

NRMA — ACT
ROAD SAFETY TRUST



ANNUAL REPORT 2005/2006



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NRMA - ACT ROAD SAFETY TRUST

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Mr John Hargreaves, MLA
Minister for Territory and Municipal Services
ACT Legislative Assembly
London Circuit
CANBERRA ACT 2601

Dear Mr Hargreaves

In accordance with the requirements of Part 9 of the Schedule to the NRMA-ACT Road Safety Trust Act 1992, we have pleasure in presenting to you the annual report and financial statements for the NRMA-ACT Road Safety Trust for the period 1 July 2005 to 30 June 2006.

A copy of the report has also been sent to Mr Graeme Adams, Head of CTP, Insurance Australia Group, Sydney.

Yours sincerely

Professor Don Aitkin AO
Chairman

Ms Petrina Casey
Trustee

Dr Angus McIntosh OAM
Trustee

Ms Kerry Fitzgerald
Trustee

Mr Hamish McNulty
Trustee

31 October 2006



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Mr Graeme Adams
Head of CTP
Insurance Australia Group
Level 5
65 Pirrama Street
PYRMONT NSW 2009

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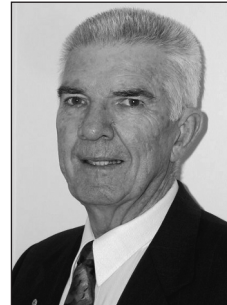
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1. CHAIRMAN'S REPORT

It is my privilege as Chairman to present this report on the Trust's activities for the year 2005/2006.

A lot has happened in the last twelve months and much of it gives me cause for optimism in terms of the challenge to reduce death and injury on our roads. One of the reasons I am often re-energised in this quest is that the Trust regularly has the opportunity to interact with knowledgeable and committed people who provide wonderful inspiration in terms of what can be achieved in the area of road safety. Professor Claes Tingvall, Director of Traffic Safety at the Swedish Road Administration epitomised that inspiration when delivering the keynote address at the Trust-sponsored seminar on Road Safety Initiatives on 21 October 2005 at the CSIRO Discovery Centre.



Professor Tingvall is widely regarded as the founding father of Sweden's *Vision Zero* policy, which is based on the principle that *no one should be killed or injured for life in road traffic*. The theory recognises that people sometimes make mistakes while using the road system. The underlying premise is that individuals are responsible for abiding by the road rules and system designers need to ensure adequate safety-orientated road rules are in place. A number of Australian jurisdictions have been inspired by the *Vision Zero* concept and are implementing many of its policies to suit Australian conditions through a "Safe System" approach. The Trust applauds this initiative and hopes all jurisdictions will embrace the *Vision Theory* plan. Professor Tingvall was only visiting Australia for a short time and it was a coup for the Trust and the Australasian College of Road Safety to have him visit Canberra and deliver such a compelling address.

The annual grant program continues to underpin much of the Trust's activities. In July 2005 I announced funding to the value of \$717,000 for a range of innovative projects. Three additional projects were approved a few months later taking the overall commitment to \$969,000. These twenty eight projects have considerable road safety potential and the community will be the beneficiary in the medium and long term of these endeavours. It is difficult to single out any one initiative but the research being undertaken by the Monash University Accident Research Centre on the potential application of the aviation industry's Crew Resource Management (CRM) training program to young driver training is particularly exciting. CRM is based on building communication in the cockpit to promote safety and the application of that to the car 'cockpit' has the potential to positively influence driver and passenger safety. Research some years ago by Monash University found that over one third of vehicle occupants killed or seriously injured in ACT crashes were passengers. Clearly passengers have the potential to be a positive influence on drivers and CRM recognises their value. This Trust-funded research received worldwide interest at an international conference in Orlando, Florida in July 2005.

Australia has an international reputation for being in the vanguard of road safety research. However, attracting quality postgraduate students to undertake study in areas of relevance to road safety is an ongoing challenge. In recognition of this the Trust offered six Postgraduate Scholarships to six universities with established credentials in the area of road safety research during the year. The aim of the Scholarships is to encourage innovative and substantial research into roads safety and its value puts it at the top end of available scholarships. Already three high quality students have been awarded a Trust Scholarship and are undertaking exciting research in the areas of (1) Drugs and Driving (2) Organisational Models Applied to Fleet Safety and (3) Limiting High Risk Novice Driver Behaviour. I expect the other universities to soon approach the Trust with the names of quality candidates anxious to have the attractive Trust Scholarship offered to them.

Offering postgraduate scholarships to selected interstate research institutions is in keeping with the Trust's recent decision to advertise nationally for research proposals under its Grant Program. It is still the Trust's preferred option that its funded research be undertaken within the ACT – with the benefits shared nationally. The ACT already benefits from other funded research and the Trust believes the selective commissioning of research outside the ACT increases the opportunity for benefits to flow back into the Territory.

In reflecting on the various initiatives funded by the Trust in the past year I was struck by their incredible diversity. From awareness campaigns around the hazards of kangaroos literally in our suburban streets, to being mindful of the dangers of fatigue – whether visiting our neighbouring snow fields or coastal beaches for a day or a weekend. A Trust-funded campaign on being aware of the potential hazards of driving on the regions significant network of gravel roads won a prestigious award and a range of safety initiatives for all road users were also funded. Since it was established in 1992 the Trust has committed close to \$17 million to over 260 projects. There is no doubt the Trust has an enviable record in funding high quality road safety initiatives.

On behalf of the Trust, I would like to thank the individuals and organisations, that have provided the Trust with advice and support during the year. In particular, I would like to mention the Trust's road safety consultant Dr Peter Vulcan, who provides the Trust with peerless advice and comment. The support of the Department of Urban Services (DUS) should also be acknowledged – particularly that provided by its Road Safety Manager Jean Butler. Relationships come no better than the one between the Trust and DUS. The Trust also enjoys an excellent partnership with ACT Policing and we look forward to continuing that liaison during the years ahead.

I look forward to continuing to work with my fellow Trustees and the Secretariat in the quest to meet the road safety challenges ahead. For its part the Trust remains firmly committed to the task of reducing road trauma in our region.



Emeritus Professor Don Aitkin AO
Chairman

2. HIGHLIGHTS OF THE YEAR

2.1 2005/2006 GRANT PROGRAM

The announcement of the Trust's 2005/2006 Grant Program on 15 July 2005 by Trust Chairman Professor Don Aitkin was one of the main highlights of the year. The Program comprised grants totalling some \$717,000 for twenty-five innovative projects across a wide spectrum of the community. A further three projects were subsequently approved making a total commitment of \$969,000 for the program.

These grants took total Trust funding for road safety initiatives in the ACT to some \$17 million, since it was established in 1992. Details of the individual projects in 2005/2006 are provided in Section 4.4 of this Report.

2.2 KANGAROO AWARENESS CAMPAIGN



Mr Mick Gentleman MLA (left), Dr Maxine Cooper, and Trustee Dr Angus McIntosh with the Trust cheque.

The Trust provided a grant of \$27,500 to Arts, Heritage and the Environment to assist with a community awareness campaign on the theme **Kangaroos Cross Roads – Give Kangaroos a Brake**. The campaign included radio and television messages as well as the distribution of a brochure via shop fronts, libraries and tourist info centres.

The campaign was launched at the Canberra Museum and Gallery Theatre, Civic Centre and received widespread media coverage. This was the fourth consecutive awareness campaign to which the Trust had contributed with a total expenditure of \$74,200.

2.3 GRAVEL ROAD AWARENESS CAMPAIGN

Yass Valley and Upper Lachlan Councils received a grant of \$27,500 from the Trust for a television campaign highlighting the potential hazards motorists may encounter on unsealed roads. The campaign known as “*Take Me Home Country Road*” ran on Southern Cross Ten television from September 2005 through to January 2006 and urged motorists to:

- Slow down and drive to the conditions;
- Take care when passing or overtaking; and



Secretary/Manager Eddie Wheeler (left) and Trustee Hamish McNulty hold the Award.

- Be alert particularly for wandering stock, school buses and farm machinery.

The campaign was an extension of an earlier one that commenced in 2004 and featured radio messages on ACT and regional radio to which the Trust had also been the major contributor. The crowning moment for the campaign came in May 2006 when it was awarded the *Local Government Excellence in Road Safety Award* at the Annual Conference of the Institute of Public Works Engineering Australia, NSW Division.

2.4 ROAD SAFETY INITIATIVES SEMINAR

The CSIRO Discovery Centre at Black Mountain was the venue for a seminar on *Road Safety Initiatives* that featured international, national and local researchers and practitioner. The seminar was hosted by the ACT and Region Chapter of the Australasian College of Road Safety and sponsored by the Trust.

The keynote speaker was Professor Claes Tingvall, Director of Traffic Safety at the Swedish Road Administration and Chairman of EuroNCAP. Professor Tingvall is one of the founding fathers of Sweden's Vision Zero policy and his presentation created significant media interest.

2.5 MOTORCYCLE SAFETY AWARENESS CAMPAIGN

The Motorcycle Riders Association of the ACT received a grant of \$ 38,500 from the Trust for a television campaign aimed at enhancing the safety of motorcycle riders. Using the creative talents of WIN Television, three 30-second messages were developed with three key objectives:

- to increase riders' awareness of their own vulnerability;
- to educate riders in risk management and hazard perception skills; and
- to increase drivers' awareness of motorcycle safety issues.

According to the Australian Transport Safety Bureau, motorcycle riders are 29 times more likely to be fatally injured than operators of other vehicles travelling the same distance. With the popularity of motorcycle riding on the increase this timely campaign, which ran in the lead-up to Christmas was well received by the motorcycling community.

The campaign was backed up by two other Trust funded initiatives aimed at enhancing the safety of motorcyclists. A grant of \$22,060 has allowed the MRA to conduct twelve courses of an on road risk awareness and rider development program based on a very successful initiative developed by Honda Australia Rider Training (HART) in Victoria.

Further funding of \$16,500 by the Trust has allowed the MRA to continue running its very successful Mature Age Skills Training for Experienced Riders (MASTERS) program. Aimed



Professor Claes Tingvall ponders a question at the seminar.

at enhancing the skills of mature riders returning to riding after a long break, this course continues to prove very popular with the target audience.

2.6 POSTGRADUATE ROAD SAFETY SCHOLARSHIP SCHEME

During 2005/2006 three universities took up the Trust's offer of a Postgraduate Road Safety Scholarship. These Scholarships offer an annual tax-free stipend of \$30,000, which combined with its other benefits places them at the top end of available scholarships. Monash University (Accident Research Centre), Queensland University of Technology (Centre for Accident Research and Road Safety) and the George Institute for International Health each have quality students embarking on areas of research with significant road safety potential.

2.7 ROAD SAFETY TELEVISION CAMPAIGN DURING THE COMMONWEALTH GAMES

Mindful of the big television audience that would watch the Commonwealth Games during March 2006, the Trust committed \$38,000 to a road safety campaign on WIN television focusing on (1) the dangers of using a mobile phone while driving and (2) speed and breaking distances.

The dangers of speeding are well established and it is a major contributor to road trauma. Many motorists overestimate their stopping capability and fail to appreciate the laws of physics in an emergency situation. The use of a mobile phone while driving is a common sight on our roads and this practice can lead to a serious or fatal crash. The campaign ran beyond the end of the Games to the end of June thanks to the generosity of WIN Television who provided a significant number of free screenings.

2.8 ROAD SAFETY CAMPAIGN IN CANBERRA CINEMAS

The Trust committed almost \$64,000 to a road safety campaign utilising a two-minute film called *Harsb Reality* in Hoyts cinemas in Belconnen, Tuggeranong and Woden during March through to June 2006. Developed by Victoria's Transport Accident Commission (TAC) *Harsb Reality* targets the risk taking behaviour of young male drivers and seeks to empower passengers to speak out if a driver is engaging in risk taking behaviour. Research indicates the movie resonates with the target audience – particularly with young females.

These initiatives are covered in more detail in Section 4.4 of this report.



Dr Angus McIntosh speaks at the launch of the Onroad Risk Awareness campaign on 3 February, 2006 in Civic Square.

3. OBJECTIVES, MEMBERSHIP AND FUNCTIONS OF THE TRUST

3.1 ESTABLISHMENT OF THE TRUST

On 21 December 1991, the ACT Government and NRMA Insurance Ltd jointly announced the establishment of a trust fund into which \$10 million would be invested and from which expenditure on projects to enhance road safety for the benefit of the ACT road-using community would be drawn. NRMA Insurance Ltd made this amount available, as a result of surplus third party premiums arising from lower than expected compulsory third party injury insurance claims against NRMA Insurance during the 1980s. Investment income earned in advance of project expenditure increased this original sum to over \$12 million.

The Trust was formally established under the *NRMA-ACT Road Safety Trust Act 1992*. It is a statutory public charitable trust and is administered by a Board of Trustees comprising five part-time honorary members.

The \$12 million in funding was fully committed to projects by 30 June 1998 and the Trust was expected to be wound up by the year's end. However, during that year the ACT Government and NRMA Insurance jointly announced the Trust would be able to continue its role as a result of a new funding source. Income would come from a \$1.50 Road Safety Fee to be raised in association with ACT motor vehicle registration fees and matched by NRMA Insurance. The ACT Government increased the Road Safety Fee by fifty cents to \$2 as from 1 July 2001 and some \$900,000 was raised during 2005/2006.

3.2 FUNCTIONS AND OBJECTIVES OF THE TRUST

The Trust's principal objective is to enhance road safety for the benefit of the ACT road-using community.

In giving effect to its objectives the Trust, without limiting the generality of the principal objective, has the following additional objectives and purposes:

- (a) to promote and stimulate research and investigation on road safety, and implementation of accident and injury countermeasures, especially in the area of accident prevention and injury minimisation;
- (b) to encourage and promote the education of the ACT road-using community;
- (c) to co-operate with other bodies or organisations both within Australia and overseas having some or all of their purposes similar to the purposes of the Trust;
- (d) to construct or facilitate the construction of any physical improvements to any land in the Territory to promote safe driving practice;
- (e) to assist in the care and rehabilitation of persons injured or traumatised as a result of road accidents.

3.3 MEMBERSHIP

The five Trustees comprise two Trustees appointed by NRMA Insurance Ltd, two Trustees appointed by the ACT Government and a further Trustee appointed by agreement between NRMA Insurance Ltd and the ACT Government as an independent Chairperson of Trustees.

The Trustees are appointed to hold office until a date determined by the relevant Appointor or Appointors or until the Trust is wound up.



CHAIRMAN
Professor Don Aitkin AO
NRMA Insurance Ltd and
ACT Government Joint Appointee
(22.6.01 and ongoing)



Dr Angus McIntosh OAM
NRMA Insurance Appointee
6.7.01 and ongoing



Ms Kerry Fitzgerald
ACT Government Appointee
26.8.03 and ongoing



Mr Hamish McNulty
ACT Government Appointee
21.11.05 and ongoing



Ms Petrina Casey
NRMA Insurance Appointee
23.2.05 and ongoing

3.4 MEETINGS

Between 1 July 2005 and 30 June 2006 the Trust held three meetings as follows:

| | |
|---------------------|------------------|
| 107th Trust Meeting | 10 November 2005 |
| 108th Trust Meeting | 11 May 2006 |
| 109th Trust Meeting | 15 June 2006 |

Attendance by Trustees at these meetings was as follows:

| | |
|----------------------|---|
| Professor Don Aitkin | 3 |
| Dr Angus McIntosh | 3 |
| Ms Kerry Fitzgerald | 3 |
| Ms Petrina Casey | 3 |
| Mr Hamish McNulty | 2 |

4. GRANT PROPOSALS AND APPROVALS – 2005/2006

4.1 PROPOSALS RECEIVED

The Trust operates an annual grant program with advertisements prominently placed in the Canberra Times and Chronicle in December and the following February. The Trust usually meets in April/May and June/July to finalise the grant program for the following financial year. Approved proposals may run up to two years or three years in exceptional circumstances.

The Trust received thirty nine applications for funding in respect of the 2005/2006 Grant Program with a total value of some \$1.260 million.

The 105th Trust meeting on 19 May 2005 finalised the 2005/2006 Grant Program, which was announced by the Chairman on 15 July 2005. The Program comprised twenty-five projects to the value of \$717,000. Three later projects were approved bringing the total value of approvals to \$969,000. Details of these projects are provided later in this Section with a summary table at Appendix A.

4.2 ASSESSMENT OF APPLICATIONS

When an application is received, it is first appraised by the Secretariat against the eligibility criteria and guidelines set down by the Trust. If the project proposal is within the criteria and guidelines, the submission is forwarded to Dr Peter Vulcan the Trust's specialist road safety consultant for further assessment and recommendation to Trustees.

Once an application has been approved, a Grant Agreement, setting out the terms and conditions on which the project will be funded is prepared and forwarded to the applicant. Once the Grant Agreement is executed arrangements are made for payment of the grant.

4.3 ELIGIBILITY CRITERIA AND GUIDELINES

Any organisation or individual, including associations, non-profit groups, private companies and Government organisations can apply for a grant from the Trust. The main criteria against which projects will be judged are:

- High priority will be given to projects that focus on addressing the causes of accidents and injuries, and/or effective types of countermeasures;
- Projects should preferably have an on-going effect on reducing accidents and injuries. However, funding should involve a time-scale of no more than two years;
- Projects may assist in the treatment and rehabilitation of road accident victims;
- Projects must be consistent with the objectives of the Trust (see Section 3.2);
- They must not conflict with NRMA Insurance or ACT Government policies or programs;
- Relevant copyright and intellectual property requirements must be met;
- Projects must represent good value for the ACT community;
- Funds are usually only provided to projects that would not normally be eligible for Government funding;
- Projects need to be effectively controlled and administered;
- Project plans should allow performance to be evaluated;
- Projects should not be illegal or likely to lead to illegal activities;
- Projects should not expose the Trust to the risk of liability; and

- Projects should not be associated with products or activities that militate against good driving practice.

These criteria and guidelines, and the processes by which the Trust determines grants, are outlined in detail in the Guidelines for Applicants.

At a more general level, Trustees have been concerned that meritorious proposals from Government departments/agencies, might not qualify for Trust sponsorship, where it might be argued that they should be funded by Government (as part of the Government's normal responsibilities).

The Trustees thus decided that, as a matter of policy, they would make grants to Government departments and agencies or authorities with substantial Government involvement in certain limited instances. Those limited circumstances would be where a 'Government' proposal had demonstrated 'outstanding merit', a proven urgent need, and strong community support. Thus, although support is given primarily to non Government groups and individuals, it has been possible, in some cases, that Government agencies will benefit either directly or indirectly from Trust grants.

4.4 2005/2006 GRANT PROGRAM

A) NEW COMMUNITY PROJECTS

1. Defensive Educated Driving (Community Programs Association Inc)

A grant of \$8,500 was provided to Community Programs Association Inc for a defensive driving course for some fifty of its employees who daily transport people with disabilities around the ACT. This was a very popular program with the employees and the Association was delighted with the outcome.

2. Assessing health knowledge related to driving and anxiety related to driving in older adults (Centre for Mental Health, ANU)

Funding of \$82,566 was provided to the ANU for a two part study that will (1) identify what older drivers do and don't know about physical health issues and medical conditions that may influence their driving safety and (2) measure anxiety related to driving and driving cessation in later life. This project is still continuing and should be completed by the end of 2006.

3. Bike Education in Primary Schools (Pedal Power ACT Inc)

Pedal Power ACT Inc received a grant of \$25,300 for the development and delivery of an eight-week cycling education and safety awareness program to primary school children in the ACT. The project would be an extension of a pilot scheme that had been delivered in three primary schools, and which was based on the Victorian Bike Ed program.

The Bike Ed program has become a national schools program and has been adopted by New Zealand. The Program includes the following:

- Basic bike riding skills and helmet use
- Pedestrian and vehicle awareness
- Basic road rules

The program ran very successfully during 2005-2006 in the following seven primary schools in Canberra and Queanbeyan:

- Red Hill Primary
- Kambah Primary
- St Jude's Primary, Holder
- Forest Primary After School Care
- St Gregory's Queanbeyan
- St Thomas, Kambah
- Mawson Primary



Dr Angus McIntosh presents a certificate at St Jude's Primary. Ms Raynie McNee from Pedal Power assists.

On 21 June 2006 Trustee Dr Angus McIntosh OAM presented Certificates of Achievement to eighteen students at St Jude's Primary School. [While the project was completed by 30 June 2006, the Trust has approved additional funding of \$16,500 to allow the project to continue until the end of 2006].

4. Child Pedestrians: Factors associated with ability to cross roads safely and development of a training package to select safe gaps in the traffic (Monash University Accident Research Centre)

Funding to the value of \$131,278 was approved for the Monash University Accident Research Centre to undertake a project that would (1) identify some of the factors that may be associated with increased crash and injury risk for young child pedestrians under the age of 10 years to raise awareness of the issues amongst parents; and (2) identify the functional and behavioural factors associated with poor gap selection among primary school children and develop a training package to teach children road safety skills particularly selecting safe gaps in traffic in which to cross the road.

The project is progressing satisfactorily and trials to date suggests that younger children (6 year olds) are 12 times more likely than older children (12 years of age) to make a critically incorrect decision (ie a 'yes' response when time gap was too short and would have resulted in a collision or driver needing to take evasive action). The project is expected to be completed by the end of 2006.

5. ACTION *Nightrider* (ACTION Authority)

ACTION was provided with a grant of \$13,200 to assist with the costs of advertising the *Nightrider* bus service over the three week Xmas/New Year period. The program is in its 13th year of operation and would commence on Friday 2 December 2005 and operate every Friday and Saturday night until Saturday 23 December. It would then operate on New Year's Eve.

The *Nightrider* service has the potential to reduce the number of alcohol-affected drivers on the roads and in 2004 some 4,468 passengers utilised the service. The aim of the service is to:

- Inculcate an awareness of a safe alternative travel option to driving home; and

- Encourage people to pre-plan bus travel home.

The **Nightrider** service targets 18-44 year olds and aims to encourage partygoers to take a bus home rather than drive. The service begins at approximately 1.15am and continues until



Kerry Fitzgerald speaks at the launch of the Nightrider service on 24 November 2005.

4.45am. Buses run over seven different routes from the Civic Bus Interchange and drop passengers within a reasonable walking distance to most Canberra homes listed on the timetable. In addition, a Club Loop operate between Manuka, Kingston and the City. The fare was set at \$5 and “The best catch after 1am” was the adopted slogan.

The **Nightrider** service was launched by the ACT Minister for Planning Mr Simon Corbell MLA at Mooseheads Bar and Café on 24 November 2005. Trustee Ms Kerry Fitzgerald represented the Trust and the launch received considerable media coverage.

6. Drivers’ Understanding of Fatigue Management and Fatigue Countermeasures (ARRB Research)

ARRB Research received funding worth \$39,383 to undertake a project aimed at the exploration of drivers’ understanding and use of fatigue management practices and the application of fatigue countermeasures. The project involved eight focus groups in the ACT half of would be drivers aged 18-25 years with the balance aged 30-50 years. The project would aim to encourage drivers to use fatigue management practices and countermeasures.

The project has been completed and it found that ACT drivers appear to have a good understanding of the potential hazards of driving while fatigued. However, many still engaged in countermeasures that had virtually no long lasting effect such as winding the window down or singing loudly. Few, if any, had any appreciation of the role our body clocks play in relation to fatigue – such as between the afternoon hours of 2-4pm. The report will be officially released in early July 2006.



7. First Aid Training and Harm Minimisation for Victims of Road Trauma: A Population Study (Research Centre for Nursing Practice Canberra Hospital)

A grant to the value of \$71,007 was approved for the Research Centre for Nursing Practice to investigate (1) the prevalence of first aid training among ACT drivers (2) the incidence of being a bystander and providing first aid (3) the range of first aid skills being utilised in this situation (4) the motivation to intervene as a bystander and (5) the perceived impact of first aid training on the risks people take in road traffic. A survey of some 6,000 ACT drivers would underpin the project.

The Project Leader Professor Paul Arbon moved to Flinders University prior to Christmas 2005 and the grant has been transferred there. After a slow start the project is now underway and the Questionnaire was posted on the ACT Government Public Service website on 31 May 2006 and a good response rate is expected. The project is scheduled to be completed by the end of 2006.

8. Crew Resource Management (CRM) Training and Young Driver Safety: Development and Testing of a CRM Young Driver Training Program (Monash University Accident Research Centre)

The Accident Research Centre at Monash University received funding of \$83,315 to develop and evaluate a pilot young driver CRM training program for the ACT that could be incorporated into current young driver training in the ACT. CRM has the potential to positively influence driver and passenger safety and uses communication protocols utilised in the aviation industry. This project builds on previous CRM research by MUARC and funded by the Trust and is expected to be completed by early 2007.

9. Pre-School Road Safety Program (Kidsafe ACT Inc)

A grant of \$22,550 was provided to Kidsafe ACT for the development of a sustainable program of road safety for pre-schools, student participants and parents based on Kidsafe's existing facilities for families of toddlers and its School Safe Program operating in most ACT Primary Schools. The program was officially launched on 10 August 2005 at Condor Pre-school (see below).

10. Road Safety Support for Family Day Care (Kidsafe ACT)

Funding of \$13,035 was given to Kidsafe ACT Inc to allow it to extend Kidsafe's limited existing involvement with Family Day Care providers by developing a set of sustainable services focused on improving road safety and addressing the needs of parents, carers and children. Services would include restraint checking, setting up permanent small safety displays and provision of the Safety Talks.

The Trust has been a significant and constant supporter of Kidsafe over the past twelve years. Grants by the Trust have assisted the:

- Establishment of the Kidsafe centre at Pearce;
- Delivery of the safety talks program;
- Purchase of child restraints and capsules (on a number of occasions);
- Purchase of bike helmets for use in over 100 child care centres across the ACT;

- Purchase of their original vehicle as well as a \$20,000 contribution to the recently acquired Mercedes Benz Van that replaced the original vehicle; and
- Purchase of special vehicle restraints for disabled people.

In total, the Trust has now provided financial assistance of some \$400,000 to Kidsafe.

The Family Day Care and Pre-school projects were both launched by the Minister for Urban Services Mr John Hargreaves MLA at Condor Pre-school on 10 August 2005. The Trust Chairman Professor Don Aitkin AO represented the Trust and delivered a short speech.



Professor Don Aitkin, Trust Chairman, speaks at the launch of the Kidsafe programs.

11. Operation Snow Safe (Goulburn Mulwaree Council)

A grant of \$5,500 was given to the Goulburn Mulwaree Council as a contribution towards the 2005 Snow Safe program involving (1) a media kit containing up to date Fact Sheets and (2) a booklet on safety tips particularly aimed at day trippers.

Many day trippers underestimate the dangers of fatigue – having left early in morning, played/skied in the snowfields all day before driving home. The pocket-sized booklet was made available at various locations such as Shop Fronts and tourist information outlets and has proven very popular. The booklet has been reprinted for use during the 2006 snow season.



12. Mature Age Skills Training for Experienced Riders (MASTERS) Course (Motorcycle Riders Association of the ACT Inc)

The Motorcycle Riders Association of the ACT Inc (MRA) received a grant of \$16,500 to conduct a two year extension of the pilot MASTERS Program aimed at enhancing the safety of mature motorcycle riders (ages of late 30's onwards). The initial Program launched in 2003 was extremely popular with mature riders and the demand was so great that the original pilot

was extended to meet the demand.

The course is run in conjunction with Stay Upright and consists of a mix of classroom sessions and practical manoeuvres over one and a half days of a weekend. The Trust funding meets half the cost of the course and courses will be available for a further twelve months. Details of the course can be accessed via the MRA website at www.mra.act.org.au



Participants undertake some practical activities at a recent MASTERS course.

13. Unsealed Rural Roads (Yass Valley Council/Upper Lachlan Council)

Funding to the value of \$27,500 was provided to the Yass Valley and Upper Lachlan Councils as a contribution towards a television campaign utilising previously developed messages on the potential hazards of driving on unsealed roads in the region. The campaign ran on Southern Cross Ten television from September 2005 until January 2006.

Over one third of crashes on unsealed roads in our surrounding region involve ACT motorists and with Yass Valley and Upper Lachlan Councils having more than 2,000km of gravel roads motorists need to take care and remember they are not driving on a sealed highway.

Key features of the awareness campaign, known as *Take Me Home Country Road* included reminding motorists about:

- slowing down and driving to the conditions;
- taking care when passing or overtaking; and
- being alert particularly for wandering stock, school buses and farm machinery.

The television campaign built on an earlier awareness campaign utilising radio messages and brochures to which the Trust was a major contributor. Other contributors included the two Councils, the RTA of NSW and the Motor Accidents Authority. An evaluation of the earlier campaign indicated significant recall of the messages.



A typical gravel road near Yass N.S.W.



Yass Valley Council Road Safety Officer Mark Foran who developed the Awareness Campaign.

The efforts of Mr Mark Foran, Road Safety Officer with the two Councils were rewarded when the awareness campaign was awarded the *Local Government Excellence in Road Safety Award* at the Annual Conference of the Institute of Public Works Engineering Australia (IPWEA), NSW Division held in Sydney in May 2006.

As a result of the campaign there has been a 31% reduction in gravel road crashes. Pleasingly there has been a 22% decrease in the involvement of ACT registered vehicles in these crashes.

14. **Cycling Safely School Education Program** (Australian Federal Police)

A grant of \$18,700 was provided to the AFP to assist in defraying the transport costs for those Year 4 primary school students attending the Children's Traffic Demonstration Centre, in Belconnen. The program targets Year 4 students who receive a classroom lesson on bicycle safety followed by a visit to the Centre the following week where they put into practice (1) the basics of how to ride a bicycle safely (2) the correct use of bicycle helmets and (3) some basic aspects of the Australian Road Rules as they apply to bicycle riding.

The Chairman of the Trust Emeritus Professor Don Aitkin AO presented a cheque for this amount to the Chief Police Officer Ms Audrey Fagan on 6 December 2005. Children from the Aranda Primary School were in attendance on the day for their practical lesson at the Centre.

Since 2001, the Trust has provided the AFP with funding to the value of \$44,00 to assist with transport costs to the Centre and to purchase replacement bikes and helmets. That financial intervention has led to a significant increase in patronage and over 3,500 children have benefited under the current program.



Professor Don Aitkin and the Chief Police Officer prove its safe to walk in front of these young cyclists.

15. **Ride to Survive: A Risk Management Rider Development Program** (Motorcycle Riders Association of the ACT Inc)

The Trust provided a grant of \$22,060 to the Motor Cycle Riders Association of the ACT (MRA) to assist it conduct an on-road risk awareness, rider development program for motorcyclists. Known as "**Ride 'n Thrive**" the twelve courses will be conducted by Honda Australia Rider Training (HART) on behalf of the MRA and the Trust funding would help subsidise course fees and curriculum development costs.

Motor cycle riders are 29 times more likely to be fatally injured than motorists per distance travelled. With the popularity of motorcycling increasing the MRA took the initiative and sought Trust funding for the adoption of the very effective HART course. The one-day course is designed to enhance motorcyclists' abilities to share the road with other road users safely. Concepts such as observation and anticipation are discussed as well as techniques for road positioning, space selection and managing fatigue. A 200-250 km ride over varied road

environments provides the reality component of the course.

The course is designed for riders at all levels of competency and costs \$90. A ratio of six riders per instructor ensures each rider has ample opportunity to enhance their risk management techniques.

The “*Ride ‘n Thrive*” program was launched in Civic Square on 3 February 2006 by the Minister for Urban Services Mr John Hargreaves MLA. The Trust was represented by Dr Angus McIntosh OAM who handed over the Trust’s ceremonial cheque to Ms Robin Major, President of the MRA.



Trustee Dr Angus McIntosh (right) and MRA President Ms Robyn Major hold the Trust cheque. Minister for Urban Services Mr John Hargreaves MLA looks on.

Details concerning the course can be obtained from the MRA website at www.mraact.org.au

16. Presentation of Paper on the MASTERS Course for Mature Motorcycle Riders at the Australasian Road Safety Conference in NZ in November 2005 (Motorcycle Riders Association of the ACT Inc)

A grant of \$2,090 was provided to the Motor Cycle Riders Association of the ACT (MRA) to assist Mr John Bonnett present a paper on the MASTERS Course at the 2005 Australasian Road Safety Conference in Wellington, New Zealand.

The Conference, which was held between 14-16 November 2005, is the pre-eminent road safety conference in Australasia. The invitation for the MRA to present a paper on this innovative program was both a coup for the MRA and for the Trust, which provided the original funding for the pilot MASTERS program in 2003.

The paper created considerable interest amongst the many delegates who listened to the presentation. As reported above, the Trust has provided further funding for another series of courses over two years.

17. 2005 Jindabyne Snow Bus (Greater Southern Area Health Service)

The Greater Southern Area Health Service was the recipient of a grant of \$3,300 representing a contribution towards the provision of a free bus in Jindabyne during the snow season. The bus would operate between 11pm and 5am on Wednesday, Thursday and Saturday nights and its aim was to reduce the potential for drink driving.

The Greater Southern Area Health Service reported the bus was an outstanding success during the 2005 Snow Season and it was intended to introduce the service during the 2006 Snow Season.

18. Sober Driver Program (Alcohol and Drug Foundation ACT Inc)

The Trust provided a grant of \$33,112 to assist the Alcohol and Drug Foundation ACT Inc with the evaluation of the Sober Driver Program introduced in the ACT in November 2004. The **Sober Driver Program** comprises nine two hour sessions conducted over a nine week period and aims to build skills, knowledge and strategies that will assist drink drivers not to re-offend. The Program:

- Provides accurate information about alcohol to participants.
- Explains short and long term effects of alcohol.
- Explains the ways in which alcohol affects one's ability to drive safely.
- Develops participants' understanding of the effects and costs of drink driving for self and the community.
- Assists participants to develop essential skills and positive attitudes for safe driving.
- Assists drink drivers to develop and implement strategies and to access additional support when necessary to avoid relapse behaviours.

Following the Program's introduction into the ACT, the Alcohol and Drug Foundation ACT Inc was anxious to evaluate the program in terms of:

- The processes involved in its delivery;
- The usefulness of the evaluation tools currently being administered to participants; and
- The impact of the program on participants in terms of their knowledge base and any subsequent change in terms of their drinking and driving behaviour.

The evaluation report is currently being finalised and will be released in the latter part of 2006.

19. Contribution towards the costs of the presentation of a Conference Paper on **Risk Taking by Young Drivers** at the Australasian Road Safety Conference in New Zealand (ARRB Consulting)

Funding of \$2,090 was provided to ARRB Consulting to assist Mr John Catchpole, Senior Research Scientist, to present a paper on *Risk Taking by Young Drivers in the ACT*. The report created considerable interest when released in the ACT in May 2005 and when a paper on the report was accepted for the prestigious Australasian Road Safety Conference, the Trust readily agreed to provide financial assistance for Mr Catchpole.

The presentation at the Conference was well attended and provoked many questions at its conclusion.



20. Contribution towards the cost of presenting a paper at the 49th Human Factors and Ergonomics Society Annual Meeting conference in Orlando, Florida USA between 26-30 September 2005 on *Team Training for Safer Young Drivers in the ACT: A Role for Crew Resource Management* (Monash University Accident Research Centre)

A grant of \$2,200 was provided to Monash University's Accident Research Centre to assist Mr Paul Salmon present a paper on *Team Training for Safer Young Drivers in the ACT: A Role for Crew Resource Management* at the Orlando Conference. The paper was one of fourteen selected out of some 500 as a paper of special interest. In light of the fact that the Human Factors conference is a particularly prestigious event that was a notable achievement.

21. Walking School Bus (YWCA of Canberra)

The Trust agreed to provide a grant of \$16,500 to the YWCA of Canberra as a contribution towards a second part-time Project Officer to assist maintaining the existing eleven Walking School Buses (WSB) and extending the program during the next twelve months.

The WSB is running in a number of Australian States and New Zealand. One of its key objectives is to encourage children to walk to school under the supervision of trained parents on a regular basis over selected safe suburban routes. WSB aims to reduce vehicle congestion around schools and improve health and reduce obesity.

The Trust grant was instrumental in providing the leverage for the YWCA of Canberra to obtain matching funding for a second Co-ordinator to assist with the program. Mr David Turbayne joined Ms Robin Mellor as from the beginning of the 2006 school term.

While fourteen schools had the WSB at the end of 2005 the numbers have fluctuated in the first half of 2006. At the end of second term in 2006

thirteen schools were participating with a number of other potential 'signings' on the horizon. To date some 20 schools have had or currently have the WSB in operation.

As well as support from the Trust the WSB is receiving support from ACT Health, the Department of Education and Training, the Department of Urban Services, Planning and Land Authority, Australian Greenhouse Office and the Federal Department of the Environment and Heritage. This project is a wonderful example of community partnership.



A Turner Primary walking school bus enjoys its journey to school.

22. Visibility Aids for Cyclists (Pedal Power ACT Inc).

A grant of \$11,000 to Pedal Power ACT Inc allowed it to purchase 5,000 reflective wrist and ankle bands for distribution to cyclists via the Ride to Work program (60+ workplaces) and to school children via the Bike Ed program being conducted by Pedal Power in some ACT primary schools.

By the end of the June 2006 Pedal Power had distributed some 4,000 of the bands through a range of events and programs such as:

- The Ride to Work Day in October 2005;
- The Brindabella Challenge in December 2005;
- The Big Canberra Bike Ride Day in March 2006; and
- The Bike Ed program in schools.

The balance will be progressively distributed throughout the next year via various Pedal Power events.

23. Kangaroos Cross Roads – Give Kangaroos a ‘Brake’ Campaign (Arts, Heritage and Environment)

Funding of \$27,500 was provided to Arts, Heritage and Environment as a contribution towards a community awareness campaign on the dangers of kangaroos crossing roads utilizing radio and television advertisements together with a brochure. The theme of the campaign was *Give Kangaroos a ‘Brake’* and it comprised the following:

- A 30 second television commercial to be shown on WIN TV;
- Radio messages on MIX 106;
- Appropriate roadside signage by Roads ACT; and
- distribution of a brochure via shopfronts, libraries, tourist info centres etc.

The total cost of the project was some \$43,500 with Arts, Heritage & Environment and Roads ACT meeting the balance of \$16,000.

The ongoing drought and the 2003 bushfire had led to a significant increase in the numbers of kangaroos entering the urban areas and they were posing a real hazard for motorists. ACT Rangers had received over 1,300 calls over the last year in relation to injured or dead kangaroos on ACT roads. Furthermore, collisions with



Trustee Dr Angus McIntosh (right) and Mr Mick Gentleman MLA hold the Trust cheque.

vehicles tend to increase during the winter months and NRMA Insurance estimates the average claim for a 'roo related collision to be in the order of \$3,000.

The campaign was officially launched on 15 August 2005 at the Canberra Museum and Gallery when Trustee Dr Angus McIntosh OAM presented the Trust's cheque to Dr Maxine Cooper, Executive Director, Arts, Heritage and Environment. Mr Mick Gentleman MLA Member for Brindabella represented the ACT Government at the launch. The campaign received considerable media coverage.

24. On-Road Cycling Awareness Campaign. (Roads ACT)

The Trust approved funding of \$27,500 to Roads ACT as a contribution towards a television and print campaign to increase public awareness about the extended network of on-road cycle lanes in the Weston Creek/Woden areas. Arrangements for the project are currently being finalised.

25. The Ride Attitude – TV Commercial Series. (Motorcycle Riders Association of the ACT)

A grant of \$38,500 was provided to the Motorcycle Riders Association of ACT (MRA) for the development of three motorcycle safety television commercials aimed at educating riders on hazard perception and risk management practices for safer riding.

Clearly motorcycle riders are vulnerable road users and the television campaign had three key objectives:

- to increase riders' awareness of their own vulnerability;
- to educate riders in risk management and hazard perception skills; and
- to increase drivers' awareness of motorcycle safety issues.

Three innovative commercials were developed by WIN Television in consultation with the MRA and the Trust and these were officially launched on 9 November 2005. The campaign officially ran throughout October and November 2005, however, WIN Television generously provided a significant number of complimentary spots that allowed the messages to continue to be shown well beyond the end of the official campaign.

26. Good Sports Program (Office of Fair Trading)

The Trust approved a grant of \$22,000 as a contribution towards a pilot program relating to the responsible serving of alcohol. The program will be piloted in the Canberra Labour Club and the Eastlakes Football Club and by Hockey Canberra. Eastlakes Football Club has 11 affiliated sporting teams and Hockey Canberra has 10 clubs under its umbrella with teams competing at elite, masters, grade and junior levels.



Secretary/Manager Eddie Wheeler (right) and friend Steve Jiggins ride in the security of a green cycle lane.

The program is based on the very successful Good Sports program delivered in a number of other States.

The heavy consumption of alcohol is common around sporting occasions. This can contribute to potential high-risk behaviours such as drink driving. The Good Sports Program has the objective of changing these behaviours through some of the following:

- Reviewing compliance with Liquor Licensing and Responsible Service of Alcohol laws;
- Displaying signage and promotional material widely including in the club, sporting venues and change rooms;
- Development of alternative methods of celebrating that do not include alcohol;
- Development of harm minimisation strategies within the sporting team to ensure that players are drinking in a safe manner and are supported to do this by their team mates and officials; and
- Training and resources on assertive communication and resisting peer pressure.

The program will feature messages that specifically warn of the dangers of drink driving and will encourage:

- Nominating a designated driver;
- Providing a taxi booking service; and
- Club members and participants to observe and manage the behaviour of their colleagues and friends.



An example of slogans from the good sports program.

27. RADD – Recording Artists, Actors and Athletes Against Drink Driving

Trustees approved a contribution of \$44,000 towards the cost the national and regional campaign targeting drink driving for under 25 year olds (total program cost is \$1.250 million

per annum). The RADD Program targets 16-25 year olds using celebrity and peer power to effect long-term behavioural change amongst young drivers in terms of not drinking and driving. RADD delivers messages every day of the year on some 500 radio stations nationwide including the ABC. Since June 2005 RADD messages have been televised on Foxtel and all commercial stations.



A Certificate of Appreciation from RADD for Trust Support.

Celebrities used by RADD include sporting identities and musicians and include Lauren Jackson, Pat Rafter, Ricky Ponting and Paul McCartney. It has been estimated that the value of the talent used by RADD is over one billion dollars.

RADD localises the messages and in the case of the ACT, messages are tailored to suit events like the Summernats,

Skyfire, the Snow Season and the football season around the Brumbies and Raiders. In this regard, RADD guarantees over 1,300 radio messages in the ACT on top of those that regional radio stations will be able delivering. In addition, RADD estimates some 600 television ads will be broadcast into the ACT during 2006.

28. Hazard Perception and Cognitive Ageing in Older Drivers (Australian National University)

The Trust has agreed to make a contribution of \$186,000 over a three year period to the ANU for an ARC Linkage Project that will investigate the relationship between cognitive ageing and aspects of hazard perception. Older road users have high fatal crash rates that cost the Australian economy \$500 million annually. However, driving cessation is associated with depression and reduced social participation among older adults.

This study, which will be undertaken by the Ageing Research Unit in the Centre for Mental Health Research, will benefit older road users and the wider community by identifying which traffic hazards pose the greatest difficulty for older drivers and providing information that may lead to adaptation of roads, and vehicles to reduce crash risk among older Australians. This will reduce injury and healthcare costs and allow older Australians to maintain higher levels of social participation.

29. Road Ready Program Internet Theory Test (Department of Urban Services)

The Department of Urban Services was provided with funding of \$26,309 to assist with the development of an Internet-based system for the *Road Ready* Program theory test. Under the system teachers would provide students with a unique log-on that would allow them to do the theory test on-line and the results of the test be sent automatically to the Department's licensing area. This process would replace the stand alone system that required the theory test to be loaded onto some 60 different school computers across Canberra – many with different operating systems and varying degrees of reliability.

The system was so simple and so effective that the Department of Urban Services was the inaugural winner of the Award for Excellence in e-Government in May 2006. The media release by the Special Minister of State, the Hon Gary Nairn MP stated:

“The ACT Government has received the award for its Learner Licence Knowledge Web Test, a single online database, which allows Canberrans to undertake exams for their learners permits online. Specifically, the judges were looking for projects, which significantly improve services for the individual, community, business or between government departments,



CEO of DUS Mike Zissler (right) congratulates Simon Bolton from INTACT on the award while Georg Breu from GKY Internet (second left) and Secretary/Manager Eddie Wheeler share the occasion.

as well as projects which use ICT in innovative ways to create new or different ways of delivering services.”

This project beat thirty four entries many of which spent significantly more money on their initiative. The Trust was delighted that its funding provided the opportunity for the expertise within the Department of Urban Services (DUS) and the creative talents of GKY Internet to develop a system that will benefit the ACT community for years to come.

30. Road Safety Campaign in ACT Cinemas

As a result of the partnership the Trust has developed with the Transport Accident Commission (TAC), the Trust has access to a range of quality road safety material TAC has developed including its stable of two-minute road safety films – some developed by young people as part of an annual competition funded by TAC and some directly commissioned from a professional film making company.

As a result of that partnership the Trust was able to screen the two-minute film *Harsh Reality* at Hoyt’s theatres in Tuggeranong, Woden and Belconnen between March and June 2006 at a cost of \$63,000. The Trust’s strategy was to target movies likely to be attractive to young male drivers under 25 years of age. *Harsh Reality* was screened as the main trailer prior to the feature movies that Val Morgan research identified as being ones the target audience would be going to see.

Research from Victoria indicates this film connected with the target audience especially young females and anecdotal feedback to Val Morgan in the ACT confirmed it was a compelling film. According to Val Morgan research, over 180,000 moviegoers saw the film over the duration of the campaign.

31. Drink Drive Campaign at Raiders’ Home Games

For the second season in a row the Canberra Raiders home games at Canberra Stadium have been featuring a drink drive slogan “*stay out of the sin bin – don’t drink and drive*” on the revolving signage along the side of the field as the result of jointly funded initiative by the Trust and the Department of Urban Services. At a cost of total cost of \$13,200 the campaign commenced in March 2006 and will continue during the season at all Raider’ home games.

The slogan occupies some 51 meters of the revolving signage along the touch line and appears some twenty times during the main game. The message is also being shown during the earlier fixtures. Additional exposure will occur as a result of all home games being shown on pay television with free-to-air televised games adding significantly to the reach.



The message that appeared regularly on the revolving signage during Raiders’ home games.

The Trust was delighted to have once again worked with the Department of Urban Services and Out & About Marketing and Media, the official selling partners of the Canberra Raiders on this initiative.

32. Australasian College of Road Safety – *Road Safety Initiatives Seminar*

The Trust has formed a fruitful partnership with the Australasian College of Road Safety in over the last three years to sponsor a range of seminars on road safety issues, such as speed, drug driving and a regional road safety initiatives. In October 2005, the Trust provided a grant of \$11,000 for a seminar on *Road Safety Initiatives*, which was held at the CSIOR Discovery Centre, Black Mountain on 21 October 2005. Keynote speaker was Professor Klaes Tingvall, Director of Traffic Safety at the Swedish Road Administration and Chairman of EuroNCAP.

The goals of the seminar included:

- Informing the community about recent European road safety initiatives;
- Discuss current trends in road crashes in the ACT; and
- Motorcycle safety initiatives.

Professor Tingvall is one of the founding fathers of Sweden's Vision Zero policy, which is based on the principle that *no one should be killed or injured for life in road traffic*. Vision Zero has inspired road safety policy makers for a decade and has been adopted by a number of European governments. His presentation and that by other noted researchers resulted in the Seminar attracting over eighty delegates and receiving considerable media interest.



Trust Chairman Professor Don Aitkin (right) and Professor Claes Tingvall at the seminar.

33. NRMA – ACT Road Safety Trust – Road Safety Postgraduate Scholarships

The Trust has offered a Road Safety Post-graduate Scholarships to six prominent Australian research institutions all of whom have accepted the offer and three already have students undertaking research.

The NRMA – ACT Road Safety Trust Postgraduate Scholarship are proving to be attractive and offer the following components:

- A stipend of \$30,000 per annum tax free;
- A Research Training Scheme (RTS) place;
- A conference/field allowance of up to \$5,000;

- Thesis production expenses of up to \$840 for a PhD thesis and \$420 for a Masters thesis; and
- A relocation allowance of up to \$1,500.

The following three universities have awarded a Postgraduate Scholarship to high quality students:

Queensland University of Technology – Centre for Accident Research and Road Safety

Ms Tamara Banks is undertaking research in the area of *Organisational Models Applied to Fleet Safety*. This project will investigate the uptake of fleet safety initiatives from a top down direction. This will provide new insights to guide fleet safety practices and will develop and implement countermeasures targeting crash prevention and injury minimisation.

George Institute for International Health

Mr Reece Hinchcliffe is undertaking research in the area of *Limiting High Risk Novice Driver Behaviour*. He will be:

- a. Using NSW as a case study to illustrate the potential financial costs, as well as potential benefits in terms of lives saved, of introducing full Graduated Licensing Scheme (GLS) restrictions in an Australian jurisdiction.
- b. Using NSW as a case study to explore why full GLS restrictions have not been introduced in an Australian jurisdiction.
- c. Using these quantitative and qualitative results to illustrate what social and political factors must be in place for full GLS restrictions to be introduced in an Australian jurisdiction.

Monash University Accident Research Centre

Ms Karen Stephen is undertaking research into *Drugs and Driving*. She will be using epidemiological data to quantify the extent of the problem of drug use (with a focus on prescription/legal drugs) and its role in road crashes. Ms Stephen hopes to identify drug classes of particular importance, and other risk factors, for example, age, sex, interactions between drugs. She will review literature on behavioural effects of drug classes to determine effect on driving skills and where the current literature is lacking, perform studies to determine the effect of particular drugs or drug combinations on cognitive processes relevant to driving.

34. Road Safety Television Campaign During the Commonwealth Games

A road safety campaign highlighting the dangers associated with using a mobile phone while driving and speeding ran throughout the twelve days of the Commonwealth Games on WIN television. The campaign commenced on 15 March and concluded on 26 March 2006 and cost \$38,000.

The dangers of speeding are well established and it is a major contributor to road trauma. Many motorists overestimate their stopping capability and fail to appreciate the laws of physics in an emergency situation. In dry conditions, normal reaction time coupled with braking distance, will see a vehicle travelling at 65km/h take 52 metres to stop. That is a long

way should a pedestrian suddenly step into your path. Reducing speed by 5 km/h can reduce the risk of a crash.

The use of a mobile phone while driving is a common sight on our roads and this practice can lead to a serious or fatal crash. Research by the Accident Research Centre at Monash University confirms that using a mobile phone can impair a driver's reaction time and increase the risk of collision by up to four times.

Retrieving and sending text messages while driving has an even greater detrimental impact on driving performance than speaking on a mobile. Studies have shown drivers spend up to four times more time with their eyes off the road when text messaging than when not.

Through the generosity of WIN Television and its commitment to road safety the campaign was extended to the end of June 2006.

B) PROJECTS CONTINUING FROM PREVIOUS YEARS

1. Road Ready Program (Department of Urban Services)

The Trust provided a grant of \$1.96 million to the Department of Urban Services in June 1997 to develop and implement a novice driver education program known as **Road Ready**. Young drivers aged between 17 and 25 years comprise some 15% of the population, yet they represent about 32% of serious crash casualties. Of these crashes, 75% are drivers and 25% are passengers.

Road Ready is an innovative graduated licensing system, which commences even before young people are legally able to get behind the wheel. It continues beyond the Provisional Licence period when new drivers first go solo.

The four stages in the **Road Ready** program are:

- Pre-Learner – involves young people as passengers learning about driving and the road environment;
- Pre-Licence – involves young people, usually in Year 10, who are learning about the complexities of driving. It culminates in them being eligible for a Learner Licence;
- Learner – for those young people who have their Learner Licence. It promotes the need for plenty of driving practice; and
- Solo Driver – this stage assists new solo drivers to continue learning about driving.

The Pre-Licence element of the **Road Ready** program has been in operation since February 2000 and the provisional driver course, "**Road Ready Plus**" since February 2001.

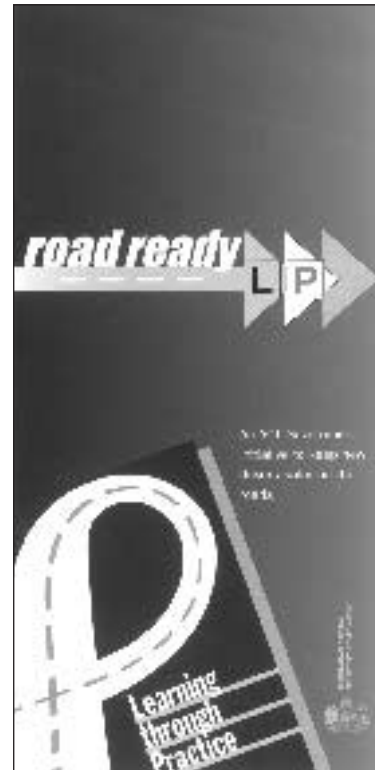
The Pre-Learner Course is now delivered to a very high proportion of the 4,500 Year 10 students in ACT high schools each year. Learner Driver applicants who have left school, can do the course at a **Road Ready** Center at various locations in Canberra. These courses are conducted during the day, in the evenings and at weekends depending on demand and cost \$128 including the road rules test. Bookings can be made on (02) 6162 5152 or (02) 6262 8990.

The Canberra Institute of Technology also delivers the course for special needs and NESB groups.

A voluntary '**Road Ready Plus**' course is available for drivers who have held their Provisional Licence for at least six months. The course comprises a three-hour workshop focussing on the unexpected hazards that drivers are likely to encounter on the roads. Before attending the course, participants are required to complete two activities of about one hour each in preparation for the workshop.

Drivers who have undertaken **Road Ready Plus** are permitted to remove their "P" plates after six months and have their demerit points allowance increased by four points. The cost of the course is \$70 and bookings can be made by ringing (02) 6162 5152 (northside) or 6282 8990 (southside).

An evaluation of the *Road Ready Plus* Program has found it is of high value to the community and it was also lauded by ARRB Transport Research in its recent study into the risk taking behaviour of young male drivers in the ACT. Because the *Road Ready Plus* program is voluntary only one quarter of eligible drivers are currently participating in the program. The challenge is to attract a much higher proportion of provisional licenced drivers to the course, which is well regarded by participants.



One of the Road Ready publications.

The Road Ready website continues to attract significant visits which is gratifying and its average daily visits are around 336. The website is www.roadready.act.gov.au

2. Chair of Road Trauma and Emergency Medicine (The Canberra Hospital)

In October 1996, the Trust approved a grant of \$3.5 million to The Canberra Hospital to establish a perpetual Chair of Road Trauma and Emergency Medicine at the Canberra Clinical School and fund establishment and support services for the first five years. This remains the largest grant made by the Trust. The Chair would be involved in research, teaching and provide hands-on medical services for trauma victims and would take an active role in community education and prevention.

Associate Professor Drew Richardson was appointed to the position in October 1998 for an initial period of five years and commenced duty on 11 November the same year. He was formerly Director of Emergency Medicine at the Princess Alexander Hospital, Brisbane.

The Trust considered an Evaluation Report of the Chair by eminent traffic injury consultant Dr Michael Henderson at its November 2005 meeting and agreed to re-appoint Associate Professor Richardson for a further five years from the beginning of 2006. In making this recommendation, Dr Henderson noted that Associate Professor Richardson had done an outstanding job in achieving the aims and objectives of the Chair – a view strongly endorsed by the Trust.

Development of the National Trauma Registry continues to be a major priority for Professor Richardson, and his work in matching hospital crash data with police crash data will be a key in establishing the real burden of road trauma to the ACT community. Part of his community outreach has seen him continue to be a very active Chairman of the ACT and Region Chapter of the Australasian College of Road Safety.

3. NRMA – ACT Road Safety Churchill Fellowships

The Winston Churchill Memorial Trust was given a grant of \$105,000 in April 1996 to establish a perpetual biennial Road Safety Fellowship. In May 2005, the Trust agreed to provide the necessary funding for a Road Safety Fellowship in the 'off year' providing a suitable candidate is selected by the Churchill Trust.

The inaugural Fellowship was awarded to Station Officer Peter Jeffs of the ACT Fire Brigade to study the management and transport of hazardous materials in the UK, USA and Canada. Other Fellowship winners have been:

- Senior Constable Mick Guy, Australian Federal Police, to study the identification of drugs in drivers in the USA, UK, Sweden, Denmark, Germany and the Netherlands;
- Mr John Wilson, station officer at the Chisholm Fire Station to study urgent duty driving training in Germany, Sweden, Britain and the United States; and
- Ms Kerry Smith, Assistant Director with the Commonwealth Department of Health and Ageing, to study the latest advances in drink driving deterrence particularly in relation to repeat drink drivers.

On 30 June 2005 the Churchill Trust announced that Mr Robin Anderson had been awarded the Road Safety Fellowship to study community based safety programs for older road users and apply that knowledge to developing relevant programs in Australia. Mr Anderson would travel to the UK, France, Belgium, Sweden and the USA.

Robin returned from his overseas study tour in May 2006 and he reported that he focused on projects which target two areas:

- How to drive safely as the effects of ageing increase – and ultimately how and when to stop driving; and
- The necessary follow-up of community transport programs, which provide personalised alternatives to driving or public transport.



Robin Anderson (left) and the Secretary/Manager Eddie Wheeler outside Churchill House in Acton.

Robin's key findings are that Australia is 'on track,' if not a leader, in terms of its older driver regulatory environment and safety initiatives. However more work should be undertaken on

improving road design; use of mobility safety information programs; managing the transition out of driving as a gradual process; providing viable post-driving mobility options; and development of better seniors' pedestrian safety programs.

These findings will assist in developing new community programs for older road users through his work with seniors groups and road safety organisations. He will be speaking at an older driver seminar in Canberra in late 2006 and has been invited by the Australasian College of Road Safety to be their 2007 National Seminar Series speaker.

4. Determining the Optimal Time For and Type of Road Safety Education in ACT Schools (GDP Consultancy/Dynamic Outcomes Pty Ltd)

Funding of \$66,220 was provided to GDP Consultancy/Dynamic Outcomes Pty Ltd to conduct research into the optimal developmental period for supporting or intervening in the road use behaviours of young people as they negotiate their way through childhood, adolescence and finally to adulthood.

The Project involved (1) a literature review (2) an audit of ACT schools curricula to determine the extent of road safety education and related courses (3) student surveys in Years 2, 4, 6, 8 and 10 in thirty two ACT schools (4) parent and teacher surveys (5) focus groups in four primary and four secondary schools to elicit information on road use behaviour and road safety education. The project has been completed and the Trust will be releasing its findings in early July next.

5. The Mentoring Road Safety Kit: A Resource for Teachers – The Way Forward (Department of Education and Training)

The Trust provided a grant of \$22,500 to the Department of Education and Training for the wider expansion of the Mentoring Road Safety Kit into ACT schools.

The project will involve schools within a cluster, which will include one college, its feeder high schools and their feeder primary schools. A coordinator from each sector will be appointed and trained in mentoring and in subsequently applying and adapting the kit to the needs of each school.

Under the project, College P Plate students will be trained to mentor and deliver elements of the **Road Ready** program to Year 10 students. They will be trained as mentors to deliver a road safety program to Year 6 students and they will deliver a road safety program to Year 3.

Trial programs have been developed and teacher and student reaction has been very positive. At the completion of the pilot, it is proposed the implementation phase commence on a larger scale. Due to unforeseen circumstances the project has run into a number of delays and will not be completed until the end of 2006.

6. The John Kirby Memorial Road Safety Award

An original of \$5,000 was approved for the Australian Transport Safety Bureau in 1999 for the provision of an \$1,000 annual award for the 'Best Paper by a New Researcher' to be presented at the annual Australasian Road Safety Conference. Following the success of the award the Trust agreed in 2004 to continue the award for a further five year period. The award was renamed 'the John Kirby Memorial Road Safety Award' in 2002 in memory of the late John Kirby who was Trust Chairman between 1996 and 2001.

The award for 2005 went to Ms Rebecca Brookland from the University of Otago for a paper on *The Influence of Attitudes to Graduated Driver Licensing on Subsequent Risky Driving Behaviours*. Secretary/Manager of the Trust Eddie Wheeler presented the award at the conclusion of the Wellington New Zealand conference at the Museum of New Zealand.

Previous winners have been as follows:

- Chief Inspector Chris Bult from the NSW School of Traffic and Mobile Policing in Goulburn for his paper 'Police Pursuits – A Safety Education Perspective' (1999);
- Ms Eve Mitsopoulous, Monash University for her work (in association with Dr Mike Regan) on 'Behavioural Strategies for Enhancing Road Safety Through Passengers' (2000);
- Mr Adrian Derbyshire, Queensland Department of Main Roads for a paper on "Results of a full scale crash test into an energy absorbing light pole on a sloped roadside" (2001);
- Ms Sharon Newnam, CARRS-Q in Queensland for a paper on "A Comparison of the Factors Influencing the Safety of Work Related Drivers in Work and Personal Vehicles" (2002);
- Ms Elissa Corlett, University of Adelaide for a paper on "Now You See It Now You Don't: Preliminary Investigation of Age Related Decrements in Peripheral Vision" (2003); and
- Dr Jaanie Koppel from the Monash University Accident Research Centre for her paper entitled *A Review of the Crash Risk Associated With Psychiatric Illness* (2004)

7. Older Person Road Safety Needs Analysis for the ACT (Council on the Ageing)

A grant of \$39,292 was approved for the Council on the Ageing ACT to undertake a comprehensive survey to determine the road safety needs of older persons in the ACT. The survey would be used to assist in developing recommendations to form part of an older persons driving and transport strategy for the ACT. A Steering Committee would assist COTA with this project.

The ACT's population is ageing which makes the need to address issues of older drivers in Canberra vital. Over the past five years a range of initiatives in relation to older people and road safety have been undertaken – several funded by the Trust and COTA. The approved project will consider the effectiveness of these various initiatives.

The Trust approved an additional \$12,000 for this project in May 2005 to cover the cost of coding the survey of some 2,000 returns to a questionnaire of some 4-5,000 ACT Senior Card holders. The project is nearing completion and the results should be available towards the end of 2006

8. Team Training for Safer Young Drivers and Passengers in the ACT: A Role for Crew Resource Management (Monash University Accident Research Centre).

The Trust approved a grant of \$70,330 to the Monash University Accident Research Centre to undertake research into the possible application of the aviation industry's CRM safety training technique to the training of young drivers to enhance their safety and that of their passengers.

The CRM study comprised the following five phases:

- A review of relevant literature;
- An analysis of current young driver training in the ACT;
- An investigation into potential CRM applications in young driver training in the ACT;
- The conduct of focus groups to assess perceptions of CRM; and
- The development of recommendations for a young driver CRM training program in the ACT.

The report was released on 4 August 2005 and it recommended a CRM teamwork technique be incorporated into the ACT's novice driver training program to enhance driver and passenger safety.

The Monash study concluded that the main emphasis of young driver CRM training should be upon the communication skills required to achieve three critical tasks:

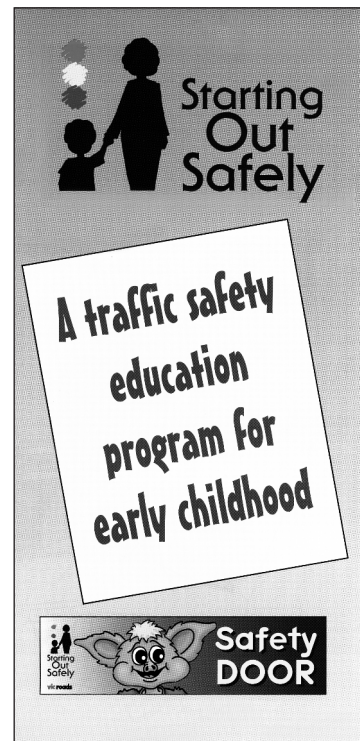
- ensuring the driver is fit to drive;
- ensuring the driver drives safely; and
- ensuring hazards are detected and appropriate action is taken.

While the **Road Ready Program** and **Road Ready Plus** include some aspects of CRM such as hazard recognition and awareness of driver limitations, a number of key principles such as effective communication and the benefits of teamwork are not. A series of ACT focus groups involving learner and licensed young drivers plus other stakeholders undertaken as part of the study found considerable support for the CRM concept.

The report recommended consideration be given to incorporating appropriate CRM training into *Road Ready* modules. A stand-alone program was noted as an alternative strategy. However, as a precursor, the report recommended the development and testing of a pilot CRM Young Driver Training Program. The Trust has agreed to fund such a pilot, which should be completed by December 2006. A copy of the report has been forwarded to the Minister for Urban Services for information and consideration of its recommendations.

9. The Potential for Early Childhood Learning to Influence Road Safety – Stage 2 (ARRB Group)

A grant of \$69,740 was approved for ARRB Transport Research (now the ARRB Group) to conduct a review of existing early childhood road safety resources in Australia to assess their suitability for trialling in the ACT. The ARRB Group has identified Victoria's *Starting Out Safely Pre-School Program* as the most appropriate program and it is currently being trialled at



six ACT Pre-schools and Early Childhood Centres. The project is expected to be completed by the end of 2006.

10. Contributing Factors to Crash Risk of Older Female Drivers in the ACT (Monash University Accident Research Centre).

Funding of \$75,400 was provided to the Monash University Accident Research Centre to allow it to undertake research into the factors that heighten the crash risk of older female drivers in the ACT and the development of countermeasures. The project has been finalised and the report is expected to be released by the Trust later this year.

11. Feasibility of Restrictions on Young Drivers (Smithworks Consulting with SMEC Australia).

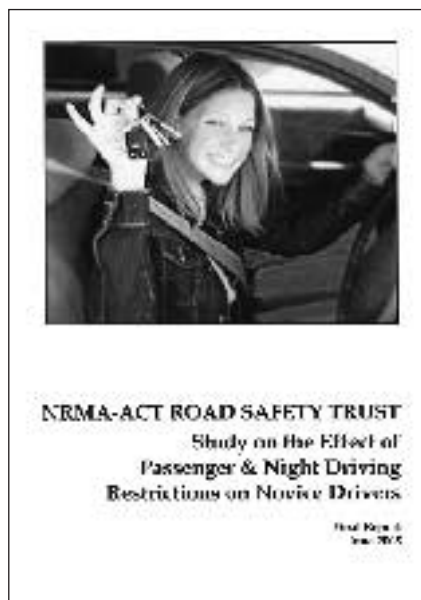
A grant of \$27,750 was approved for Smithworks Consulting in association with SMEC Australia to conduct a survey and focus groups of ACT college students, as well as focus groups involving parents and stakeholders, to determine the feasibility and practicality of introducing certain restrictions on young drivers such as passenger restrictions during certain hours.

The report was released on 22 July 2005 and its key finding was that passenger restrictions between 10pm and 6am would not be supported by a majority of drivers or parents. Such restrictions were widely regarded as impossible to implement and enforce and would be unpopular. The main objection from students was that many had work/social/sport commitments that finished after the proposed curfew time.

It was felt that passenger restrictions would hinder the appointment of a designated driver when out drinking and female drivers said they felt safer travelling with passengers. Most drivers indicated they would not obey such restrictions, which they felt would be penalising the majority for the sins of a few. Such restrictions would also hinder the acquisition of experience in night driving.

Parents and stakeholders suggested that if any restrictions were to be implemented they should only be applied for the first three months of a driving licence in recognition of their lack of experience.

This was the first Australian study to seek the views of teenagers and their parents on these measures and it has enhanced our current store of knowledge in the area of young driver safety. A copy has been forwarded to the Minister for Urban Services for his information and consideration as appropriate.



12. Travelsmart Schools Walking School Bus (YWCA of Canberra)

The YWCA of Canberra received a grant of \$11,000 representing a contribution towards the continuation and expansion of the Walking School Bus Program currently running in some eleven ACT primary schools. Funding will assist with the purchase of fluorescent vests and publicity including brochures and a web page.

The Program has been running successfully in a range of States as well as New Zealand and its benefits not only include enhanced road safety through reduced car traffic but increased health and fitness.



A Walking School Bus in action at Wanniasa Hills Primary School during Walk to School Week in October 2005.

13. Self-regulatory behaviour, travel patterns and crash risk: A comparison of older drivers in the ACT, NSW and Victoria (Monash University Accident Research Centre)

A grant of \$65,887 was approved for MUARC to undertake research into self-regulatory behaviour, travel patterns and crash risks of older drivers that will include a comparison of data from ACT, NSW and Victorian drivers. This project will provide further insight into the characteristics of those older drivers who self-regulate their driving behaviours or who give up driving.

The project is complete and the final report will be released later this year.

14. Street Why's (Abbott Freeth and Associates)

Funding to the value of \$43,450 was approved for Abbott Freeth and Associates to develop and deliver a two hour pilot program, using a harm minimization approach, for disadvantaged youth many of whom drive at high risk e.g., unlicensed, un-registered vehicles and often under the influence of alcohol/drugs.

Objectives of the project are:

- Raising awareness of the risks and hazards of driving amongst the target group;
- Increase knowledge of basic road rules;

- Develop a greater understanding of consequences of driving under the influence of drugs and alcohol;
- Train youth sector staff in the delivery of the program to ensure continuing education amongst youth at risk; and
- Increase numbers of young people within the target group who move on to complete formal licensing requirements.

The project was completed by the end of 2005 and was successful in achieving its objectives. As a result of the course some sixty seven young people obtained their licence who reported they may not have done so due to finances, access or literacy issues. The ACT Magistrate Court acknowledged the usefulness of the course.

Unfortunately Freebott Pty Ltd was unable to entice any of the ACT's youth bodies to continue to deliver the course. The Trust is considering a further grant to allow the course to continue and to provide Freebott time to explore other funding sources.

15. Child Restraint Checking Service (Kidsafe ACT Inc)

Kidsafe ACT Inc received a grant of \$9,900 to allow it to conduct a free child restraint checking service at selected locations throughout Canberra. The service would be provided in conjunction with the Department of Urban Services' random vehicle inspections and would be provided for three hour periods, two to three days per week over a six to eight week time frame. The project has been operating well and Kidsafe has been considering conducting some free restraint checks in major shopping centre car parks.

16. Influences on Risk Taking by Young Drivers in the ACT (The ARRB Group)

A grant of \$51,700 was provided to ARRB Transport Research (now the ARRB Group) for it to conduct a research project on the influences on the risk taking behaviour of young drivers in the ACT. The project was undertaken in two stages:

- An analysis of traffic offence data between 1994 and 2004; and
- A telephone survey to collect information on risk-taking behaviour by young novice drivers.

The project report was released by the Trust on 17 May 2006 and the key findings were as follows:

- While both sexes regularly engage in risk-taking behaviour, male drivers do so more often and get caught twice as much;
- Speeding and using a hand held mobile phone were the two most common self reported risky behaviours;
- Ninety percent of respondents reported regularly speeding with 'being in a hurry' the most common reason; and



- Mobile phone use was the next most commonly reported risky behaviours with 'somebody phoning or texting me' the most common reason for such a behaviour

Risky traffic offence rates remained constant for the first three years of driving experience before rising sharply in the fourth year. The report suggests it is likely this increase is due to the relaxation of BAC and demerit point restrictions when going from a provisional licence to a full licence and may result in an increased willingness to take risks.

The study found risk taking behaviour by parents influences risk taking by young drivers. In this regard, driving through red lights was found to be related to both parents' behaviour while speeding by young male drivers was related to the father's behaviour.

This report contributed significantly to the understanding of risk taking behaviour by young drivers and a copy has been forwarded to both the ACT Government and ACT Policing for their information and consideration as appropriate.

17. Multi-casualty Triage – Putting Triage Theory into Practice at the Scene of Multiple Casualty Vehicular Accidents: The Reality of Multiple Casualty Triage (Research Centre for Nursing Practice)

The Research Centre for Nursing Practice at the Canberra Hospital received a grant of \$43,828 to investigate the experiences of ambulance officers in prioritising patient care at the scene of a vehicle crash with multiple casualties.

Multiple casualty triage is a process designed to ensure the greatest number of casualties survive a crash and that pre-hospital care is available to crash victims in most need. This is an exceptionally difficult task, which needs to be completed quickly to maximise a patient's chances of survival and eventual recovery.

This research project is an Australian first and it will analyse in depth the experiences of ambulance officers from the ACT and South Australia, as well as other front line personnel in the pre-hospital setting. The inclusion of data from another State is necessary in light of the relatively low incidence of multiple casualty crashes in this region.

This project will provide important new knowledge about the practical application of triage theory at crash scenes and it will assist in the future training of pre-hospital personnel including ambulance officers, nurses and doctors.

It is expected the projects findings will be released towards the end of 2006.

18. Matching ACT Police Crash Data and Canberra Hospital Injury Data to Better Describe the ACT Road Toll (Canberra Clinical School/Australian National University)

A grant of \$43,828 was provided to the Canberra Clinical School to integrate police and hospital crash data for a three-year period (2001-2003) to better understand the burden of road trauma in the ACT.

Progress reports indicate gaps in police records of hospital treatment and hospital records of treatment. Hospital records show many more treatments and bed days for injuries not reported to police, particularly for bicycle crashes and off road motorcycle crashes. The report is expected to be finalised by the end of 2006.

5. PROMOTION AND LIAISON ACTIVITIES

The objective of the Trust's Promotion and Liaison Strategy has been to inform the ACT community and relevant specialist groups of the role, objectives and work of the Trust and its achievements, and of the availability of Trust funding for road safety projects.

Improving road safety requires an integrated and co-operative effort between the public and private sectors and the community, including the following key groups:

- the community, especially road users;
- the motoring industry;
- all levels of Government;
- road safety authorities and regulators;
- police and the legal system;
- education authorities;
- business organisations; and
- health services and non-profit community groups.

While the Trust's main avenue for improving road safety is through its project grants, it also contributes to this goal by disseminating information about the results of the projects and by encouraging co-operation amongst the above groups.

ADVERTISING

The Trust advertised twice during the year for applications to be considered for funding for the 2006/2007 Grant Program (which will be reported on in next year's annual report as the funding does not become available until 1 July 2006). The initial advertisements appeared in the Canberra Times on 10 and 14 December 2005 and in the Chronicle on 13 December 2005. For the first time, the Trust also advertised in the Weekend Australian on 10 December 2005. These advertisements were supported by a Media Release on 9 December 2005.

PROJECT LAUNCHES AND PUBLIC PRESENTATIONS AND EXPOSURE

There were seven public launches of Trust sponsored projects during 2005/2006. All these events were well attended and received widespread press, radio and television coverage.

There were seven other launches that were limited to just the release of a media statement and they all attracted good media coverage. Details of all these launches are contained in Appendix C.

The Trust ran a number of articles in both the Canberra Times and Chronicle on tips to stay safe during various holiday periods. The articles particularly focussed on speed, drink driving, seat belt wearing and fatigue.



The Trust receives good national and international exposure via its sponsorship of the John Kirby Memorial Road Safety Award at the annual Australasian road safety conference. Invariably a number of papers on research topics that have been funded by the Trust are presented and this enhances the Trust's reputation of funding innovative research. The Trust makes a contribution towards the attendance costs for presenters.

A number of the Trust's holdings of road safety material are used by the Department of Urban Services for showing on the loop TV at ACT Shopfronts. This provides an excellent opportunity to promote road safety messages to people while they transact their business.

The Royal Canberra Show is always a popular and well attended community event. The Trust provided the Australian Federal Police (AFP) with a compilation of road safety messages for use on its loop television set that was part of the AFP's stand at the 2006 Royal Canberra Show.

The Secretary/Manager was interviewed a number of times during the year on radio and television in relation to a range of road safety issues as well as by the Canberra Times and the Chronicle. The Secretary/Manager also submitted an article on the Trust to the Australasian College of Road Safety which appeared in the May 2006 edition of the College's Journal.

The Australian Federal Police was presented with a replacement vehicle for its Constable Kenny Koala activities on 13 April 2006 at the Good Shepherd Primary School, Amaroo. The Secretary/Manager represented the Trust at the event.

MEDIA COVERAGE

The Trust released media statements on the following matters during the year and all received extensive coverage:

- Release of the 2005/2006 Grant Program on 15 July 2005;
- Release of the Report on Possible Young Driver Restrictions on 22 July 2005;
- Release of the Report on the application of the Aviation Industry's Crew Resource Management Techniques to Young Driver Training on 4 August 2005;
- Launch of a range of Kidsafe Programs at Condor Pre-school on 9 August 2005;
- Launch of the "Give Kangaroos a 'Brake' Campaign" on 15 August 2005;
- Launch of the Gravel Road Awareness Campaign called "Take Me Home Country Road" on 15 September 2005;
- Seminar at the CSIRO Discovery Centre on Road Safety Initiatives on 21 October 2005;
- Launch of a series of Motorcycle Safety Television Messages on WIN Television commencing on 9 November 2005;
- Official launch of the *Nightrider* Program at Moosehead's Bar and Café on 24 November 2005;
- Presentation of cheque and launch of a Bicycle Safety Program conducted by the AFP at the Children's Demonstration Centre, Belconnen on 5 December 2005;
- Invitation to apply for funding under the Trust's Annual Grant Program 2006/2007;
- Launch of an On-Road Motorcycle Safety Awareness Campaign called **Ride 'n Thrive** on 3 February 2006;
- Road Safety Television Campaign on the hazards of using a Mobile Phone while driving and Speed;

- Release of a Trust funded report on Risk Taking by Young Drivers;
- The success of the Gravel Roads Awareness Campaign being awarded the *Local Government Excellence in Road Safety Award* at the annual conference of the Institute of Public Works Engineering Australia NSW Division in May 2006; and
- Presentation of Certificates of Achievement to Year 4 Students at St Jude's Primary School Holder in relation to the Bike Ed Program being conducted by Pedal Power on 21 June 2006.

TRUST WEBSITE

Information on the Trust, including a copy of the application form and guidelines for potential applicants, can be found on the Trust's website at www.roadsafetytrust.org.au

COMMUNITY AND PROFESSIONAL LIAISON

The Trust continues to enjoy co-operative and fruitful relationships with NRMA Insurance, NRMA Motoring & Services the ACT Department of Urban Services, the Australian Federal Police (ACT Region), the Australian Transport Safety Bureau and the Australasian College of Road Safety. These contacts have been invaluable in disseminating the results of Trust-funded projects to a wider audience. In addition, these groups provided professional advice to the Trust when requested.

The Secretary/Manager attends the quarterly meetings of a Cross Border Alliance, which is the brainchild of Gary McDonald, Road Safety Officer at the Queanbeyan City Council. This informal gathering of the RSO's from Yass and Goulburn Mulwaree together with the Manager Road Safety, Department of Urban Services, representatives from the AFP and Queanbeyan police and Palerang Council provides a valuable opportunity for like-minded people to discuss road safety problems and possible countermeasures.

Over the course of the last twelve months the Trust has further strengthened its partnership with the Transport Accident Commission (TAC) in Melbourne and the Secretary/Manager held a fruitful meeting with key TAC officials in January 2006. TAC has an established reputation for producing quality and innovative material particularly television advertisements and the so called 'Slo Mo' ad on speed and braking distances has been shown by the Trust on ACT television. As reported elsewhere in this report, the Trust has also shown the short film *Harsb Reality* in Hoyts cinemas during the period March to June 2006. The partnership allows the Trust to use selected material at minimal cost.

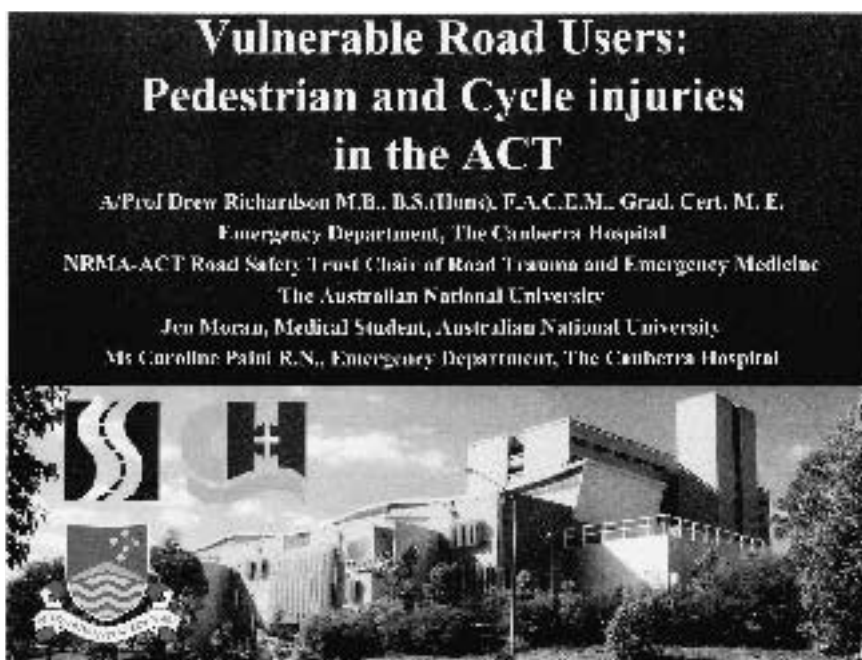
A similar arrangement has also established with the Roads and Traffic Authority of NSW for some of its material particularly the drink drive advertisement known as the Brain. The Queensland Department of Transport and the WA Office of Road Safety have also offered access to their quality material.

The Chairman and Secretary/Manager attended the presentation of the Winston Churchill Road Safety Fellowship to Mr Robin Anderson at Government House Yarralumla on 8 August 2005.

The Secretary/Manager and Trustee Ms Kerry Fitzgerald attended the Australasian Road Safety Research, Policing and Education Conference in Wellington New Zealand between 14 – 16 November 2005. The Secretary/Manager chaired a session on young driver safety and presented the Trust award for Best Paper by a New Researcher.

The annual Australasian College of Road Safety Conference was held in Melbourne on 9 May 2006 and its theme was "Pedestrian and Cycling Safety". The Trust provided a grant of \$5,000 towards the cost of this prestigious conference and the Secretary/Manager and Trustee Ms Kerry Fitzgerald represented the Trust.

Associate Professor Drew Richardson, Chair of Road Trauma and Emergency Medicine presented a paper on Pedestrian and Cycle injuries in the ACT. This paper drew on the preliminary findings by A/Professor Richardson on his matching of police and hospital data – a report due to be released later in 2006.



TRUST PUBLICATIONS

The Trust produces a Publications List, which provides details of all research reports, project evaluation reports, educational material and other documents relating to Trust-sponsored projects and activities of the Trust.

The Trust is keen to ensure that relevant information on projects it funds is available to anyone interested in road safety. Accordingly, it has commissioned the Australasian College of Road Safety to assist in the distribution of Trust publications. To obtain a Publications List, or any items from it, please contact:

The Executive Officer
Australasian College of Road Safety
P O Box 198
Mawson ACT 2607

Telephone: (02) 6290 2509
Facsimile: (02) 6290 0914
email: eo@acrs.org.au

The Publications List is also now available on the Trust's website www.roadsafetytrust.org.au

6. SECRETARIAT STAFF, SUPPORT SERVICES AND FINANCIAL ARRANGEMENTS

6.1 SECRETARIAT

The Trust employs Mr Eddie Wheeler as its Secretary/Manager on a contractual basis, which is underpinned by a Memorandum of Understanding.

The Trust Secretariat's accommodation, office equipment and communication facilities are generously provided by the Department of Urban Services, for which the Trust is grateful.

6.2 SPECIAL CONSULTANTS

Since the establishment of the Trust, the Trustees have recognised a need for detailed specialist professional advice and guidance on road safety matters associated with the consideration of applications for grants.

The Trust has engaged Dr Peter Vulcan, former Foundation Director of the Monash University Accident Research Centre to provide specialist road safety advice. He is widely regarded as one of Australia's most eminent road safety experts and the Trust is fortunate to have access to his experience and wisdom.

The Trust has also sought specialist advice from other professional organisations particularly the Australian Transport Safety Bureau, the Department of Urban Services and NRMA Insurance.

6.3 ACCOUNTING AND FINANCIAL ADVICE

The Trustees have been assisted in financial matters by the accounting firm of KPMG, which prepares a range of financial reports including the quarterly BAS statements and provides general accounting advice services.

The Trustees appreciate the advice and support readily given by staff of KPMG – particularly that provided by Cathryn Ingram, Graeme Dunn, Alicia Booth and Craig Sloan.

6.4 BANKING SERVICES

The Trust has used the National Australia Bank (NAB) Limited for its banking needs since it was established in 1992. It has always provided a range of banking and investment services with the necessary flexibility to suit the Trust's needs. David Thompson and Ken Walton from the Business Banking Centre have been particularly helpful throughout the year.

6.5 LEGAL ADVISERS

The firm of Mallesons Stephen Jaques, Solicitors and Attorneys, is retained by the Trust to act in matters requiring legal advice and in the preparation of legal documents on behalf of the Trust. Senior Associate Kathryn Evans has provided high quality and timely advice on a range of issues during the past twelve months and the Trust is indebted to her.

7. FINANCIAL STATEMENTS AND AUDIT REPORT

TRUSTEE'S STATEMENT

In the opinion of the Trustees of the NRMA – ACT Road Safety Trust (“the Trust”) the financial statements of the Trust for the year ended 30 June 2006 as set out on pages 2 to 16 are drawn up so as to present truly and fairly the financial position of the Trust at 30 June 2006 and results and cash flows of its operations for the year ended 30 June 2006 are in accordance with applicable Australian Accounting Standards, and comply with the provisions of the Trust Deed dated 17 July 1992.

Signed in accordance with a resolution of the Trustees of the NRMA – ACT Road Safety Trust.



Don Aitkin (Chairman)



Angus McIntosh (Trustee)



Kerry Fitzgerald (Trustee)



Hamish McNulty (Trustee)

Dated at Canberra this 10th day of October 2006

**NRMA - ACT ROAD SAFETY TRUST
INCOME STATEMENT
FOR THE YEAR ENDED 30 JUNE 2006**

| | Note | 2006 \$ | 2005 \$ |
|---|------|------------------|-----------------|
| Revenue | | 905,644 | 890,885 |
| Gross profit | | 905,644 | 890,885 |
| Other income | 2 | 20,036 | - |
| Grant funding expense | | (773,326) | (651,063) |
| Scholarship funding expense | | (317,520) | - |
| Wages | | (114,646) | (111,663) |
| Other expenses from ordinary activities | | (282,952) | (177,359) |
| Results from operating activities | | (562,764) | (49,200) |
| Financial income | 5 | 94,751 | 83,724 |
| Net financing costs | | 94,751 | 83,724 |
| Profit after tax but before profit and loss of discontinued operation and gain on discontinued operation | | (468,013) | 34,524 |
| Profit for the period | | (468,013) | 34,524 |

The income statement is to be read in conjunction with the notes to the financial statements set out on pages 53 to 59.

NRMA - ACT ROAD SAFETY TRUST
BALANCE SHEET
AS AT 30 JUNE 2006

| | Note | 2006 \$ | 2005 \$ |
|--------------------------------------|------|------------------|------------------|
| Assets | | | |
| Cash and cash equivalents | 6 | 1,729,977 | 1,841,410 |
| Trade and other receivables | | 92,202 | 48,151 |
| Total current assets | | <u>1,822,179</u> | <u>1,889,561</u> |
| Total assets | | <u>1,822,179</u> | <u>1,889,561</u> |
| Liabilities | | | |
| Trade and other payables | 8 | 571,945 | 328,087 |
| Total current liabilities | | <u>571,945</u> | <u>328,087</u> |
| Trade and other payables | 8 | 156,772 | - |
| Total non-current liabilities | | <u>156,772</u> | <u>-</u> |
| Total liabilities | | <u>728,717</u> | <u>328,087</u> |
| Net assets | | <u>1,093,462</u> | <u>1,561,474</u> |
| Equity | | | |
| Issued capital | | 10,384,877 | 10,384,877 |
| Retained earnings | | (9,291,415) | (8,823,403) |
| Total equity | | <u>1,093,462</u> | <u>1,561,474</u> |

The income statement is to be read in conjunction with the notes to the financial statements set out on pages 53 to 59.

NRMA - ACT ROAD SAFETY TRUST
STATEMENT OF CHANGES IN EQUITY
FOR THE YEAR ENDED 30 JUNE 2006

2006

| | Retained earnings \$ | Settlement account \$ | Total \$ | Total equity \$ |
|---|----------------------------|-----------------------------|-------------|--------------------|
| Equity as at beginning of period 1 July 2005 | (8,823,403) | 10,384,877 | 1,561,474 | 1,561,474 |
| Equity restated as at 1 July 2005 – restated | (8,823,403) | 10,384,877 | 1,561,474 | 1,561,474 |
| Net profit for the period | (468,013) | - | (468,013) | (468,013) |
| Total recognised income and expense for the period | (468,013) | - | (468,013) | (468,013) |
| Equity as at 30 June 2006 | (9,291,416) | 10,384,877 | 1,093,461 | 1,093,461 |

Amounts are stated net of tax

2005

| | Retained earnings \$ | Settlement account \$ | Total equity \$ |
|---|----------------------------|-----------------------------|--------------------|
| Opening balance at 1 July 2004 | (8,857,927) | 10,384,877 | 1,526,950 |
| Opening balance at 1 July 2004 – restated | (8,857,927) | 10,384,877 | 1,526,950 |
| Net profit for the period | 34,524 | - | 34,524 |
| Total recognised income and expense for the period | 34,524 | - | 34,524 |
| Equity as at 30 June 2005 | (8,823,403) | 10,384,877 | 1,561,474 |

The income statement is to be read in conjunction with the notes to the financial statements set out on pages 53 to 59.

**NRMA - ACT ROAD SAFETY TRUST
STATEMENT OF CASH FLOWS
FOR THE YEAR ENDED 30 JUNE 2006**

| | Note | 2006 \$ | 2005 \$ |
|---|------|-------------|------------|
| Cash from operating activities: | | | |
| Cash receipts from customers | | 975,356 | 935,268 |
| Cash paid to suppliers and employees | | (1,181,541) | (820,425) |
| Cash generated from operations | | (206,185) | 114,843 |
| Interest received | | 94,751 | 83,724 |
| Net cash from operating activities | 9 | (111,434) | 198,567 |
| | | | |
| Net cash increase/(decrease) in cash and cash equivalents | | (111,434) | 198,567 |
| Cash and cash equivalents at 1 July 2005 | | 1,841,410 | 1,642,843 |
| Cash and cash equivalents at 30 June 2006 | 6 | 1,729,976 | 1,841,410 |

The income statement is to be read in conjunction with the notes to the financial statements set out on pages 53 to 59.

NRMA – ACT ROAD SAFETY TRUST

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 30 JUNE 2006

1 Significant accounting policies

NRMA – ACT Road Safety Trust (the “Trust”) is a Trust domiciled in Australia.

The financial report was authorised for issue by the Trustees on the day of October 2006.

(a) Statement of compliance

In the opinion of the Trustees, The NRMA - ACT Road Safety Trust is not a reporting entity. The financial report of the Trust has been drawn up as a special purpose financial report for use by the Trustees to fulfil the trustee duties under the trust deed to prepare a financial report.

The special purpose financial report has been prepared in accordance with the requirements of the recognition and measurement aspects of all applicable Australian Accounting Standards (“AASBs”), and Urgent Issues Group Interpretations (“UIGs”) adopted by the Australian Accounting Standards Board (“AASB”), and other authoritative pronouncements of the AASB that have a material effect. International Financial Reporting Standards (“IFRSs”) form the basis of Australian Accounting Standards (“AASBs”) adopted by the AASB, and for the purpose of this report are called Australian equivalents to IFRS (“AIFRS”) to distinguish from previous Australian GAAP.

The financial report does not include the disclosure requirements of the following pronouncements having a material effect:

- AASB 124 *Related Party Disclosures*

This is the Trust’s first financial report prepared in accordance with AIFRS and AASB 1 *First Time Adoption of Australian equivalents to International Financial Reporting Standards* has been applied. An explanation of how the transition to AIFRS has affected the reported financial position, financial performance and cash flows of the Trust is provided in note 11.

(b) Basis of preparation

The financial report is presented in Australian dollars. The entity has elected to early adopt the following accounting standards and amendments:

- AASB 119 *Employee Benefits* (December 2004);
- AASB 2004-3 *Amendments to Australian Accounting Standards* (December 2004) amending AASB 1 *First time Adoption of Australian Equivalents to International Financial Reporting Standards* (July 2004), AASB 101 *Presentation of Financial Statements*, AASB 124 *Related Party Disclosures*.
- AASB 2005-1 *Amendments to Australian Accounting Standards* (May 2005) amending AASB 139 *Financial Instruments: Recognition and Measurement*.
- AASB 2005-3 *Amendments to Australian Accounting Standards* (June 2005) amending AASB 119 *Employee Benefits* (either July or December 2004).
- AASB 2005-4 *Amendments to Australian Accounting Standards* (June 2005) amending AASB 139 *Financial Instruments: Recognition and Measurement*, AASB 132 *Financial Instruments: Disclosure and Presentation*, AASB 1 *First-time Adoption of Australian Equivalents to International Financial Reporting Standards* (July 2004), AASB 1023 *General Insurance Contracts*, AASB 1038 *Life Insurance Contracts*.

NRMA – ACT ROAD SAFETY TRUST NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2006

1 Significant accounting policies continued

(b) Basis of preparation continued

- AASB 2005-5 *Amendments to Australian Accounting Standards* (June 2005) amending AASB 1 *First time Adoption of Australian Equivalents to International Financial Reporting Standards* (July 2004), and AASB 139 *Financial Instruments: Recognition and Measurement*.
- AASB 2005-6 *Amendments to Australian Accounting Standards* (June 2005) amending AASB 3 *Business Combinations*.
- AASB 2006-1 *Amendments to Australian Accounting Standards* (January 2006) amending AASB 121 *The Effects of Changes in Foreign Exchange Rates* (July 2004)
- UIG 4 *Determining whether an Arrangement contains a Lease*.
- UIG 5 *Rights to Interests arising from Decommissioning, Restoration and Environmental Rehabilitation Funds*.
- UIG 7 *Applying the Restatement Approach under AASB 129 Financial Reporting in Hyperinflationary Economies*
- UIG 8 *Scope of AASB 2*.

Issued standards not early adopted

The following standards and amendments were available for early adoption but have not been applied by the Trust in these financial statements:

- AASB 7 *Financial Instruments: Disclosure* (August 2005) replacing the presentation requirements of financial instruments in AASB 132. AASB 7 is applicable for annual reporting periods beginning on or after 1 January 2007.
- AASB 2005-9 *Amendments to Australian Accounting Standards* (September 2005) requires that liabilities arising from the issue of financial guarantee contracts are recognised in the balance sheet. AASB 2005-9 is applicable for annual reporting periods beginning on or after 1 January 2006.
- AASB 2005-10 *Amendments to Australian Accounting Standards* (September 2005) makes consequential amendments to AASB 132 *Financial Instruments: Disclosures and Presentation*, AASB 101 *Presentation of Financial Statements*, AASB 114 *Segment Reporting*, AASB 117 *Leases*, AASB 133 *Earnings per Share*, AASB 139 *Financial Instruments: Recognition and Measurement*, AASB 1 *First-time Adoption of Australian Equivalents to International Financial Reporting Standards*, AASB 4 *Insurance Contracts*, AASB 1023 *General Insurance Contracts* and AASB 1038 *Life Insurance Contracts*, arising from the release of AASB 7. AASB 2005-10 is applicable for annual reporting periods beginning on or after 1 January 2007.

The Trust plans to adopt AASB 7, AASB 2005-9 and AASB 2005-10 in the 2007 financial year. The initial application of AASB 7 and AASB 2005-10 is not expected to have an impact on the financial results of the Trust as the standard and the amendment are concerned only with disclosures.

The initial application of AASB 2005-09 could have an impact on the financial results of the Trust as the amendment could result in liabilities being recognised for financial guarantee contracts that have been provided by the Trust. However, the quantification

**NRMA - ACT ROAD SAFETY TRUST
NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 30 JUNE 2006**

1 Significant accounting policies continued

(b) Basis of preparation continued

of the impact is not known or reasonably estimable in the current financial year as an exercise to quantify the financial impact has not been undertaken by the Trust to date.

The financial report is prepared on the historical cost basis.

The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that affect the application of policies and reported amounts of assets and liabilities, income and expenses. The estimates and associated assumptions are based on historical experience and various other factors that are believed to be reasonable under the circumstances, the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates. These accounting policies have been consistently applied by the Trust.

The estimates and underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognised in the period in which the estimate is revised if the revision affects only that period, or in the period of the revision and future periods if the revision affects both current and future periods.

(c) Investments

Investments are carried at the lower of cost and recoverable amount. Interest is brought to account as earned.

(d) Grant Program and scholarship funding

(i) Grant Program funding

Grant Program funding is made on the basis of an agreement between the Trust and grant recipients that sets out the terms and conditions of each grant. Grant Program funding payments are generally dependent upon the performance of agreed objectives during the course of the Grant Program.

Grant Program funding has been recognised in the financial statements as a liability when an agreement is established between the Trust and the grant recipients.

(ii) Scholarship funding

Scholarship funding is made on the basis of an agreement between the Trust and universities that sets out the terms and conditions of each scholarship. Scholarship funding is to support a post-graduate student for three years of study and attendance at conferences, as well as initial relocation costs and thesis production costs at the end of the three years.

Scholarship funding is provided on an annual basis with an acquittal provided by the university prior at the end of each year.

(e) Cash and cash equivalents

Cash and cash equivalents comprises cash at bank and petty cash.

(f) Accounts payable

Liabilities are recognised for amounts to be paid in the future for goods or services received. Accounts payable are normally settled on 60-day terms.

**NRMA – ACT ROAD SAFETY TRUST
NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 30 JUNE 2006**

1 Significant accounting policies continued

(g) Revenue

Registration levy income is recognised as it is received.

Interest income is recognised as it accrues.

(h) Income tax

The Trust is exempt from income tax under section 50-5 of the Income Tax Assessment Act 1997.

(i) Segment reporting

The Trust operates predominantly in the ACT by distributing grants to approved applicants for the purpose of enhancing road safety for the ACT road-using community.

(j) Goods and services tax

Revenue, expenses and assets are recognised net of the amount of goods and services tax (GST), except where the amount of GST incurred is not recoverable from the taxation authority. In these circumstances, the GST is recognised as part of the cost of acquisition of the asset or as part of the expense.

Receivables and payables are stated with the amount of GST included. The net amount of GST recoverable from, or payable to, the ATO is included as a current asset or liability in the statement of financial position.

Cash flows are included in the statement of cash flows on a gross basis. The GST components of cash flows arising from investing and financing activities which are recoverable from, or payable to, the ATO are classified as operating cash flows.

(k) Employee Benefits

Provision is made for the Trust's liability for employee benefits arising from services rendered by employees to balance date. Employee benefits that are expected to be settled within one year have been measured at the amounts expected to be paid when the liability is settled, plus related on-costs. Employee benefits payable later than one year have been measured at present value of the estimated future cash outflows to be made for those benefits.

2 Other income

| | Note | 2006 | 2005 |
|-------------------|------|---------------|----------|
| | | \$ | \$ |
| Government grants | | 20,000 | – |
| Other income | | <u>36</u> | <u>–</u> |
| | | <u>20,036</u> | <u>–</u> |

The Trust received grant funding from the Australian Capital Territory Department of Urban Services which was passed on as Grant Program funding.

NRMA - ACT ROAD SAFETY TRUST
NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 30 JUNE 2006

3 Expenses

Profit/(loss) from ordinary activities before income tax has been arrived at after charging/(crediting) the following items:

| | 2006 | 2005 |
|------------------------|------------------|----------------|
| | \$ | \$ |
| Accountancy/audit fees | 27,050 | 13,750 |
| Advertising | 2,790 | 903 |
| Bank charges | 120 | 110 |
| Consultancy fees | – | 17,654 |
| Legal costs | 66,837 | 24,856 |
| Grant Program funding | 773,326 | 651,063 |
| Printing | 4,999 | 5,224 |
| Road Safety Activity | 162,570 | 109,724 |
| Scholarship funding | 317,520 | – |
| Sundry expenses | 13,444 | 1,008 |
| Travel | 5,142 | 4,130 |
| Wages | 114,646 | 111,663 |
| Total expenses | <u>1,488,444</u> | <u>940,085</u> |

4 Auditors' remuneration

| | 2006 | 2005 |
|--|---------------|--------------|
| | \$ | \$ |
| Audit services | | |
| Auditors of the Company | | |
| KPMG Australia: | | |
| Auditing or reviewing the financial report | <u>7,150</u> | <u>6,500</u> |
| | <u>7,150</u> | <u>6,500</u> |
| Other services | | |
| Auditors of the Company | | |
| KPMG Australia: | | |
| Accounting and taxation services | <u>19,900</u> | <u>7,250</u> |
| | <u>19,900</u> | <u>7,250</u> |

5 Net financing costs

| | 2006 | 2005 |
|--------------------|-----------------|-----------------|
| | \$ | \$ |
| Financial income: | | |
| Interest income | <u>94,751</u> | <u>83,724</u> |
| Financial income | <u>94,751</u> | <u>83,724</u> |
| Net financing cost | <u>(94,751)</u> | <u>(83,724)</u> |

NRMA - ACT ROAD SAFETY TRUST
NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 30 JUNE 2006

6 Cash and cash equivalents

| | 2006 | 2005 |
|--|------------------|------------------|
| | \$ | \$ |
| Cash on hand | 385 | 699 |
| Bank balances | 633,467 | 233,084 |
| Call deposits | 1,096,126 | 1,607,627 |
| | <u>1,729,978</u> | <u>1,841,410</u> |
| Cash and cash equivalents in the statement of cash flows | <u>1,729,978</u> | <u>1,841,410</u> |

7 Trade and other receivables

| | Note | 2006 | 2005 |
|------------------|------|---------------|---------------|
| | | \$ | \$ |
| Current | | | |
| Accrued interest | | 4,242 | 5,330 |
| GST receivable | | 87,960 | 42,821 |
| | | <u>92,202</u> | <u>48,151</u> |

8 Trade and other payables

| | Note | 2006 | 2005 |
|-----------------------------|------|----------------|----------------|
| | | \$ | \$ |
| Current | | | |
| Creditors | | 556,820 | 290,042 |
| Accrued expenses | | 15,125 | 38,045 |
| | | <u>571,945</u> | <u>328,087</u> |
| Non-current payables | | | |
| Other trade payables | | <u>156,772</u> | - |
| | | <u>156,772</u> | - |

NRMA - ACT ROAD SAFETY TRUST
NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 30 JUNE 2006

9 Reconciliation of cash flows from operating activities

| | Note | 2006 | 2005 |
|---|------|------------------|----------------|
| | | \$ | \$ |
| Cash flows from operating activities | | | |
| Profit for the period | | (468,012) | 34,524 |
| Operating profit before changes in working capital and provisions | | (468,012) | 34,524 |
| (Increase)/decrease in trade and other receivables | | 1,088 | (3,055) |
| (Decrease)/increase in GST receivable | | (45,139) | (33,963) |
| (Decrease)/increase in trade payables and other payables | | 400,630 | 201,061 |
| Cash generated from operations | | <u>(111,433)</u> | <u>198,567</u> |
| | | <u>(111,433)</u> | <u>198,567</u> |

10 Grant funding commitments

| | 2006 | 2005 |
|---|----------------|----------------|
| | \$ | \$ |
| Future grant payments not provided for and payable: | | |
| Within one year | <u>762,553</u> | <u>717,237</u> |
| | <u>762,553</u> | <u>717,237</u> |

11 Explanation of transition to AIFRSs

As stated in significant accounting policies note 1(a), these are the Trust's first consolidated financial statements prepared in accordance with AIFRSs.

The policies set out in the significant accounting policies section of this report have been applied in preparing the financial statements for the year ended 30 June 2006, the comparative information presented in these financial statements for the year ended 30 June 2005 and in the preparation of an opening AIFRS balance sheet at 1 July 2004 (the consolidated entity's date of transition).

In preparing its opening AIFRS balance sheet, the Trust has not adjusted amounts reported previously in financial statements prepared in accordance with its old basis of accounting (previous GAAP).

NRMA - ACT ROAD SAFETY TRUST DIRECTOR'S DECLARATION

Trustee's statement to the beneficiaries

In the opinion of the directors of NRMA – ACT Road Safety Trust, ("the Trust"):

- (a) the trust is not a reporting entity;
- (b) the financial statements and notes, set out on pages 2 to 15, are drawn up, in accordance with the basis of accounting described in Note 1(a) and (b), and in compliance with the trust deed, so as to present fairly the financial position of the trust as at 30 June 2006 and its performance, as represented by the results of its operations and its cash flows, for the financial year ended on that date; and
- (c) there are reasonable grounds to believe that the trust will be able to pay its debts as and when they become due and payable.

Dated at Canberra this 10th day of October 2006

Signed in accordance with a resolution of the trustees:



Trustee

NRMA - ACT ROAD SAFETY TRUST DIRECTOR'S DECLARATION

Scope

The financial report and the directors' responsibility

The financial report comprises the income statement, balance sheet, statement of changes in equity, statement of cash flows, accompanying notes to the financial statements [Notes 1 to 12] and the directors' declaration [set out on page 16] for NRMA - ACT Road Safety Trust (the "Trust") for the year ended 30 June 2006.

While we considered the effectiveness of management's internal controls over financial reporting when determining the nature and extent of our procedures, our audit was not designed to provide assurance on internal controls.

Audit opinion

In our opinion, the financial report of NRMA – ACT Road Safety Trust is in accordance with:

- (a) the Corporations Act 2001, including:
 - (i) giving a true and fair view of the Trust's financial position as at 30 June 2006 and of its performance for the year ended on that date; and
 - (ii) complying with Australian Accounting Standards and the Corporations Regulations 2001; and
- (b) other mandatory professional reporting requirements in Australia.

KPMG
Chartered Accountants

C J Sloan
Partner

Canberra
16th October 2006

**NRMA - ACT ROAD SAFETY TRUST
LEAD AUDITOR'S INDEPENDENCE DECLARATION
UNDER SECTION 307C
OF THE CORPORATIONS ACT 2001**

To the Directors of NRMA – ACT Road Safety Trust

I declare that, to the best of my knowledge and belief, in relation to the audit for the financial year ended 30 June 2006 there have been:

- (i) no contraventions of the auditor independence requirements as set out in the Corporations Act 2001 in relation to the audit; and
- (ii) no contraventions of any applicable code of professional conduct in relation to the audit.



KPMG
Chartered Accountants



C J Sloan
Partner

Canberra
16th October 2006

8. SECRETARIAT CONTACT DETAILS

Postal Address: GPO Box 2890
CANBERRA ACT 2601

Business Address: 6th Floor, Macarthur House,
12 Wattle Street,
LYNEHAM ACT 2602.

Secretariat: Mr Eddie Wheeler Tel: (02) 6207 7151
Secretary/Manager Fax: (02) 6207 7160
Email: eddie.wheeler@act.gov.au

9. THE WAY WE WERE - TIMES PAST

The following is an extract from the Melbourne *Sun News Pictorial* dated Monday 15 February 1926, which came the way of the Secretary/Manager from a friend researching her family tree. While eighty years have elapsed, it is interesting to note the following quote from Inspector Porter, Chief of the Police Traffic Control, who was lamenting the increased number of accidents over those in 1924 "Nearly all the accidents have been caused by the want of reasonable care on the part of motorists."

While the statistics are amusing in the sense that causes of accidents included *wheel coming off car* (8 accidents) and *horse vehicle driver negligence* (65 crashes), a significant number of the causes remain relevant today. *Drunken motorists and pedestrians* still contribute to road trauma as does *vehicle on the wrong side of the road*.

The year 1926 was notable as it represented the first year of a national approach to identify the causes of traffic accidents. In so doing, authorities hoped to seek an "effective remedy" to accidents. The challenge of finding effective countermeasures remains current today. (The Trust regrets the poor quality of the article being reproduced.)

THE SUN NEWS-PICTORIAL, MONDAY, FEBRUARY 15, 1926

TOLL OF ROAD

293 Die: 2637 Hurt

ALARMING STATISTICS

Police to Seek Remedy

IN Victoria last year there were 4614 vehicle accidents — an average of more than 12 a day. Of persons involved 293 died, 2637 were injured, some being maimed for life, and 1684 were unhurt.

The death roll showed an increase of 69 on the figures for 1924. There were 599 more motor accidents.

All except 494 accidents occurred in the metropolitan area.

Motorists were responsible for 3542 accidents, and for 189 deaths, as compared with only 83 deaths in 1921.

The 1072 other vehicle accidents last year involved 104 deaths.

Economic Wastage

Accepting Sir George Knibb's estimate that the economic value of a life is £1250 the economic wastage in the State through street accidents in 1925 amounted to more than a quarter of a million pounds.

These statistics, which were made available on Saturday, were prepared by Senior Constable H. Brown, a traffic expert under the direction of Inspector Porter, chief of the police traffic control branch. Details are appended:—

| | Other | Motor Vehicles |
|------------------------------|-------|----------------|
| Killed instantly | 48 | 44 |
| Died from injuries | 141 | 60 |
| Fracture of skull | 73 | 36 |
| Spinal injuries | 7 | 4 |
| Fracture major member .. | 221 | 79 |
| Other fractures | 65 | 24 |
| Loss of limb | 15 | 5 |
| Internal injuries | 96 | 13 |
| Concussion of brain | 146 | 67 |
| Severe shock with lac- | | |
| erations | 173 | 44 |
| Slight shock and shake up .. | 447 | 34 |
| General contusions | 1027 | 285 |
| Sprain | 51 | 14 |
| Not classified | 74 | 1 |
| Uninjured | 1375 | 539 |
| Totals | 3542 | 1072 |

Causes of Accidents

Causes of the motor-car accidents are set out as follow:—

| | |
|--|------|
| Motorists negligence | 1754 |
| Pedestrians negligence | 510 |
| Motors on wrong side | 538 |
| Accidental | 282 |
| Bicycle drivers' negligence .. | 123 |
| Motor wheels skidding | 115 |
| Drunken motorists | 71 |
| Horse vehicle drivers' negligence .. | 65 |
| Drunken pedestrian | 62 |
| Motorists disobeying police instructions | 60 |
| Faulty brakes on motors | 48 |
| Broken or faulty steering gear | 47 |
| Tyre blow out | 36 |
| Gripman's negligence (cable tram) .. | 35 |
| Motors turning too sharp | 32 |
| Vehicles wrong side road | 22 |
| No lights on wamper | 18 |
| Bad roads | 14 |
| Ocellists, no lights | 12 |
| Bicycles wrong side road | 12 |
| Engine of motor stalling | 12 |
| Motor lights not on car | 9 |
| Wheel coming off car | 8 |
| Motorman's negligence (electric) .. | 6 |
| Drunken vehicle driver | 0 |

In 1921 deaths from motor accidents were 83; in 1922, 84; in 1923, 97; in 1924, 141; and in 1925, 189.

Motorists Blamed

The police state that 1754 of the 3542 motor accidents were due to the negligence of motorists, and only 510 to the negligence of pedestrians.

"The figures are really alarming, and I want the people to know what is going on," said Inspector Porter on Saturday.

"Nearly all the accidents have been caused by the want of reasonable care on the part of motorists. Every year the toll is becoming greater, and something will have to be done to remedy the position. In five years deaths caused by motors will probably be 200 per cent greater than in the last four years.

"Congestion may be a factor in these accidents, but I do not expect any relief from the building of the Spencer-street bridge."

Seeking a Remedy

The statistics are the result of a new system introduced for the first time in Australia with the object of ascertaining the cause of street accidents.

It is claimed that the figures will form a basis of a scientific system for dealing with traffic accidents.

Now that the police have ascertained the cause of accidents they will seek an effective remedy.

APPENDIX A – 2005/2006 GRANT PROGRAM

| <i>Project Title</i> | <i>Organisation</i> | <i>Amount of Grant</i> | <i>Project Description</i> |
|--|--|------------------------|---|
| Defensive Educated Driving | Community Programs Association Inc | \$8,500 | Defensive driving course for some fifty employees who daily transport people with disabilities around the ACT. |
| Assessing health knowledge related to driving and anxiety related to driving in older adults | Centre for Mental Health, ANU | \$82,566 | A two part study that will (1) identify what older drivers do and don't know about physical health issues and medical conditions that may influence their driving safety and (2) measuring anxiety related to driving and driving cessation in later life. |
| Bike Education in Primary Schools | Pedal Power ACT Inc | \$25,300 | Develop and deliver a cycling education and safety awareness program to primary school children in the ACT. Project will be an extension of a pilot scheme currently being delivered in two schools, which is based on Victoria's Bike Ed program. |
| Child Pedestrians: Factors associated with ability to cross roads safely and development of a training package to select safe gaps in the traffic | Monash University Accident Research Centre | \$131,278 | Project will (1) identify some of the factors that may be associated with increased crash and injury risk for young child pedestrians under the age of 10 years to raise awareness of the issues amongst parents and (2) identify the functional and behavioural factors associated with poor gap selection among primary school children and develop a training package to teach children road safety skills particularly selecting safe gaps in traffic in which to cross the road. |
| ACTION Nightrider | ACTION Authority | \$13,200 | Contribution towards the costs of advertising the Nightrider bus service over the three week Xmas/New Year period. |
| Drivers' Understanding of Fatigue Management and Fatigue Countermeasures | ARRB Research | \$39,383 | Exploration of drivers' understanding and use of fatigue management practices and the application of fatigue countermeasures. Project will involve eight focus groups in the ACT half of which will be drivers aged 18-25 years with the balance aged 30-50 years. Project will aim to encourage drivers to use fatigue management practices and countermeasures. |

APPENDIX A – CONTINUED

| <i>Project Title</i> | <i>Organisation</i> | <i>Amount of Grant</i> | <i>Project Description</i> |
|--|---|------------------------|---|
| First Aid Training and Harm Minimisation for Victims of Road Trauma: A Population Study | Flinders University NB Grant initially approved for the University of Canberra (Research Centre for Nursing Practice). Project Leader Professor Paul Arbon moved to Flinders University in early 2006 and the University agreed to take on the research administration. | \$71,007 | Project will investigate (1) the prevalence of first aid training among ACT drivers (2) the incidence of being a bystander and providing first aid (3) the range of first aid skills being utilised in this situation (4) the motivation to intervene as a bystander and (5) the perceived impact of first aid training on the risks people take in road traffic. A survey of some 6,000 ACT drivers will underpin the project. |
| Crew Resource Management (CRM) Training and Young Driver Safety: Development and Testing of a CRM Young Driver Training Program | Monash University Accident Research Centre | \$96,515 | Develop and evaluate a pilot young driver CRM training program for the ACT that could be incorporated into current young driver training. CRM has the potential to positively influence driver and passenger safety. |
| Pre-School Road Safety Program | Kidsafe ACT | \$22,550 | Develop a sustainable program of road safety for pre-schools, student participants and parents based on Kidsafe's existing facilities for families of toddlers and its School Safe Program. |
| Road Safety Support for Family Day Care | Kidsafe ACT | \$13,035 | To extend Kidsafe's limited existing involvement with Family Day Care providers by developing a set of sustainable services focused on improving road safety and addressing the needs of parents, carers and children. Services will include restraint checking, setting up permanent small safety displays and provision of the Safety Talks. |
| Operation Snow Safe | Goulburn Mulwaree Council | \$5,500 | Contribution towards the 2005 snow safe program involving (1) a media kit containing up to date Fact Sheets (2) a booklet on safety tips particularly aimed at day trippers. |

APPENDIX A – CONTINUED

| <i>Project Title</i> | <i>Organisation</i> | <i>Amount of Grant</i> | <i>Project Description</i> |
|---|--|------------------------|---|
| Mature Age Skills Training for Experienced Riders (MATURE) Course | Motorcycle Riders Association of the ACT Inc | \$16,500 | Two-year extension of the pilot MASTERS Program aimed at enhancing the safety of mature motorcycle riders. |
| Unsealed Rural Roads | Yass Valley Council/Upper Lachlan Council | \$27,500 | Contribution towards a television campaign utilising previously developed messages on the potential hazards of driving on unsealed roads in the region. |
| Cycling Safely School Education Program | Australian Federal Police | \$18,700 | Payment of transport costs for selected primary school students' attendance at the Children's Traffic Demonstration Centre, Belconnen where children are educated in the basics of the Australian Road Rules as they apply to cycling, how to ride a bicycle safely and the correct use of bicycle helmets. |
| Ride to Survive: A Risk Management Rider Development Program | Motorcycle Riders Association of the ACT | \$22,060 | Conduct an on road risk awareness, rider development program for motorcyclists. 12 courses will be conducted over 2 years and funding will subsidise course fees and curriculum development. |
| Presentation of conference paper at 2005 Australasian Road Safety Conference | Motorcycle Riders Association of the ACT Inc | \$2,090 | Presentation of Paper on the MASTER Course for Mature Motorcycle Riders at the Australasian Road Safety Conference in NZ in November 2005 |
| 2005 Jindabyne Snow Bus | Greater Southern Area Health Service | \$3,300 | Contribution towards the provision of a free bus in Jindabyne during the snow season, which aims to reduce the potential for drink driving. The bus will operate between 11pm and 5am on Wednesday, Thursday and Saturday nights. |
| Sober Driver Program | Alcohol and Drug Foundation ACT Inc | \$36,423.20 | Evaluation of the Sober Driver Program introduced in the ACT in December 2004. |
| Presentation of a conference paper at the 2005 Australasian Road Safety Conference | ARRB Consulting | \$2,090 | Contribution towards the costs of the presentation of a Conference Paper on <i>Risk Taking by Young Drivers</i> at the Australasian Road Safety Conference in New Zealand in November 2005. |

APPENDIX A – CONTINUED

| <i>Project Title</i> | <i>Organisation</i> | <i>Amount of Grant</i> | <i>Project Description</i> |
|---|---|------------------------|---|
| Presentation of conference paper at Orlando USA on Team Training for Safer Young Drivers | Monash University Accident Research Centre | \$2,200 | Contribution towards the cost of presenting a paper at the 49th Human Factors and Ergonomics Society Annual Meeting conference in Orlando, Florida USA between 26-30 September 2005 on <i>'Team Training for Safer Young Drivers in the ACT: A Role for Crew Resource Management.</i> |
| Walking School Bus | YWCA of Canberra | \$16,500 | Contribution towards a second part-time Project Officer to assist maintaining the existing eleven Walking School Buses and extending the program in up to ten new ones during the next twelve months. |
| Visibility Aids for Cyclists | Pedal Power ACT Inc | \$11,000 | Purchase of 5,000 reflective wrist and ankle bands for distribution to cyclists via the Ride to Work program (60+ workplaces) plus to school children via the Bike Ed program being conducted by Pedal Power in some ACT primary schools. |
| Kangaroos Cross Roads – Give Kangaroos a 'Break' Campaign | Environment ACT | \$27,500 | Contribution towards a community awareness campaign on the dangers of kangaroos crossing roads utilizing radio and television advertisements. |
| On-Road Cycling Awareness Campaign | Roads ACT | \$27,500 | A contribution towards a television and print campaign to increase public awareness about the extended network of on-road cycle lanes in the Weston Creek/ Woden areas. |
| The Ride Attitude – TV Commercial Series | Motorcycle Riders Association of the ACT | 38,500 | Develop three motorcycle safety television commercials aimed at educating riders on hazard perception and risk management practices for safer riding. |
| Good Sports | Office of Fair Trading | \$22,000 | Contribution towards a pilot program relating to the responsible serving of alcohol. The program will be piloted in the Canberra Labour Club and the Eastlakes Football Club and by Hockey Canberra. |
| RADD Program | RADD – Recording Artists, Actors and Athletes Against Drink Driving | \$44,000 | Contribution towards the cost the national and regional campaign targeting drink driving. |
| Hazard Perception and Cognitive Ageing in Older Drivers | Australian National University | \$186,000 | Contribution to an ARC Linkage Project that will investigate the relationship between cognitive ageing and aspects of hazard perception. |

APPENDIX B – PROJECTS CONTINUING FROM PREVIOUS YEARS

| <i>Project Title</i> | <i>Organisation</i> | <i>Amount of Grant</i> | <i>Project Description</i> |
|--|--|------------------------|--|
| NRMA – ACT Road Safety Churchill Fellowships | Winston Churchill Memorial Trust | \$105,000 | A perpetual biennial Fellowship for road safety study. Five Fellowships have been awarded with Mr Robin Anderson the latest Awardee. The Trust will now also fund a Fellowship for the 'off' year. |
| Determining the Optimal Time For and Type of Road Safety Education in ACT Schools | GDP Consultancy/ Dynamic Outcomes Pty Ltd) | \$66,220 | Research into the optimal developmental period for supporting or intervening in the road use behaviours of young people as they negotiate their way through childhood, adolescence and finally to adulthood. |
| The Mentoring Road Safety Kit: A Resource for Teachers – The Road Forward | Dept. Education and Training | \$22,500 | Provide assistance for the wider expansion of the Mentoring Road Safety Kit into ACT schools. |
| The John Kirby Memorial Road Safety Award | Australian Transport Safety Bureau | \$5,000 | Sponsorship of an annual award for 'best paper by a new researcher' of \$1,000. The award is known as the <i>John Kirby Memorial Road Safety Award</i> . |
| Older Person Road Safety Needs Analysis for the ACT | Council on the Ageing ACT Inc | \$39,292 | Comprehensive survey to determine the road safety needs of older persons in the ACT, which will assist in the development of a driving and transport strategy for consideration by government. |
| Team Training for Safer Young Drivers and Passengers | Monash University Accident Research Centre | \$70,330 | Research into the potential application of the aviation industry's Crew Resource Management to young driver training. |
| The Potential for Early Childhood Learning to Influence Road Safety – Stage 2 | ARRB Transport Research Pty Ltd | \$69,740 | Review existing early childhood road safety resources in Australia to assess their suitability for trialling in the ACT. ARRB Transport is currently trialling the Victorian <i>Starting Out Safely Pre-school Program</i> at six ACT Pre-schools and Early Education Centres. |

APPENDIX B – CONTINUED

| <i>Project Title</i> | <i>Organisation</i> | <i>Amount of Grant</i> | <i>Project Description</i> |
|--|--|------------------------|--|
| Contributing Factors to Crash Risk of Older Female Drivers in the ACT | Monash University Accident Research Centre | \$75,400 | Undertake research into the factors that heighten the crash risk of older female drivers in the ACT and the development of countermeasures. |
| Feasibility of Restrictions on Young Drivers | Smithworks Consulting and SMEC Australia | \$27,750 | Conduct a survey and focus groups of ACT college students, as well as focus groups involving parents and stakeholders to determine feasibility and practicality of introducing certain restrictions on young drivers such as passengers restrictions during certain hours. |
| Travelsmart Schools Walking School Bus | YWCA of Canberra | \$11,000 | Contribution towards the continuation and expansion of the Walking School Bus Program currently running at Majura and Theodore primary schools. Funding will assist with the purchase of fluorescent vests and publicity including brochures and a web page. |
| Self-regulatory behaviour, travel patterns and crash risk: A comparison of older drivers in the ACT, NSW and Victoria | Monash University Accident Research Centre | \$65,887 | Undertake research into self-regulatory behaviour, travel patterns and crash risks of older drivers that will include a comparison of data from ACT, NSW and Victorian drivers. |
| Street Why's | Abbot Freeth and Associates | \$43,450 | Develop and deliver a two hour pilot program, using a harm minimization approach, for disadvantaged youth many of whom drive at high risk e.g., unlicensed, un-registered vehicles and often under the influence of alcohol/ drugs. |
| Child Restraint Checking Service | Kidsafe ACT Inc | \$9,900 | Free child restraint checking service at selected locations throughout Canberra. |
| Influences on Risk Taking by Young Drivers in the ACT | ARRB Transport Research Pty Ltd | \$51,700 | Conduct an analysis of traffic offence data by young novice drivers and undertake a telephone survey to collect information on risk taking behaviour by young drivers. This project is Stage 2 of an overall strategy to better understand the risk taking behaviour of young drivers – particularly male. |

APPENDIX B – CONTINUED

| <i>Project Title</i> | <i>Organisation</i> | <i>Amount of Grant</i> | <i>Project Description</i> |
|---|---|------------------------|--|
| Multi-casualty Triage – Putting Triage Theory into Practice at the Scene of Multiple Casualty Vehicular Accidents: The Reality of Multiple Casualty Triage | Research Centre for Nursing Practice | \$43,828 | Investigate the experiences of ambulance officers in prioritising patient care at the scene of a vehicle crash with multiple casualties. |
| Matching ACT Police Crash Data and Canberra Hospital Injury Data to Better Describe the ACT Road Toll | Australian National University (Canberra Clinical School) | \$43,828 | Integration of police and hospital crash data for a three-year period (2001-2003) to better understand the burden of trauma in the ACT. |

APPENDIX C – LAUNCHES OF TRUST-SPONSORED PROJECTS

| <i>Project</i> | <i>Date</i> | <i>Venue</i> |
|---|----------------|--------------------------------|
| Launch of a Kidsafe road safety program | 9 August 05 | Condor Pre-school, Condor |
| Kangaroo Awareness Campaign | 15 August 05 | Civic Centre, Canberra |
| Road Safety Initiatives Seminar | 21 October 05 | CSIRO Discovery Centre |
| Nightrider Service Launch | 24 November 05 | Moosehead's Bar and Café |
| Cycling Safely Launch | 5 November 05 | Belconnen Demonstration Centre |
| Motorcycle Safety Campaign | 3 February 06 | Civic Square |
| Presentations of Bike Ed Certificates | 21 June 06 | St Jude's Primary Holder |