ANDS PROJECT PARTNERS

Australian Government Australian Research Council

Australian Research Council Linkage Grant

TARS Research | UNSW AUSTRALIA | MONASH University Accident Research Centre | QUT Queensland University of Technology | CARRS | THE UNIVERSITY of ADELAIDE | VirginiaTech Transportation Institute | seeingmachines

NSW Government | Transport for NSW | NSW State Insurance Regulatory Authority | vicroads | TAC | TRANSPORT ACCIDENT COMMISSION | MAC | HYUNDAI NEW THINKING. NEW POSSIBILITIES.