

NRMA - ACT ROAD SAFETY TRUST



ANNUAL REPORT | 2006/2007

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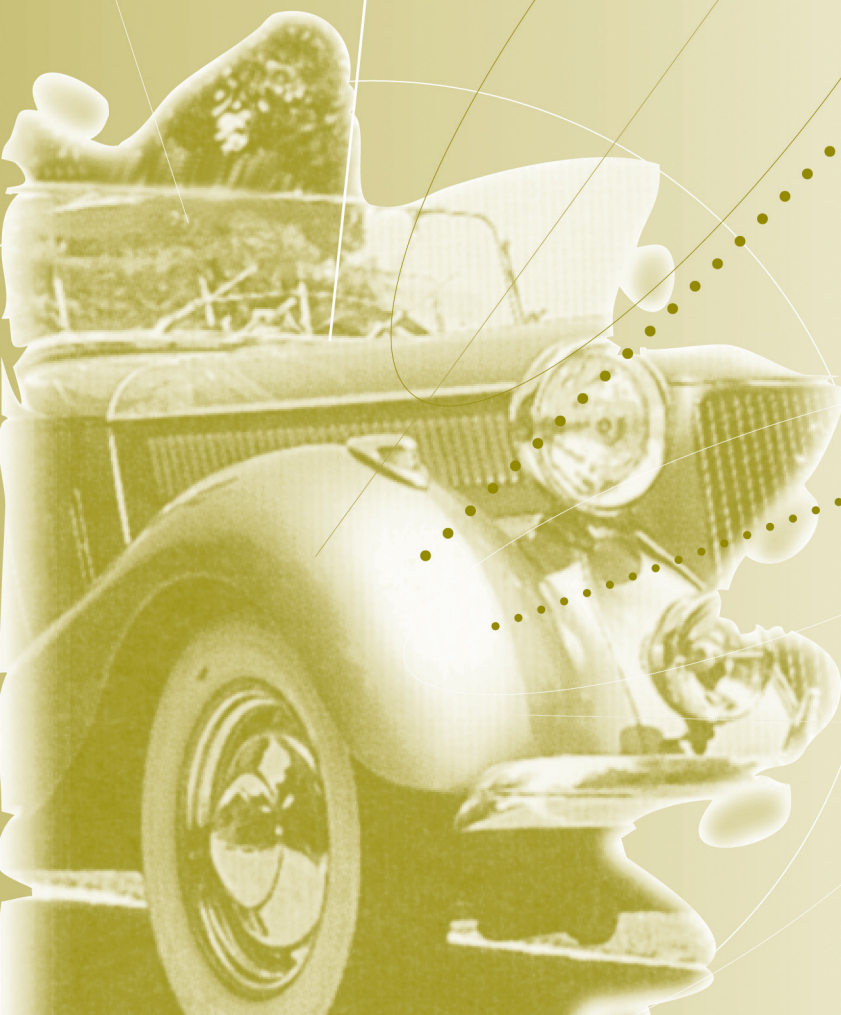
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NRMA - ACT ROAD SAFETY TRUST

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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 2006 to 30 June 2007.

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

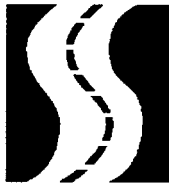
Ms Jill Morters
Trustee

Dr Angus McIntosh OAM
Trustee

Ms Kerry Fitzgerald
Trustee

Mr Hamish McNulty
Trustee

31 October 2007



NRMA - ACT ROAD SAFETY TRUST

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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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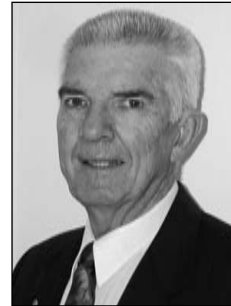
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1. CHAIRPERSON'S REPORT

It is my privilege as Chairman to present this report on the Trust's activities for the year 2006/2007.

The Trust has long recognised the value of partnering with like-minded organisations in the interests of enhancing road safety. This strategy has been implemented to great effect in recent years particularly with a number of the ACT's neighbouring local government authorities such as Yass Valley, Queanbeyan City, Palerang and Eurobodalla Councils. Adding New South Wales Roads and Traffic Authority (RTA) and regional police to the mix provides a powerful and effective partnership.



A tangible example of this partnership during the last twelve months has been the road safety campaign targeting speed conducted on the Kings Highway between 15 December 2006 and 9 February 2007. The campaign involved the deployment of variable message signs at strategic points of the Highway that displayed a range of RTA anti-speeding messages. The campaign was supported by a high-profile police presence provided by Monaro, Batemans Bay and ACT police. The fact that there were no fatalities or serious injury crashes on the Kings Highway during this period is some evidence that the campaign achieved its goals, a particularly satisfying result given the poor crash record of ACT drivers on this Highway.

The relationship between the Trust and Yass Valley Council has produced some innovative road safety campaigns such as the award winning gravel road awareness campaign *Take Me Home Country Road*. The latest joint initiative was a campaign designed to warn drivers of the dangers of driving while fatigued, launched by noted scientific broadcaster Dr Karl Kruszelnicki at the National Museum of Australia on 26 March 2007. Dr Karl is the face and voice of the RTA's well known fatigue campaigns and it was a coup for the Trust and Yass Valley Council to have him personally involved. This project was a collaborative success with the RTA and NRMA Motoring & Services also contributing while the National Museum of Australia waived its venue hiring fee as its commitment to the initiative.

The Transport Accident Commission (TAC) in Victoria is renowned for producing compelling road safety material. The strong links the Trust has forged with TAC has provided the Trust with access to various quality road safety materials including the two minute film *Anything* screened in ACT cinemas in 2004 and drink/drive and speeding television commercials. The Trust utilised this partnership to launch an intensive television campaign during May and June 2007 urging car buyers to demand Electronic Stability Control (ESC) and side curtain airbags when buying new cars. Research suggests ESC can reduce single vehicle crashes by forty percent while side curtain airbags can reduce driver deaths in a side impact by a similar percentage. This initiative by the Trust meant the ACT was the second jurisdiction to join what TAC hoped would be a national campaign to promote these life saving technologies.

In the last Report I announced the Trust had made available six Postgraduate Scholarships to a number of universities with established credentials in the area of road safety research. This offer led to Postgraduate Scholarships being awarded to students at the Queensland University of Technology, Monash University and the George Institute for International Health. I am delighted that two more Scholarships were awarded during the year – one to the Australian National University and one to the George Institute for International Health. Negotiations are close to finalisation on a sixth Scholarship at the University of Canberra.

Attracting quality postgraduate students to undertake study in areas of relevance to road safety is a continuing challenge, because 'road safety' crosses many academic disciplines. The Trust believes its offer of very attractive scholarships to students at some of Australia's most prestigious research bodies will assist in broadening the base of effective road safety researchers and maintain Australia's reputation of being in the vanguard of road safety research. The Trust is planning a *Postgraduate Scholarships Showcase Event* at the National Museum of Australia on 25 September 2007. The aim of this Event is to inform the wider community about this initiative and allow these

gifted students to deliver presentations on their chosen areas of research. I look forward to reporting on this exciting venture in next year's annual report.

The annual grant program continues to underpin much of the Trust's activities and on 20 July 2006 I announced funding to the value of \$762,500 for twenty-one innovative projects. Seven additional projects were approved taking the overall commitment to some \$880,700. All these projects have considerable road safety potential and the community will be the beneficiary in the medium and long term of these endeavours.

The Trust has been fortunate to have been able to retain Dr Peter Vulcan as its road safety consultant since 2002. His reputation and experience in the field of road safety is without peer and he is highly regarded nationally and internationally. The Trust was delighted that his commitment to the cause of road safety was recognised in the Queen's Birthday Honours List announced on 11 June 2007 when he was made a Member (AM) in the General Division.

On behalf of the Trust I would also like to pay tribute to the support provided to the Trust by David Piper, National Manager CTP Product, Insurance Australia Group. David retired in early July 2007 after some forty-two years with NRMA Insurance and the Trust has valued his commitment to the work of the Trust, as well as his friendship over many years. We wish him well for his retirement.

On behalf of the Trust, I would like to thank the individuals and organisations, which have provided the Trust with advice and support during the year. The Trust has forged strong bonds with the Department of Territory and Municipal Services (TAMS) and ACT Policing and this association greatly facilitates the work of the Trust. The value of this partnership was formalised when the Trust was invited to be a member of the Road Safety Task Force established in April 2007 by TAMS as part of its strategy to improve the co-ordination of road safety across the Territory.

I look forward to continuing to work with my fellow Trustees and our most capable Secretary/Manager, Eddie Wheeler in the quest to meet the road safety challenges that lie ahead. For its part the Trust remains dedicated to the task of reducing road trauma in our region.



Emeritus Professor Don Aitkin AO
Chairman

2. HIGHLIGHTS OF THE YEAR

2.1 2006/2007 GRANT PROGRAM

The announcement of the Trust's 2006/2007 Grant Program on 20 July 2006 by Trust Chairman Professor Don Aitkin was one of the highlights of the year. The Program comprised grants totalling some \$762,553 for twenty one innovative projects across a wide spectrum of the community. A further seven projects were subsequently approved making a total commitment of \$880,700 for the program.

These grants took total Trust funding for road safety initiatives in the ACT to some \$17.4 million, since it was established in 1992. Details of the individual projects in 2006/2007 are provided in Section 4.4 of this Report.

2.2 ROAD SAFETY AWARENESS CAMPAIGN ON THE KINGS HIGHWAY

The Trust contributed funding of \$10,450 to a road safety awareness campaign conducted on the Kings Highway between 15 December 2006 and 9 February 2007. The main focus of the campaign was speed and involved the deployment of Variable Message Signs (VMS) at selected spots along the Highway. The Trust and the Roads and Traffic Authority of NSW shared the costs of the VMS's which featured a range of RTA anti-speeding messages. Monaro Command, Batemans Bay and ACT Policing provided high visibility enforcement as part of the campaign.



Back, Eddie Wheeler and Angus McIntosh of the NRMA-ACT Road Safety Trust, with Queanbeyan Mayor Frank Pangallo, and his Palerang counterpart, Jim Maclachlan, with Sergeant Phil Chalker, Detective Sergeant Michael Chew and Constable Matt Craig-Barry at the Kings Highways launch near the Captains Flat turnoff. Photo courtesy Canberra Times.

2.3 DRIVER FATIGUE AWARENESS CAMPAIGN FEATURING DR KARL

An awareness campaign on the dangers of driving while fatigued was launched by well known science broadcaster Dr Karl Kruszelnicki at the National Museum of Australia on Wednesday 28 March 2007. The campaign was a joint initiative between the Trust and Yass Valley and Upper Lachlan Councils – with other partners being the NSW Roads and Traffic Authority (RTA) and NRMA Motoring & Services. The Trust contributed \$43,450 towards this twelve months campaign, which featured radio messages on regional radio stations and the use of variable message signs.



Dr Karl (centre) Ron Collins NRMA Motoring and Services (left) and Sharon Thomas, Tuggernong Driver Reviver at the fatigues launch.

2.4 NEW VEHICLE SAFETY FEATURES AWARENESS CAMPAIGN

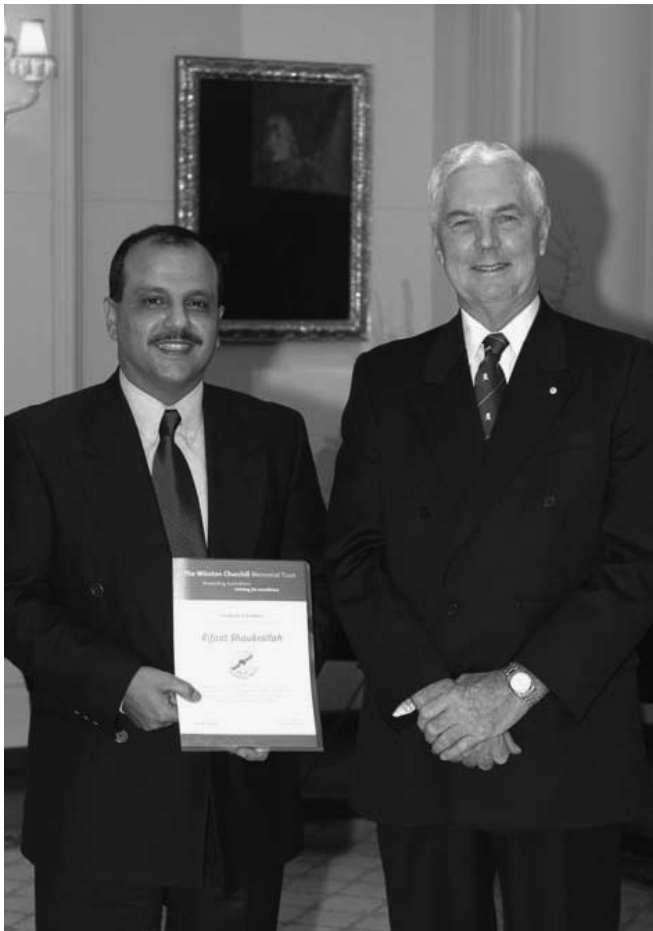
A campaign urging car buyers to demand safety technologies when buying a new car was screened on Canberra's three commercial television stations during May and June 2007. The campaign focused on two life-saving technologies – Electronic Stability Control (ESC) and side curtain airbags. The Trust spent \$51,600 on this campaign, which utilised commercials developed by Victoria's Transport Accident Commission.

Research indicates ESC can reduce single car crashes by as much as forty percent and half as much again for four wheel drive vehicles. Side curtain airbags can reduce driver deaths in a side impact crash by as much as forty percent.

2.5 WINSTON CHURCHILL ROAD SAFETY FELLOWSHIP WINNER

Mr Rifaat Shoukrallah, Manager, Traffic Management and Safety, ACT Department of Territory and Municipal Services was presented with the Winston Churchill Fellowship for Road Safety at Government House on 4 September 2006 by His Excellency Major General Michael Jeffery AC CVO MC Governor-General of the Commonwealth of Australia. Mr Shoukrallah planned to study the effectiveness of road safety engineering measures in a number of countries including Sweden and the United Kingdom to ascertain their suitability for the ACT and the rest of Australia.

The NRMA – ACT Road Safety Trust has sponsored this particular Churchill Fellowship since 1996 and in that ten year period six Canberrans have been its recipient.



Rifaat Shoukrallah proudly displays his award with the Governor General.

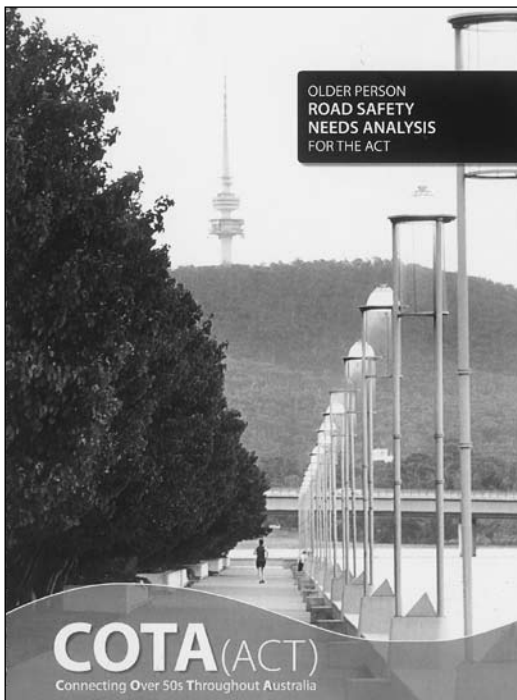
2.6 POSTGRADUATE ROAD SAFETY SCHOLARSHIP SCHEME

During 2006/2007 two universities took up the Trust's offer of a Postgraduate Road Safety Scholarship with another close to doing so. These Scholarships offer an annual tax-free stipend of \$30,000, which combined with the other benefits, places them at the top end of available scholarships. Ms Liz de Rome from the George Institute for International Health is embarking on research related to risk factors and costs of motorcycle injuries while Mr Chris Hatherly from the Australian National University is now studying declining cognitive and physical abilities in older drivers. Arrangements are being finalised to secure a quality student from the University of Canberra who plans to study young driver behaviour.

2.7 OLDER DRIVER'S ROAD SAFETY INITIATIVES

A study by the Council on the Ageing (ACT), which identified a wide range of road safety needs for Canberra's ageing population, was launched by Mr Jon Stanhope MLA on 12 March 2007 at the Chief Minister's Breakfast. The \$50,000 study was funded by the Trust and made thirty seven recommendations aimed at increasing the level of community awareness of emerging road safety needs. The study will assist in the better targeting of road safety expenditure for older people and a copy was widely distributed including to appropriate government agencies.

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



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 \$962,000 was raised during 2006/2007.

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 Jill Morters
NRMA Insurance Appointee
16.8.06 and ongoing



Ms Petrina Casey
NRMA Insurance Appointee
23.2.05 to 2.8.06

3.4 MEETINGS

Between 1 July 2006 and 30 June 2007 the Trust held three meetings as follows:

110 th Trust Meeting	16 November 2006
Extraordinary Trust Meeting	19 December 2006
111 th Trust Meeting	14 June 2007

Attendance by Trustees at these meetings was as follows:

Professor Don Aitkin	3
Dr Angus McIntosh	3
Ms Kerry Fitzgerald	3
Ms Jill Morters	2
Mr Hamish McNulty	2

4. GRANT PROPOSALS AND APPROVALS – 2006/2007

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. An ad is now also placed in the Weekend Australian. The Trust usually meets in April/May and June/July to finalise the grant program for the following financial year. Approved proposals may run for up to two years and in exceptional cases, three years.

The Trust received thirty seven applications for funding in respect of the 2006/2007 Grant Program with a total value of some \$1.7 million.

The 109th Trust meeting on 15 June 2006 finalised the 2006/2007 Grant Program, which was announced by the Chairman on 20 July 2006. The Program comprised twenty one projects to the value of \$762,500. Seven additional projects were approved bringing the total value of approvals to \$880,700. 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 2006/2007 GRANT PROGRAM

A) NEW COMMUNITY PROJECTS

1. Street Why's – No Dead End (Freebott Pty Ltd)

A grant of \$22,000 was provided to Freebott Pty Ltd for the delivery of a 2-hour program to 120 'at risk' young people and free provision of the **Road Ready** course. Objectives of the course include (1) Raise awareness of the risks and hazards of driving (2) Develop a greater awareness of driving under the influence of drugs and alcohol. The course would run for twelve months and would be an extension of an earlier pilot program also funded by the Trust.

In reality the No Dead End course has become a two day course and has been enhanced to serve two specific functions/target groups:

- To assist young people (most who are driving illegally/unlicensed) gain their learners licence
- To offer a Road Safety intervention to the ACT Juvenile Magistrate for young people facing driving convictions.

The course is now structured as follows:

Part One: A 2 hour road safety intervention (similar to initial Street Whys). This is attended by both target groups.

Part Two: An adapted Road Ready Learner Licence Course (Mandatory for all ACT learner licence candidates).

While enrolments have been strong actual attendance rates have fluctuated. As a result the Trust has agreed to extend the Program until the end of 2007.

2. Take a Break (Yass Valley and Upper Lachlan Councils)

Funding of \$39,500 was provided to Yass Valley and Upper Lachlan Councils as a contribution towards a fatigue awareness campaign. The campaign would be a joint initiative between the Trust and Yass Valley and Upper Lachlan Councils – with other partners being the NSW Roads and Traffic Authority (RTA) and NRMA Motoring & Services.

Fatigue is implicated in twenty five percent of fatal crashes and the aim of the campaign would be to increase awareness and knowledge about the hazards



No fatigue evident here.
From left: Charmaine Cooper, RSO Wingecarribee Shire Council, Ron Collins, NRMA Motoring and Services, Dr Karl, Eddie Wheeler, Secretary/Manager of the Trust, Professor Don Aitkin Chairman and Mark Foran, RSO Yass Valley Council.

of fatigue by delivering information to motorists while they drive. This would be achieved via a range of the well known and popular fatigue messages delivered by noted science broadcaster Dr Karl Kruszelnicki on ACT and regional radio. Variable Message Signs would also promote the RTA's advice of stopping at a driver/reviver location.

The campaign was officially launched by Dr Karl on 28 March 2007 at the National Museum of Australia and attracted significant media coverage.

3. The Drive Study: Data Linkage Phase (The George Institute for International Health)

A grant of \$40,369 was provided to the George Institute for International Health representing a contribution towards the DRIVE study. This project will investigate risk factors for young driver injury and will provide the basis for the development of new interventions. This phase involves linking baseline data, already collected, for over 20,000 novice drivers in NSW to their subsequent offence, crash, injury and death involvements. Results of the project will have considerable relevance to the ACT. The Project is expected to be completed by the end of 2007.

4. Slowing Down in the Community (University of NSW ADFA)

The University of NSW (ADFA) received funding of \$73,500 to investigate and evaluate the Walking School Bus program currently operating in some fifteen schools in the ACT. The aim of the project is to challenge 'the culture of speed' in the ACT and the findings will be used to develop a holistic methodological framework for evaluating the links between road safety and community initiatives for cultural change. The project will take two years to complete.

5. Human Error and System Failures in Fatal Crashes in the ACT and NSW (Monash University Accident Research Centre)

Funding of \$94,571 was provided to the Monash University Accident Research Centre for an analysis of Coroner's reports of fatal crashes in the ACT and NSW using a method of human error analysis used in the aviation area known as the Human Factors Analysis and Classification Scheme. This analysis will provide the first in-depth analysis of the role of human error and latent system failures in fatal road crashes. Project will take eighteen months to be completed.

6. Baby Capsule Replacement Program (Kidsafe ACT Inc)

The Trust approved a grant of \$37,840 to Kidsafe ACT Inc for the purchase of 200 replacement capsules for the Infant Restraint Loan Service it operates. Kidsafe hires out some 1,000 capsules annually and the Trust has previously provided funding for the replacement of 500 such capsules.



An example of a capsule funded by the Trust.

7. Low Light Vision Problems for Older Drivers (Griffith University)

Griffith University received a grant of \$33,231 for the development and testing of a new diagnostic instrument for older drivers with vision problems in situations of low light. The instrument will assess the motion sensitivity that is critical for twilight and night driving. Testing will be undertaken on a driving simulator at the University of Queensland. The project will take some fifteen months to complete.

8. Motorcyclist Apparel Observation Study (Centre for Accident Research and Road Safety, Queensland University of Technology)

A grant of \$10,990 was provided to the Queensland University of Technology to allow it to conduct observational studies to collect data on the frequency and nature of protective apparel worn by motorcyclists travelling within the ACT. Data collected would include the number of motorcyclists, presence or absence of protective clothing, type of motorcycle, presence or absence of pillion rider and apparel of pillion. Researchers visited Canberra over the period 27 April to 1 May 2007 for the observations and the final report is expected towards the end of 2007.



John Bonnett from the Motorcycle Riders Association ACT suited up in protective gear.

9. Motorcycle Programs to Reduce Road Trauma (Centre for Accident Research and Road Safety, Queensland University of Technology)

The Centre for Accident Research and Road Safety was approved for funding to the value of \$23,797 for a project that would identify the motorcycle safety programs conducted by Government and non-government organisations across Australia and New Zealand and examine their likely effectiveness and application in the ACT. Project duration will be twelve months.

10. Keeping Older Drivers Safe (Monash University Accident Research Centre)

As the result of a grant of \$118,135 from the Trust, the Monash University Accident Research Centre will develop and evaluate an innovative educational and training package aimed to improve driving performance and travel behaviours of older drivers. Information on reduction and cessation of driving and alternative transport options will be included. The package will be trialled amongst a group of older drivers in the ACT, modified and evaluated in terms of user acceptability and take two years to complete.

11. Impact of Whiplash on Subsequent Driver Safety (Centre for Accident Research and Road Safety, Queensland University of Technology)

The Trust approved a grant of \$79,476 to CARRS-Q for a study that will seek to establish whether drivers who have experienced a traffic crash resulting in whiplash are at an elevated risk of a subsequent traffic crash. There is limited knowledge about the crash and injury risks of drivers with whiplash related injuries. However, the conditions associated with whiplash (pain, dizziness, fatigue, numbness, poor concentration) would suggest that whiplash is a contributing factor. The project is expected to take some eighteen months to complete.

12. Speed Awareness Course for Recidivist Speeding Motorists (Department of Territory and Municipal Services)

Funding of \$16,000 was approved for the ACT Department of Territory and Municipal Services to conduct an analysis of a Speed Awareness Course being used in Lancashire, UK to better educate drivers with multiple speeding offences to determine its suitability for adoption in the ACT. The UK Speed Awareness Course is aimed at drivers with multiple speeding offences and has achieved impressive results in changing speeding behaviour. A report is expected towards the end of 2007.

13. Analytical method development and validation for roadside testing of oral fluid for drugs of abuse (University of Canberra and the ACT Government Analytical Laboratory)

A grant of \$31,000 to the University of Canberra was approved as a contribution towards a project aiming to research, develop, and validate an efficient systematic testing procedure for the roadside testing of saliva for illicit drug use. The Trust's funding would be directed towards the Doctoral Thesis component, which will focus on novel methodologies and technologies for preliminary drug screening, sample extraction, and drug identification/confirmation.



University of Canberra student Stuart Cashmere with the kind of saliva test kit used in the ACT drug-driver study. Photo courtesy Canberra Times.

The project involves a roadside drug detection study using a saliva swab test to determine the presence of MDMA, ecstasy and/cannabis and would be completely voluntary and confidential. ACT Policing would facilitate this 100-sample study by setting up Random Breath Testing stations. Drivers who test negatively for the presence of alcohol would then be asked to proceed to the sampling station. This testing procedure for the presence of drugs would be conducted away from police observation and be completely confidential.

A simulation of the proposed drug-driving sample process was undertaken on Lady Denman Drive on Tuesday 31 October 2006 and created considerable media interest.

14. Crash rates of ACT vehicles inside and outside the ACT (The ARRB Group)

The ARRB Group was approved for a grant of \$5,963 to calculate the crash rates per distance travelled for ACT registered vehicles for travel inside and outside the ACT. This project would build on the findings of previous research released in May 2005 that found the number of fatal crashes involving ACT motorists was the same outside the ACT as inside its borders. The report is expected to be released in July 2007.



15. Morning After the Night Before (Greater Southern Area Health Service)

A grant of \$11,000 was approved for the Greater Southern Area Health Service as a contribution to the development and airplay of radio messages aimed at increasing awareness of the dangers of driving the morning after drinking the previous night. The proposed campaign would be conducted over Christmas/New Year period and the end-of-year 'schoolies' period. The Trust contributed to a similar campaign two years ago, which involved ACT Policing who have indicated a willingness to be involved in this follow-up initiative. Due to unforeseen circumstances, this project has been held over until the 2007 Christmas period.

16. Night Seen and Night Safe: Visibility for Vulnerable Road Users (Queanbeyan Road Safety Group)

Funding of \$8,806 was provided to the Queanbeyan Road Safety Group for the purchase and distribution of 5,000 reflective wrist/ankle bands to vulnerable road users (pedestrians, skate boarders, in-line skaters and cyclists). The project's aim is to promote night-time and low light conditions visibility within the Queanbeyan and ACT commuting community of walkers and cyclists. Project will run for one year.



An example of the band

17. ACTION Nightrider (ACTION)

The Trust approved funding of \$14,520 as a contribution towards the marketing costs of the annual *Nightrider* bus service ACTION operates annually around the Christmas/New Year period. The service promotes the use of the *Nightrider* service while out partying rather than driving. It was planned to commence on 1 December 2006 and operate over eight designated routes from the Civic Bus Interchange between the hours of 1.00am and 4.45am up until New Year's Eve. In addition, a special *Club Route* would run between the City, Manuka and Kingston.

The service carried some 3,500 passengers over the same period in 2005 and has now been in operation for fourteen years. The service receives significant community and business support and the Trust partnered with ACTION, FM104.7, the Chronicle, the AFP, AdCorp and the Australian Hotels Association in promoting *Nightrider*. The service was launched at King O'Malley's Irish Pub in Civic by Mr Mick Gentleman MLA on 29 November 2007 and received widespread media coverage.



A Nightrider bus ready for action.

18. Cycling Safely School Education Program (Australian Federal Police)

A grant of \$18,700 was approved for the Australian Federal Police as a contribution towards transportation costs by bus of Year 4 primary school children to the Children's Traffic Demonstration Centre for the period September 2006 to August 2007.

19. Development of the First Book on Driver Distraction (Monash University Accident Research Centre)

Funding of \$20,000 was approved for the Monash University Accident Research Centre to assist it compile the latest key findings on driver distraction from a range of distinguished national and international authors. Driver distraction is estimated to be a key contributing factor in up to 38% of crashes and no reference book currently exists on this subject.

Recent research has found that on average drivers are distracted once every six minutes, which in many cases results in serious driving errors and road crashes. It is expected the book will be available in early 2008.

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

Pedal Power ACT Inc received funding of \$20,900 to allow it to continue to deliver a bicycle education and safety awareness program based on the Victorian Bike Ed program to primary schools in the region up until the end of 2006. The Trust subsequently approved additional funding of \$28,800 to enable the Bike Ed program to be continued to be delivered during Terms 1 and 2 of the 2007 School Year.



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

21. Evaluation of Bike Ed and the Traffic Centre Road Safety Package (ARRB Group Ltd)

A grant of \$57,448 was provided to the ARRB Group for an evaluation of the two bicycle safety programs being delivered in primary schools by Pedal Power ACT Inc and the Australian Federal Police. The Trust has been the sole financial supporter of these two programs for some years and as neither has been evaluated the Trust commissioned ARRB Group to evaluate both programs to ensure their continued value to the community. The results of the evaluation are expected to be released in early July 2007.

22. Presentation of Conference Paper (ARRB Group Ltd)

The Trust approved funding of \$1,550 to the ARRB Group as a contribution towards the cost of registration and related costs to assist with the presentation of a paper on *Fatigue* at the 2006 Australasian Road Safety Research, Policing and Education Conference on the Gold Coast in October. The paper to be presented was on the findings of Trust commissioned research on ACT motorist's knowledge of fatigue and the various countermeasures to it.

23. Seminars on Older Drivers and Assistance with 2007 Speaker Series (Australasian College of Road Safety)

Funding of \$14,850 was approved by the Trust as a contribution towards the cost of a range of seminars on older driver issues. These seminars will be delivered by Mr Robin Anderson who was awarded the 2005 Winston Churchill Road Safety Fellowship to study community based safety programs for older road users.



Robin Anderson (centre) with his Churchill Fellowship. He is flanked by Eddie Wheeler Secretary/Manager of the Trust (left) and Professor Don Aitkin Chairman (right).

24. Presentation of Conference Paper (Monash University Accident Research Centre)

Funding of \$1,705 was approved for the Monash University Accident Research Centre to present a paper on research it is conducting on *Child Pedestrian* issues at the 2006 Australasian Road Safety Research, Policing and Education Conference.

25. Presentation of Conference Paper (Monash University Accident Research Centre)

Funding of \$1,705 was approved for Monash University Accident Research Centre to assist it present a paper on a range of *Older Driver* issues at the 2006 Australasian Road Safety Research, Policing and Education Conference.

26. Walking School Bus (YWCA of Canberra)

The Trust approved funding of \$30,000 for the YWCA of Canberra as a contribution towards support of the Walking School Bus (WSB) during 2007. Funding would be mainly to assist the continued employment of the Program Manager and Program Officer -both part time.

The Walking School bus program has been operating in the ACT since 2003. It is promoted as a fun, safe and active way for primary school children to travel to and from school with adult supervision. Each 'Bus' travels along a set route with at least one adult volunteer 'driver' picking up children at designated stops and walking them to school. The process is reversed in the afternoons. Ideal routes are up to 1.5km long.



The Wanniasa Hills Primary school walking bus en route to school.

The Walking School Bus Program is currently operating in 17 schools with over 60 walking school buses per week. The Trust provided \$11,000 in 2004/2005 to assist with the promotion of the Program and in November 2005 agreed to provide \$16,500 for the employment of a part-time Program Officer to assist the Program Manager. The WSB received two awards during 2006, viz:

- The ACT Sustainable Cities Award for Sustainable Transport; and
- The National Australia Bank Award for Volunteers in Health and Wellbeing for the Territories.

The Secretary/Manager of the Trust represented the Trust at a stakeholder Forum on 30 March 2007, which formed part of an external review of the WSB conducted by Ms Sue Kendall from the Auckland Regional Transport Authority.

27. Road Trauma Data Amalgamation (Canberra Hospital)

Funding of \$58,000 was approved for the Canberra Hospital for the ongoing amalgamation of hospital and police crash data to the end of 2007. This project will build on a current project matching police and hospital crash data for the period 2001-2003 inclusive which is expected to be reported on during 2007-2008.

28. Kings Highway Safety Campaign (Queanbeyan City Council)

The Trust approved funding of \$10,451 as a contribution towards a road safety campaign targeting speed on the Kings Highway that would be conducted between 15 December 2006 and conclude on 9 February 2007. The campaign consisted of the deployment of four Variable Message Signs (VMS) at selected spots near Bungendore and Braidwood. Jointly funded by the NRMA – ACT Road Safety Trust and the NSW RTA, the campaign was also supported by regional councils and police (including ACT Policing) who undertook increased enforcement strategies during the campaign using high visibility patrol cars



Queanbeyan Mayor Frank Pangallo, Angus McIntosh and Eddie Wheeler from the ACT NRMA Road Safety Trust, Palerang Mayor Jim Maclachlan, Sergeant Phil Chalker (Monaro Local Area Command Highway Patrol), Detective Superintendent Michael Chew (Traffic Operations ACT Policing) and Senior Constable Matt Craig-Barry (Monaro Local Area Command Highway Patrol) at the launch of the road safety campaign targeting speeding on the Kings Highway.

The high level of road trauma on the Kings Highway is an ongoing concern and since January 2004, there have been thirteen fatalities on this Highway with many more seriously injured.

A study released by the Trust in 2005 into crashes involving ACT registered vehicles, drivers and riders on major regional highways found the Kings Highway had:

- the highest fatality and single vehicle crash rate;
- the highest rate of crashes caused by overtaking; and
- the highest rate of crashes where speed was a major factor.

The campaign was officially launched by Trustee Dr Angus McIntosh OAM on the Kings Highway near the Captains Flat turnoff on 19 December 2006. The campaign received considerable media attention including a feature article in the Canberra Times of 3 January 2007.

29. Vehicle Safety Features Awareness Television Campaign

The Trust committed \$51,600 on a television campaign urging car buyers to demand safety technologies when buying a new car. The campaign ran for an initial five week period during May and June 2007 on Canberra's commercial television stations. The campaign focused on two life-saving technologies – Electronic Stability Control (ESC) and side curtain airbags and utilised commercials developed by Victoria's Transport Accident Commission (TAC).

These two innovative safety features can significantly reduce the level of fatal and serious injury crashes. ESC is activated when a driver loses control of their vehicle.

Computer controlled technology helps to restore the car to its correct alignment by automatically applying the brake to the appropriate wheel. Research indicates ESC can reduce single car crashes by as much as 40% and half as much again for four wheel drive vehicles.

Side curtain airbags are designed to protect the driver's head in a crash forming a cushion between the driver and the side window. Research conducted in the USA estimates that head protecting airbags can reduce driver deaths in a side impact crash by as much as forty percent. Without them, there is little to protect your head from hitting the side of the car or rigid objects like trees or poles.



These two life-saving technologies are now standard on an increasing number of new cars available in Australia. This campaign is designed to increase consumer awareness of these safety features so that people can make informed decisions when purchasing their next vehicle.

Consumers can visit www.howsafeisyourcar.com.au for more information on these two technologies, as well as the safety ratings of new and used cars. The Trust hopes that by generating consumer demand for safer vehicles, manufacturers will be encouraged to provide higher levels of safety in all makes and models. This is important as only some 40% of new cars sold in Australia have ESC fitted.

The Trust announced the campaign on 3 May 2007 and as a result of this decision the ACT became only the second jurisdiction in Australia to come on board the TAC campaign it hopes will be embraced by all Australian States and Territories.

30. Postgraduate Road Safety Scholarship Scheme

During 2006/2007 two universities accepted the Trust's offer of two Postgraduate Road Safety Scholarships. 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.

Mr Chris Hatherly from the Australian National University commenced research into *age related declines in the many different cognitive and physical abilities of older drivers* in January 2007. His research will build upon an emerging literature in cognitive psychology that has identified visual attention as one of the primary abilities implicated in unsafe driving in late adulthood.

In addition to contributing to knowledge and theory in this field, it is anticipated that the study will help develop applied screening instruments and possibly interventions for use with older drivers. Part of the research will link into ANU research funded by the Australian Research Council and the Trust examining *Hazard Perception and Cognitive Ageing in Older Drivers*.

In April 2007, Ms Liz de Rome from the George Institute for International Health commenced research into *risk factors and costs of motorcycle injury in NSW and the ACT with the objective of identifying and examining the most promising options for intervention*. Her proposed research will be in two stages:

- Stage 1: Analyse data series containing all police reported motorcycle crashes over the past ten years from the RTA NSW and motorcycle related admissions over the same period from the NSW Hospitalisation Database. Appropriate ACT records will also be analysed.
- Stage 2: Undertake a series of studies designed to examine the role of rider education and protective clothing in the reduction of road traffic injury.

Arrangements are well in hand to secure a quality candidate from the University of Canberra who is proposing research in the area of young driver behaviour.

These scholarship recipients will bring to six the number of Postgraduate Scholarships now taken up. The other Scholarships are as follows:

Monash University Accident Research Centre (MUARC) - Ms Karen Stephan

Area of Research: The relationship between drivers' use of prescription medications and traffic crash involvement (commencement date March 2006).

This research will investigate the relationship between the use of prescription medications and traffic crash involvement. While the risk associated with alcohol use is well recognized, the impact of other drugs on road safety is less clear, particularly prescription medications.

Only a few large-scale epidemiological studies of this issue have been conducted. The lack of scientific studies in this area means that health professional and pharmacists must rely on guidelines based mainly on expert opinion when providing advice to patients regarding the effect of medications on driving.

An epidemiological study will be conducted using data obtained from linked health databases. The findings will provide further evidence upon which to base guidelines for health practitioners for assessing and advising patients about their fitness to drive when taking medications.

Centre for Accident Research and Road Safety (CARRS-Q) – Queensland University of Technology –
Ms Tamara Banks

Area of Research: Organisational models applied to work related road safety (commencement date April 2006).

The central research question underpinning this PhD program is: *How can work related road safety be improved in an organisation?* To answer this question several sub questions will be explored including:

1. What outcomes have been observed in previously investigated fleet safety interventions?
2. Do organisational differences in readiness for change, organisational culture, fleet safety climate or safety ownership relate to fleet safety perceptions, practices or outcomes?
3. What facilitators and barriers are involved in implementing fleet safety interventions?

Differences between organisations and how these differences relate to managing fleet safety risks are being investigated in relation to four case study organisations including Telstra, Ergon Energy, Queensland Department of Child Safety and Churches of Christ Care. The research is being conducted in three phases using a triangulation approach:

- Phase 1 - Review of organisational policies and practices in relation to elements that have been identified in the literature and Queensland Transport's Workplace Fleet Safety System as best practice in fleet safety.
- Phase 2 – Intensive Interviews with a sample of Fleet Managers, OH&S Managers and employees who drive as part of their work.
- Phase 3 – Brief Questionnaire administered to whole of business or large sample of employees.

The George Institute for International Health – *Mr Reece Hinchcliff*

Area of research Policy Pathways: a stakeholder and media analysis of the Australian road safety research-to-policy process (commenced February 2006)

In an attempt to reduce the continued high levels of road trauma for drivers aged 17-25 years, New South Wales, Queensland and Western Australia were scheduled in July 2007, to introduce more comprehensive Graduated Licensing Scheme models than what were previously in place. In particular, all three jurisdictions plan to introduce variant models of night-time and passenger restrictions for first year provisional drivers.

This thesis explores the different factors involved in the debate and eventual decision to introduce these restrictions. Issues that will be explored include why similar inputs into the road safety research-to-policy process in each jurisdiction resulted in different policy pathways taken and outcomes reached. These apparent political decision-making anomalies will be explored.

Through this investigation, this thesis will illustrate the various ways that politics, the media and public perceptions of social problems interact to form contemporary road safety policymaking.

31. Seminar on Older Driver Issues – Botanic Gardens

The Trust provided funding of \$6,200 to the Australasian College of Road Safety to assist it stage a seminar on older driver safety on 30 October 2006 at the National Botanic Gardens. The seminar discussed the challenges facing older road users and showcased some best-practice international programs and local initiatives. These included the American Automobile Associations “Roadwise Review” and “Carfit” projects; innovative Swedish and British work to help seniors drive safely and provide post-driving mobility. The seminar also heard some of the preliminary findings from the Council on the Ageing research into older persons’ road safety needs being funded by the Trust.



Speakers at the Seminar included:

- Dr Bella Dinh-Zarr, North American Director of the FIA “Make Roads Safe” campaign;
- Mr Robin Anderson, 2005 Winston Churchill Road Safety Fellow;
- Associate Professor Drew Richardson, Chair of Road Trauma and Emergency Medicine; and
- Mr Jim Langford, Monash University Accident Research Centre.

The Seminar was well attended and received considerable media coverage with many of the key speakers interviewed on radio and television.

The Trust has now funded five seminars for the ACRS and this partnership continues to benefit both the ACT and the broader community.

32. Drink Drive Campaign at Canberra Raiders’ Home Games



The Canberra Raiders’ home games at Canberra Stadium featured a drink drive slogan “*Stay out of the sin bin – don’t drink and drive*” on rotational signage the full length of the eastern side of the field. Jointly funded by the NRMA – ACT Road Safety Trust and the ACT Government at a cost of \$19,250 the campaign was officially launched on 19 June 2007 at the Raiders’ Headquarters at Bruce alongside Canberra Stadium. The signage was operational as from the first home game and will continue for the remainder of the season.

Raiders coach Neil Henry, Trust Chairman Professor Don Aitkin, Michelle Blyton from Out and About Marketing and Eddie Wheeler, Secretary/Manager with the sponsorship funds.

**Stay out of the sin bin -
Don't drink and drive**

A road safety message from



This is the third year of this campaign and the length of signage this year has doubled that of previous years. The slogan occupies 99 meters of the rotational signage along the eastern touch line and appears some twenty times during the main game. Additional exposure occurs with home games being shown on pay TV. Any free-to-air televised games would add significantly to the reach.

The Trust was delighted to be partner with the ACT Government, Out and About Marketing and the Canberra Raiders on this initiative to keep road safety in the forefront of peoples' mind – particularly when travelling to and from Raiders' home games.

33. Annex for the Kidsafe ACT Van (Kidsafe ACT)

Funding of \$2,690 was provided to Kidsafe ACT to purchase a roll-out canvas roof large enough to provide all weather protection for staff hiring out capsules and checking/fitting child restraints at various locations in Canberra – particularly Gunghalin and Dickson. The Kidsafe van provides a highly visible base but has limited capacity to support a mobile service in inclement weather – wet, cold or hot. To meet this need Kidsafe sought the assistance of the Trust in purchasing a suitable annex.

B) PROJECTS CONTINUING FROM PREVIOUS YEARS

1. Road Ready Program (Department of Territory and Municipal Services)

The Trust provided a grant of \$1.96 million to the Department of Urban Services (now TAMS) 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.

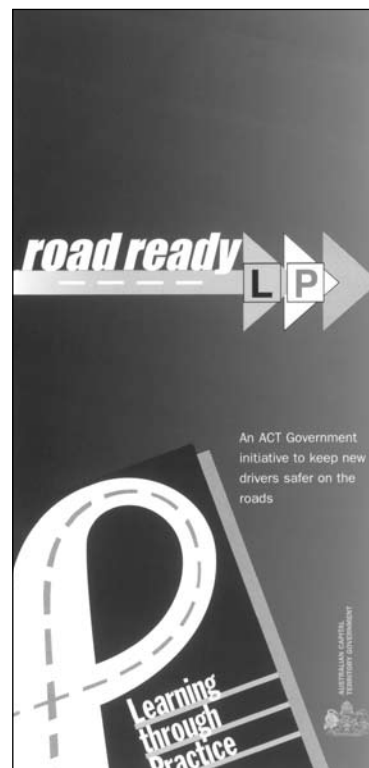
Road Ready is an innovative graduated licensing system, which commences even before young people are legally able to get behind the wheel. It continues beyond the Provisional Licence period when new drivers first go solo.

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 6,000 (approximately) Year 10 students in ACT high schools each year. Learner Driver applicants who have left school, can do the course at a *Road Ready* Centre at various locations in Canberra.



One of the Road Ready publications.

These courses are conducted during the day, in the evenings and at weekends depending on demand and cost \$145 including the road rules test. Bookings can be made on (02) 6162 5152 or (02) 6282 8990.

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.

Information about the *Road Ready* Program can be found on its website 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.

Dr Henderson's report recommended the original Advisory Panel to the Chair be reformulated and substantially reduced to two or three experts in the field of road safety. The Trust accepted that recommendation and the revised Advisory Panel has now met twice – the latest being on 31 October 2006. The new Advisory Panel comprises representative from the Australasian College of Road Safety, the Australian Transport Safety Bureau, the Department of Territory and Municipal Services and the road safety consultant to the Trust – Dr Peter Vulcan. Trustee Ms Kerry Fitzgerald chairs the meetings.

Matching hospital and police crash data remains a key road safety focus for Associate Professor Richardson.

3. Winston Churchill Memorial Trust Fellowships – Road Safety

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;
- 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; and
- Mr Robin Anderson, road safety consultant, to study community based safety programs for older road users and apply that knowledge to developing relevant programs in Australia. He visited the UK, France, Belgium, Sweden and the USA.

On 12 July 2006, the Winston Churchill Memorial Trust announced that Mr Rifaat Shoukrallah, Manager, Traffic Management and Safety, ACT Department of Territory and Municipal Services was the 2006 Road Safety Fellowship winner. He would examine road safety policies, particularly engineering measures implemented as a result of these policies and their effectiveness and he would visit Sweden, Norway, Denmark, the UK and Japan.

He was presented with the Fellowship for Road Safety by His Excellency Major General Michael Jeffery AC CVO MC Governor-General of the Commonwealth of Australia at a ceremony at Government House on 6 September 2006.

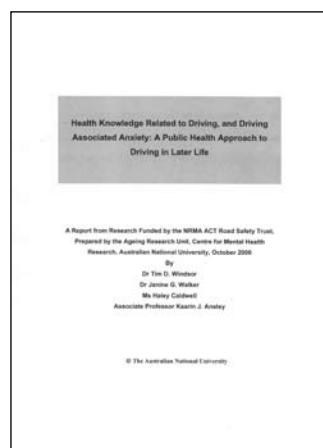


Rifaat Shoukrallah is congratulated by his excellency Major General Michael Jeffery. Sir David Smith looks on.

4. 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 would (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. The research was undertaken by the ANU's Ageing Research Unit, which surveyed 323 drivers aged 65 years and older from Canberra and the surrounding rural region.

The results of this study were released via a Trust media statement on 7 March 2007. The study found that some seventy percent of older drivers had accurate knowledge about the main health conditions that could impact on driving. Furthermore, the study re-affirmed the importance of the general practitioner to older drivers as a source of information on health



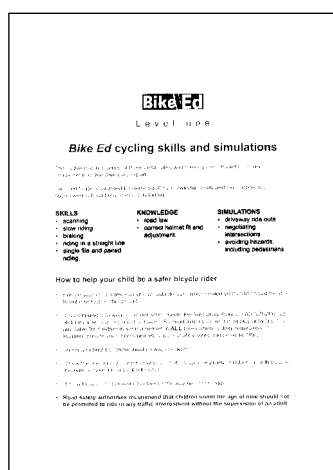
issues related to driving. Over seventy percent of respondents indicated they would consult their doctor for such information - while a quarter would approach their pharmacist.

The majority of older drivers are safe and self regulate their driving behaviour to compensate for health-related limitations. Half of the respondents in this study reported limiting night driving and about one third driving in the wet.

The study noted that quality evidenced-based material regarding health, medications and driving behaviour is available from a range of sources, such as the Council on the Ageing, motoring organisations and allied health professionals. The study recommended closer ties between these sources to facilitate the dissemination of relevant information to older drivers.

The results of the study were widely reported in the media.

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



In May 2005 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 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 seven primary schools in Canberra and Queanbeyan. While the project was completed by 30 June 2006, the Trust approved additional funding of \$19,000 in October 2006 to allow the project to continue until the end of 2006.

Further funding of \$28,809 was provided to Pedal Power to enable it to deliver the Bike Ed program up until the end of Term 2 in the 2007 School Year.

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). A paper on the findings to date was presented at the 2006 Australasian Road Safety Research, Policing and Education Conference at the Gold Coast 25-27 October 2006. Conference papers are planned for the ACRS Conference on Infants Children and Young People and Road Safety in Sydney between 2-3 August 2007 as well as 51st AAAM

Annual Scientific Conference and 2007 Australasian Road Safety Conference in Melbourne in October 2007. The project is scheduled to be completed in 2008.

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 which would be drivers aged 18-25 years with the balance aged 30-50 years. Project would aim to encourage drivers to use fatigue management practices and countermeasures.

The project was formally released via a Trust media statement on 6 July 2006. The study 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 attracted significant media coverage.

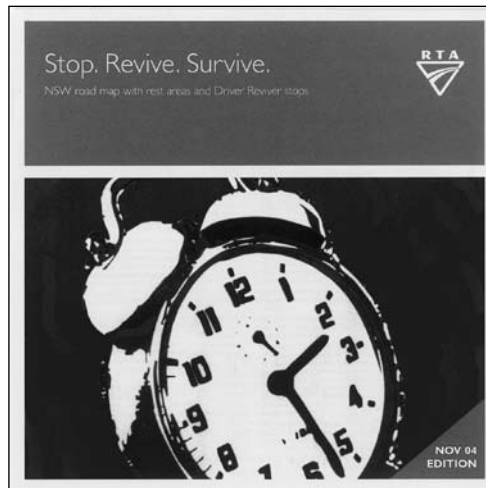
7. First Aid Training and Harm Minimisation for Victims of Road Trauma: A Population Study (School of Nursing and Midwifery, Flinders University)

In May 2005 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. The Project is nearing completion and the final report is expected in the last quarter of 2007.

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 \$96,515 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 2008.



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



Participants undertake some practical activities at a recent MASTERS course.

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

10. 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 would 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 course is still being conducted and details can be obtained from the MRA website at www.mraact.org.au.

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

The Trust has provided funding of \$27,500 to Road 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.

12. Good Sports Program (Office of Fair Trading)

The Trust approved a grant of \$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.



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.

The project is nearing completion.

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

The Trust is contributing funding of \$179,500 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 is being 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.

Trust Chairman Professor Don Aitkin, Secretary/Manager Mr Eddie Wheeler and the Trust's road safety consultant Dr Vulcan are members of the Steering Committee, which held its first meeting on 19 April 2007.

14. 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 fifty two 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 report was released by the Trust via a media statement on 13 July 2006 and it recommended the development of a holistic and sequential road safety curriculum to cover all years of schooling - from pre-school to Year 12.

In releasing the report, Trust Chairman Professor Don Aitkin AO commented that parents are increasingly driving their children to school for a range of safety reasons, which results in children becoming less street savvy. He added that while children aged 5-7 years have a global understanding of danger they have little idea of what to look for and what to ignore at the roadside. This leads them to being swayed by whatever is going on around them, possibly resulting in darting out or other impulsive behaviour.

According to the report, the target for road safety education would be the four **Bands of Development** – *Early Childhood, Later Childhood, Early Adolescence* and *Later Adolescence*. The *Later Childhood* Band (Years 2-7) is seen as the key area on which to focus road safety education given its potential to establish life-long safe behaviours. The resource packages would build on each other and incorporate a problem solving approach to an issue such as speed or drink driving.

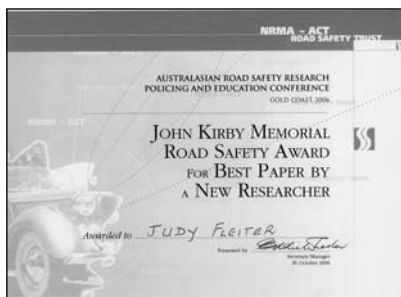
According to the World Health Organisation, the education sector has a key role in promoting effective road safety education in pre-schools and schools, so that appropriate behaviour is fostered from an early age. Copies of the report were forwarded to the relevant ACT Government Ministers for consideration.

15. 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.

In February 2007 the Trust approved a variation to the project to allow some \$12,000 in unspent funds to be used for the integration of the Mentoring Kit into the *Every Chance to Learn* curriculum.

16. The John Kirby Memorial Road Safety Award



In 1999 the Trust agreed to provide an annual award of \$1,000 for the 'Best Paper by a New Researcher' to be presented at the annual Australasian Road Safety Research, Policing and Education Conference. 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 2006 went to Ms Judy Fleiter from the Centre for Accident Research and Road Safety (CARRS-Q) Queensland University of Technology for a paper on *Normative Influences on Speeding*. The Secretary/Manager Eddie Wheeler presented the Award to Ms Fleiter at the conclusion of the Conference held on the Gold Coast between 25-27 October 2006 at the Holiday Inn Resort.

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);

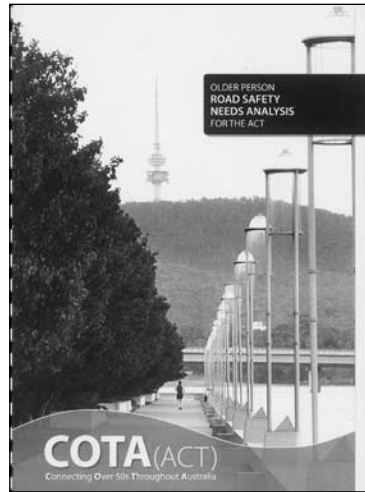


Ms Judy Fleiter (second from left) with other award recipients. Eddie Wheeler (Left) and John Goldsworth from ATOB (far right) flank the group. Photo courtesy QLD Transport.

- 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);
- 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); and
- 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*.

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

Funding of \$50,000 was approved for the Council on the Ageing ACT to undertake a comprehensive study to determine the road safety needs of older persons in the ACT. In approving this funding the Trust noted the ACT currently has some 47,000 people over the age of 60 and that figure would double in twenty five years. The ageing population will present road safety challenges to the community and this study would be of considerable assistance in that regard.



The *Older Persons’ Road Safety Needs Analysis for the ACT* study was formally released at the Chief Minister’s Breakfast at the Ainslie Function Centre on 12 March 2007. It involved a review of various ACT road safety initiatives and wide consultation with the ACT community and road safety experts. A literature review and a survey of 1,460 older Canberrans completed the process.

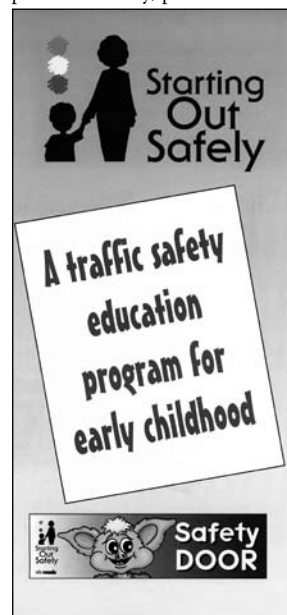
The study confirmed the private motor vehicle remains the principal mode of transport for older people with over 80% driving once a week or more. However, the study also found a significant proportion of older people drive vehicles, which compromise their safety. As a result, the study recommends an educational campaign on the safety features of modern vehicles.

The study highlighted the need for a holistic road safety approach, which includes pedestrian safety, personal fitness and alternative transport strategies. For older people, pedestrian activity is second only to driving as a preferred mode of transport. A review of the timing of crossing signals on major intersections is one of the thirty eight recommendations in the study.

The study, which will assist in the better targeting of road safety expenditure for older people and will enhance the community’s understanding of their road safety needs, has been forwarded to all key stakeholders for consideration.

18. 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 trialing in the ACT. The ARRB Group has identified Victoria’s *Starting Out Safely Pre-School Program* as the most appropriate program and it was trialed at six ACT Pre-schools and Early Childhood Centres. The project is expected to be completed by September 2007.



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

Funding of \$75,544 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 study was based on a survey of 673 current older female drivers over 60 years. A concomitant study was undertaken that compared the health and functional performances of 92 of these women half of whom had reported being in a crash in the last five years and half who had not.

The results of the study were released via a Trust media statement on 19 October 2006 and key findings were as follows:

- Older female drivers are the fastest growing segment of the driver population due to a proportional increase of women in the population and increased licensing rates. The safety and mobility of older females has become an important community and road safety concern.
- Crash and injury rates among older female drivers will exceed that of older male drivers in the coming decades.
- Lack of up-to-date driving experience was a key factor in crashes. Many women rely on their partners to drive and only become the principal driver due to illness or death of their partner.
- Lack of confidence increases crash risk for female drivers.

The report suggested the following countermeasures:

- Development of educational and awareness material for older female drivers with a focus on how they can reduce risk and maintain mobility by awareness of the effect of declining health and functional abilities;
- Adoption of appropriate identification of 'at risk' drivers by licensing authorities, particularly a more strategically targeted licensing re-assessment procedure that uses screening tests to identify drivers who have an increased risk of crashing due to health conditions or functional deficits; and
- Implementation of engineering countermeasures such as roundabouts and full-control turn signals.

The report recommends that further research be undertaken to explore these issues further with a much larger sample of older female drivers and a comparison group of older male drivers. A copy of the report, which created much media interest, was forwarded to key ACT Government agencies and to the Council on the Ageing.

20. 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 would provide further insight into the characteristics of those older drivers who self-regulate their driving behaviours or who give up driving.

The study was based on survey responses from 1,015 ACT older drivers (sixty years and over) and 682 from NSW. A group of 108 former drivers were also included in the study and a comparison to the results of a group of older Victorian drivers was made. Key findings of the study were released via a Trust media statement on 19 October 2006 and they included the following:

- Two thirds of all current drivers drove daily. More males than females drove daily and males also tended to driver further.

- There was a relationship between health status and self-regulation. Drivers who reported their health status was only good, fair or poor were less likely to travel longer distances per week than those who reported their health was excellent.
- Reduction in driving is one potential means of self-regulation. Just over half ACT drivers reported no change in driving distance and only one third reported driving less than they did five years earlier.
- A majority of drivers reported they were very confident in most driving situations. However, over forty percent reported being less confident in rain, driving at night and driving at night in the rain.
- Drivers in the oldest age groups (75+) were less likely than younger drivers to be very confident in the majority of driving conditions.
- The majority of drivers (80%) reported they did not avoid the various driving situations. The most commonly avoided driving situation was driving at night in the wet (15-20%) with females more likely to report avoidance behaviour.

Key recommendations included the following:

- Promote amongst older people a better awareness of health and medical conditions and functional abilities that affect driving;
- Promote through educational materials and programs the adoption of self-regulatory practices consistent with declines in functional ability and presence of medical conditions known to be associated with crash risk;
- Promote early planning for retiring from driving amongst older drivers and their families as well as those agencies who work with seniors; and
- Explore strategies to provide better mobility options for former drivers to help them maintain their independence after driving cessation.

Copies of the report were forwarded to relevant ACT Government agencies as well as the Council on the Ageing.

21. 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 and Midwifery Practice)

The Research Centre for Nursing and Midwifery Practice, University of Canberra and 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. This Australian first study would involve two focus groups comprising fourteen experienced paramedics aged from 28 years of age to fifty. Twelve came from South Australia and two from the ACT. In-depth interviews were also held with selected volunteers from the participants.

The results of the study *The Reality of Multiple Casualty Triage* were officially released on 20 November 2006 at the University of Canberra when Professor Paul Arbon AM formally presented the report to Trust Chairman Professor Don Aitkin AO. In receiving the report, Professor Aitkin commented that ambulance paramedics are highly trained in current triage practices. Earlier studies have found their triage skills to be only marginally lower than that of doctors and nurses. However, triaging is often undertaken in a stressful and emotional environment and there has been no research that analyses the performance of triage in real crash situations.

The key findings in the report included:

- The mix of skill and experience of the paramedic is important; inexperienced officers may tend to rely on triage theory while experienced officer will balance standard procedure with experience;
- Experienced officers sometimes do an initial 'scan' to determine priorities. A lighted cigarette was often a good indicator of a less severe injury; and

- The presence or absence of children or aged casualties can impact on the triage process.

The study indicated that a gap exists between what is practiced and what is taught as theory and it recommended further research be undertaken. The study will be a valuable aid for educators in the ambulance services in their quest to provide paramedics with the best possible triage training.



All parties involved in the Triage study pose following the launch. From left to right: Eddie Wheeler, Secretary/Manager, Trust, Professor Don Aitkin, Howard Wren, ACT Ambulance Service, Jamie Ranse, Researcher, Professor Paul Arbon and Dr Judith Anson, University of Canberra.

In recognition of the fact that South Australian paramedics were involved in the study the report was also launched in Adelaide. This event took place on 17 November 2006 in the Mortlock Wing of the State Library where Trust Chairman Professor Don Aitkin presented a copy of the report to Mr Gary Coombes, Chairman of St John Ambulance SA.

22. 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 \$36,465 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 2007.

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

The Trust provided a grant of \$36,423 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.

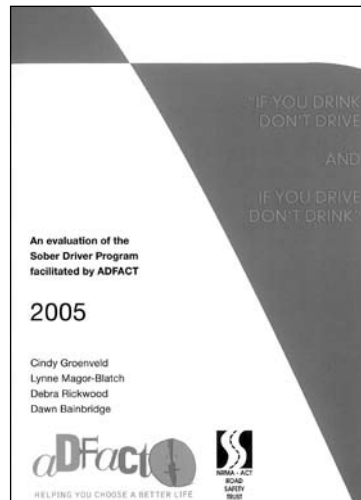
Following the Program's introduction into the ACT, the Alcohol and Drug Foundation ACT Inc was anxious to evaluate the program in terms of:

- 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 was formally launched by the Chief Magistrate Mr Ron Cahill, at the Magistrates Court, Canberra City on 12 December 2006. The evaluation confirmed that participants who completed the Program are less likely to drink and drive.

The Program is provided on a fee for service basis and can be paid in weekly instalments. It is suitable for a range of people including those yet to face court for a drink driving offence or those directed by the courts and corrective agencies to undertake the course.

Drink driving is a preventable cause of road trauma and early intervention via the *Sober Driver Program* will provide road safety benefits for the community. Alcohol is still identified as a factor in almost one quarter of fatal crashes.



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 2007/2008 Grant Program (which will be reported on in next year's annual report as the funding does not become available until after 1 July 2007). The initial advertisements appeared in the Canberra Times on 9 and 13 December 2006 and in the Chronicle on 12 December 2006. The Trust also advertised in the Weekend Australian on 9 December 2006. These advertisements were supported by a Media Release on 7 December 2006.

PROJECT LAUNCHES, PUBLIC PRESENTATIONS AND EXPOSURE

There were nine public launches of Trust sponsored projects during 2006/2007. All these events were well attended and received widespread press, radio and television 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

NRMA - ACT ROAD SAFETY TRUST

Prepare your car and yourself for the Holiday Period

Prepare your car and yourself is the advice of the NRMA - ACT Road Safety Trust this year to ACT motorists as they prepare for the forthcoming holiday period. "Ensuring your vehicle is in sound mechanical condition before undertaking any trip outside of Canberra these holidays makes a lot of sense," Eddie Wheeler, Secretary/Manager of the Trust says. "Motorists should ensure tyres, brakes and the cooling system are in good order prior to undertaking any excursion beyond our borders. Not only is it sensible from a road safety perspective but it also could save unnecessary expense and inconvenience during the holiday period."

"Preparing oneself in terms of adopting safe attitudes and practices to driving is also crucial to ensuring Canberrans return safely from holidays. There are four main contributors to road trauma and, unfortunately, every year road safety authorities need to reinforce them.

- **Speed** remains one of the major contributors to death and injury annually and Canberrans are urged to observe the speed limit and drive to the conditions.
- **Drink/driving** continues to be a major road safety concern. Over one quarter of fatally injured drivers and riders are found to have illegal concentrations of alcohol in their bodies and motorists are urged not to drink before driving. Again, the police have indicated random breath testing will be a priority this holiday period.
- **Not wearing seat belts** is a factor in three out of ten fatalities – an extraordinary and disappointing fact. Drivers should always buckle up and ensure their passengers do likewise.
- **Fatigue** is an unwelcome travelling companion and is very conservatively estimated to be a key factor in almost twenty percent of fatal crashes. The following simple steps could save lives:
 - ▶ Get adequate sleep prior to a long trip;
 - ▶ Take a break every two hours;
 - ▶ Change drivers at regular intervals – at least every two hours;
 - ▶ Avoid alcohol before driving;
 - ▶ Avoid driving during 'normal' sleep times (between midnight and 6am for most people).

"It is important that motorists recognise the signs of Fatigue is, yawning, blurred vision, slowed reactions, heavy or sore eyes, poor concentration, impatience, not remembering the last few kilometres of a trip etc.

"In preparing for a trip it is important that people take heed of their body clocks. Researchers have identified the period between midnight and 6am and the period between 2-4pm as danger zones for fatigue. These periods coincide with the body's circadian rhythm or low points of alertness.

"Finally, I exhort Canberrans to heed the above advice. A recent study into crashes involving ACT registered vehicles outside the Territory showed that almost one third of crashes occurred within 100km of the ACT. That figure would suggest that care is required in relation to these four safety factors – particularly on the return trip," Mr Wheeler says.

The NRMA - ACT Road Safety Trust is a statutory public charitable Trust established in 1992 to enhance road safety for the benefit of the ACT road-using community. Since its establishment, the Trust has committed \$14.3 million to some 257 road safety initiatives. Its funding source is the \$2 Road Safety Contribution raised in association with ACT motor vehicle registration fees and is matched by NRMA Insurance.

are presented and this enhances the Trust's reputation of funding innovative research. The Trust makes a contribution towards the attendance costs for the presenters.

PRESENTATION OF PLASMA TELEVISION TO THE NATIONAL BRAIN INJURY FOUNDATION (NBIF)

The Trust has a proud history of working with community organisations in the interests of road safety. On 1 February 2007 the Trust, WIN Television the retailers The Good Guys combined to present a new Plasma Television to the NBIF for use at the Dorothy Sales Cottages at Hughes. This new television will enhance the quality of life of people rehabilitating from Acquired Brain Injury (ABI).

In presenting the television to Dr Peter McCullagh, President of the NBIF, Trust Chairman Professor Don Aitkin said that a major objective of the Trust is to provide assistance for the care and rehabilitation of persons injured or traumatised as the result of road crashes. In that regard, the Trust has long recognised the contribution of the NBIF in assisting with the long term care of people suffering the effects of ABI, which is often the result of road trauma.

The Dorothy Sales Cottages, which were funded by the Trust and operated by the NBIF provides full time care for up to eight people and has provision for respite care also.



Trust Chairman Professor Don Aitkin (left) and NBIF President Professor Peter McCullagh at the presentation of the Plasma Television.

The Secretary/Manager was interviewed several 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. One such interview with the Chronicle was in February 2007 in relation to the placement of a new fixed speed camera on Canberra Avenue where it intersects with Newcastle Street and Hindmarsh Avenue.



NRMA-ACT Road Safety Trust Secretary/Manager Eddie Wheeler at the fixed red light/speed camera being installed at the intersection of Newcastle Street/Canberra Avenue/Hindmarsh Drive in Fyshwick.

The operation of the Trust was a case study in a paper presented at an international conference in Brunei in November 2006. The paper entitled *Public-Private Mixes and Partnerships: Some Australian Case Studies* was delivered by Roger Wettenhall, Centre for Research in Public Sector Management, University of Canberra.

MEDIA COVERAGE

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

- Release of the ARRB study into ACT Drivers Knowledge of Fatigue – 6 July 2006;
- Release of the Report on Road Safety Education in Schools – 13 July 2006;
- Announcement of 2006/2007 Grant Program – 20 July 2006;
- Presentation of Winston Churchill Memorial Trust Road Safety Fellowship by the Governor-General - 4 September 2006;
- Release of two studies by the Monash University Accident Research Centre on (1) Older Women's Road Safety Issues and (2) Older Driver Issues – 19 October 2006;
- Release of Study into Multi-casualty Crash Triage Practices – 20 November 2006;
- Launch of the *Nightrider* service by ACTION Buses – 28 November 2006;
- Call for Applications under the upcoming 2007/2008 Grant Program – 7 December 2006;
- Launch of the Sober Driver Program Evaluation – 11 December 2006;
- Launch of the Road Safety Awareness Campaign on the Kings Highway – 19 December 2006;
- Presentation of a Plasma Television to the National Brain Injury Foundation – 31 January 2007;
- Release of Study into Older Driver's Knowledge of Health Impacts on Driving – 7 March 2007;
- Release of the Study into Future Road Safety Needs of Ageing Canberrans – 11 March 2007;
- Launch of the Driver Fatigue Campaign – 26 March 2007;
- Launch of the Television Campaign on New Vehicle Safety Features – 3 May 2007; and
- Launch of the Drink Drive Campaign at Raider's Home Games – 18 June 2007.

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. Details related to the various reports released by the Trust are also available and reports can be downloaded.

COMMUNITY AND PROFESSIONAL LIAISON

The Trust continues to enjoy co-operative and fruitful relationships with NRMA Insurance, NRMA Motoring & Services, the ACT Department of Territory and Municipal Services (TAMS), 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 quarterly meetings of the Cross Border Alliance convened by the Road Safety Officer (RSO) at the Queanbeyan City Council. This informal gathering of regional RSO's together with the Manager Road Safety TAMS and police representatives from ACT Policing and Monaro police 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 further strengthened its partnership with Victoria's Transport Accident Commission (TAC). The Secretary/Manager held a fruitful meeting with key TAC officials in January

2007, which led to the Trust coming on board the TAC's campaign to promote the safety features of electronic stability control and side curtain airbags.

During the last twelve months the Secretary/Manager represented the Trust at a range of road safety meetings and forums as follows:

- A Road User Forum arranged by the Amy Gillett Foundation in Melbourne on 4 July 2006 to discuss a range of safe cycling initiatives for the safer interaction of cars and bicycles;
- Morning Tea on 11 July 2006 at the Winston Churchill Trust Headquarters in Acton for the announcement of the Churchill Trust Fellowships for 2006;
- The Australasian Road Safety Research, Education and Policing conference at the Gold Coast in October 2006;
- Annual dinner of the Federal Chamber of Automotive Industries at the Hyatt Hotel on 20 March 2007. Guest speaker was the Hon. Ian McFarlane MP Minister for Industry, Tourism and Resources;
- Walking School Bus Forum in the Griffin Centre, Civic Centre on 30 March 2007; and
- Launch of the ACT's Road Safety Strategy 2007-2010 at the Dickson Motor Registry on 26 April 2007.

The Chairman and Secretary/Manager attended the presentation of the Winston Churchill Road Safety Fellowship to Mr Rifaat Shoukrallah at Government House Yarralumla on 4 September 2006. The presentation was followed by the Churchill Trust's annual presentation dinner that evening at the Hotel Kurrajong.

The Chairman and the Secretary/Manager attended a public lecture by Roger Rees, Emeritus Professor, Disability Studies, School of Medicine, Flinders University on 12 October 2006 at the Canberra Museum Theatre. Organised by the National Brain Injury Foundation, this public lecture was on the theme *Interrupted Lives: Rehabilitation and Learning following Brain Injury*.



Rifaat Shoukrallah and Eddie Wheeler at Government House following the presentation ceremony.

The Chairman and Secretary/Manager were guests of the Winston Churchill Memorial Trust Board Luncheon at the Commonwealth Club on 27 June 2007. During the luncheon the National Chairman, Dr Barry Appleton OAM publicly acknowledged the Trust's generosity in providing the funding for the annual Churchill Road Safety Fellowship.

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 Australian 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.transport.act.gov.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 Territory and Municipal Services, for which the Trust is immensely 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 Territory and Municipal 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 greatly appreciate the advice and support readily given by staff of KPMG particularly by Craig Sloan, Cathy Bailie, Alicia Booth and Samara Coleman.

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. Ken Walton from the Business Banking Centre has 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. The Trust would like to particularly acknowledge the efforts of Malcolm Brennan, Kathryn Evans and Emily Flahive over the past twelve months.

7. FINANCIAL STATEMENTS AND AUDIT REPORT

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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 2007 as set out on pages 47 to 55 are drawn up so as to present truly and fairly the financial position of the Trust at 30 June 2007 and results and cash flows of its operations for the year ended 30 June 2007 are in accordance with the 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)



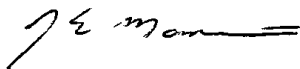
Angus McIntosh (Trustee)



Kerry Fitzgerald (Trustee)



Hamish McNulty (Trustee)



Jillian Morters (Trustee)

Dated at Canberra this 12th day of September 2007

**NRMA – ACT ROAD SAFETY TRUST
INCOME STATEMENT
FOR THE YEAR ENDED 30 JUNE 2007**

	Note	2007 \$	2006 \$
Revenue		962,176	905,644
Other income	4	151,478	20,036
Professional expenses		(86,632)	(93,887)
Grant funding expenses		(1,878,111)	(773,326)
Administration expenses		(21,518)	(7,909)
Scholarship funding expense		-	(317,520)
Road safety expenses		(126,570)	(162,571)
Travelling expenses		(3,451)	(5,142)
Personnel expenses		(122,470)	(114,646)
Sundry expenses		(14,941)	(13,443)
Results from operating activities		(1,140,039)	(562,764)
Financial income	6	89,547	94,751
Net financing costs		89,547	94,751
Profit before tax		(1,050,492)	(468,013)
Income tax expense		-	-
Profit after tax		(1,050,492)	(468,013)
Profit for the period		(1,050,492)	(468,013)

The income statement is to be read in conjunction with the notes to the financial statements set out on pages 51 to 55.

The accompanying notes form part of the financial statements

NRMA – ACT ROAD SAFETY TRUST
BALANCE SHEET
AS AT 30 JUNE 2007

	Note	2007 \$	2006 \$
Assets			
Cash and cash equivalents	7	1,500,675	1,729,977
Trade and other receivables	8	209,546	92,202
Total current assets		1,710,221	1,822,179
Total assets		1,710,221	1,822,179
Liabilities			
Trade and other payables	9	1,667,251	571,945
Total current liabilities		1,667,251	571,945
Trade and other payable	9	-	156,772
Total non-current liabilities		-	156,772
Total liabilities		1,667,251	728,717
Net assets		42,970	1,093,462
Equity			
Issued capital		10,384,877	10,384,877
Retained earnings		(10,341,907)	(9,291,415)
Total equity		42,970	1,093,462

The balance sheet is to be read in conjunction with the notes to the financial statements set out on pages 51 to 55.

The accompanying notes form part of the financial statements

**STATEMENT OF RECOGNISED
INCOME AND EXPENSES
FOR THE YEAR ENDED 30 JUNE 2007**

	2007 \$	2006 \$
Net income recognised directly in equity	–	–
Profit/ (loss) for the year	<u>(1,050,492)</u>	<u>(468,013)</u>
Total recognised income and expense for the period	<u><u>(1,050,492)</u></u>	<u><u>(468,013)</u></u>

The income statement is to be read in conjunction with the notes to the financial statements set out on pages 51 to 55.
The accompanying notes form part of the financial statements

**NRMA – ACT ROAD SAFETY TRUST
STATEMENT OF CASH FLOWS
FOR THE YEAR ENDED 30 JUNE 2007**

	Note	2007 \$	2006 \$
Cash from operating activities:			
Cash receipts from customers		1,134,028	975,356
Cash paid to suppliers and employees		(1,452,877)	(1,181,541)
Cash generated from operations		(318,849)	(206,185)
Interest received		89,547	94,751
Net cash from operating activities	10	(229,302)	(111,434)
Net cash increase/(decrease) in cash and cash equivalents		(229,302)	(111,434)
Cash and cash equivalents at 1 July		1,729,977	1,841,409
Cash and cash equivalents at 30 June	7	1,500,675	1,729,975

The income statement is to be read in conjunction with the notes to the financial statements set out on pages 51 to 55.

NRMA – ACT ROAD SAFETY TRUST

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 30 JUNE 2007

1 Reporting entity

NRMA – ACT Road Safety Trust is a trust domiciled in Australia. The Trust primarily is involved in a grant funding program to develop campaigns and advertisements to raise awareness and enhance road safety for the benefit of the ACT road-using community.

2 Basis of preparation

(a) Statement of compliance

The financial report is a special purpose financial report which has been prepared in accordance with Australian Accounting Standards (AASBs) (including Australian Accounting Interpretations) adopted by the Australian Accounting Standards Board (AASB).

The financial statements were approved by the trustees on 12th September 2007.

(b) Basis of measurement

The financial statements have been prepared on the historical cost basis except for the following:

- Derivative financial instruments are measured at fair value
- Financial instruments at fair value through profit or loss are measured at fair value
- Available-for-sale financial assets are measured at fair value
- Investment property is measured at fair value

(c) Functional and presentation currency

These financial statements are presented in Australian dollars, which is the Trust's functional currency.

(d) Use of estimates and judgements

The preparation of financial statements requires management to make judgments, estimates and assumptions that affect the application of accounting policies and the reported amounts of assets, liabilities, income and expenses. Actual results may differ from these estimates.

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 and in any future periods affected

3 Significant accounting policies

(a) Revenue

Registration levy income is recognised as it is received.

Interest income is recognised as it accrues.

(b) 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.

**NRMA – ACT ROAD SAFETY TRUST
NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 30 JUNE 2007**

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.

(c) Income tax

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

(d) Cash and cash equivalents

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

(e) Trade and other receivables

Trade and other receivables are stated at their amortised cost less impairment losses.

(f) Investments

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

(g) Accounts payable

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

(h) 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 balance sheet.

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.

(i) Segment reporting

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

4 Other income

	2007	2006
	\$	\$
Return of prior year unexpended grant funding	151,478	-
Government grants	-	20,000
Other income	-	36
	151,478	20,036

NRMA – ACT ROAD SAFETY TRUST
NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 30 JUNE 2007

5 Auditors' remuneration

	2007	2006
	\$	\$
Audit services		
Auditors of the Trust		
KPMG Australia:		
Auditing or reviewing the financial report	7,800	7,150
	7,800	7,150
Auditors of the Trust		
KPMG Australia:		
Accounting and taxation services	19,250	19,900
	19,250	19,900

6 Finance income and expense

	2007	2006
	\$	\$
Interest income	89,547	94,751
Finance income	89,547	94,751
Net finance income and expense	(89,547)	(94,751)

7 Cash and cash equivalents

	2007	2006
	\$	\$
Cash on hand	92	385
Bank balances	158,360	633,467
Call deposits	1,342,223	1,096,126
	1,500,675	1,729,978
Cash and cash equivalents in the statement of cash flows	1,500,675	1,729,978

NRMA – ACT ROAD SAFETY TRUST
NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 30 JUNE 2007

8 Trade and other receivables

	2007	2006
	\$	\$
Current		
Accrued interest	31,494	4,242
GST receivable	178,052	87,960
	<u>209,546</u>	<u>92,202</u>

9 Trade and other payables

	2007	2006
	\$	\$
Current		
Creditors	1,654,161	556,820
Accrued expenses	13,090	15,125
	<u>1,667,251</u>	<u>571,945</u>
Non Current		
Other trade payables	-	156,772
	<u>-</u>	<u>156,772</u>

10 Reconciliation of cash flows from operating activities

	2007	2006
	\$	\$
Cash flows from operating activities		
Profit for the period	(1,050,492)	(468,012)
Operating profit before changes in working capital and provisions	(1,050,492)	(468,012)
(Increase)/decrease in trade and other receivables	(27,252)	1,088
(Decrease)/increase in GST receivable	(90,092)	(45,139)
(Decrease)/increase in trade payables and other payables	938,534	400,630
	<u>(229,302)</u>	<u>(111,433)</u>
Cash generated from operations	<u>(229,302)</u>	<u>(111,433)</u>

**NRMA – ACT ROAD SAFETY TRUST
NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 30 JUNE 2007**

11 Grant funding commitments

	2007	2006
	\$	\$
Future grant payments not provided for and payable:		
Within one year	-	762,553
	<u>-</u>	<u>762,553</u>


NRMA – ACT ROAD SAFETY TRUST DIRECTOR'S DECLARATION

In the opinion of the Trustees 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 47 to 55, are drawn up in accordance with the basis of accounting described in Note 2(a) and in compliance with the trust deed, so as to present fairly the financial position of the Trust as at 30 June 2007 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 12th day of September 2007

Signed in accordance with a resolution of the trustees:



Trustee



INDEPENDENT AUDIT REPORT TO THE MEMBERS OF NRMA ACT ROAD SAFETY TRUST

Scope

We have audited the accompanying financial report, being a special purpose financial report, of NRMA ACT Road Safety Trust, which comprises the balance sheet as at 30 June 2007, and the income statement, statement of recognised income and expense and cash flow statement for the year ended on that date, a summary of significant accounting policies and other explanatory notes and the trustees declaration set out on pages 47 to 56.

Trustees' responsibility for the financial report

The trustees of NRMA ACT Road Safety Trust are responsible for the preparation and fair presentation of the financial report and have determined that the accounting policies described in Notes 1 to 11 to the financial statements, which form part of the financial report, are appropriate to meet the requirements of the Australian Accounting Standards and are appropriate to meet the needs of the members. The trustees' responsibility also includes establishing and maintaining internal control relevant to the preparation and fair presentation of the financial report that is free from material misstatement, whether due to fraud or error; selecting and applying appropriate accounting policies; and making accounting estimates that are reasonable in the circumstances.

Auditor's responsibility

Our responsibility is to express an opinion on the financial report based on our audit. No opinion is expressed as to whether the accounting policies used, as described in Notes 1 to 11, are appropriate to meet the needs of members. We conducted our audit in accordance with Australian Auditing Standards. These Auditing Standards require that we comply with relevant ethical requirements relating to audit engagements and plan and perform the audit to obtain reasonable assurance whether the financial report is free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial report. The procedures selected depend on the auditor's judgement, including the assessment of the risks of material misstatement of the financial report, whether due to fraud or error.

In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial report in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. An audit also includes evaluating the reasonableness of accounting estimates made by the trustees, as well as evaluating the overall presentation of the financial report.

These procedures have been undertaken to form an opinion whether, in all material respects, the financial report is presented fairly in accordance with the basis of accounting described in Notes 2 and 3 to the financial statements so as to present a view which is consistent with our understanding of the entity's financial position, and of its performance and cash flows.

The financial report has been prepared for distribution to members for the purpose of fulfilling the trustees' financial reporting obligations under the Australian Accounting Standards. We disclaim any assumption of responsibility for any reliance on this report or on the financial report to which it relates to any person other than the members, or for any purpose other than that for which it was prepared.



We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Independence

In conducting our audit, we have complied with the independence requirements of the independence requirements of the Australian professional accounting bodies.

Auditor's Opinion

In our opinion, the financial report presents fairly, in all material respects, the financial position of NRMA ACT Road Safety Trust as of 30 June 2007 and of its financial performance and its cash flows for the year then ended in accordance with the accounting policies described in Notes 2 and 3 to the financial statements.

A handwritten signature in black ink, appearing to be 'KPMG'.

KPMG

A handwritten signature in black ink, appearing to be 'Craig Sloan'.

Craig Sloan
Partner

Canberra
12 September 2007

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

APPENDIX A – 2006/2007 GRANT PROGRAM

Project Title	Organisation	Grant	Project Description
Street Why's – No Dead End	Freebott Pty Ltd	\$22,000	Delivery of the 2-hour Street Why's program to 120 'at risk' young people and free provision of the Road Ready course. Objectives of the course include (1) Raise awareness of the risks and hazards of driving (2) Develop a greater awareness of driving under the influence of drugs and alcohol. Course will run for twelve months.
Take a Break	Yass Valley and Upper Lachlan Councils	\$39,500	Undertake a fatigue awareness campaign involving the use of radio and variable message signs to increase awareness on the hazards of driving while fatigued.
The Drive Study: Data Linkage Phase	The George Institute for International Health	\$40,369	Contribution towards the DRIVE study, which aims to investigate risk factors for young driver injury that will provide the basis for the development of new interventions. This phase involves linking baseline data, already collected, for over 20,000 novice drivers in NSW to their subsequent offence, crash, injury and death involvements. Results of the project will have considerable relevance to the ACT.
Slowing Down in the Community	University of NSW (ADFA)	\$73,500	Investigate and evaluate the Walking School Bus program currently operating in some fifteen schools in the ACT. The aim of the project is to challenge 'the culture of speed' in the ACT and the findings will be used to develop a holistic methodological framework for evaluating the links between road safety and community initiatives for cultural change.
Human Error and System Failures in Fatal Crashes in the ACT and NSW	Monash University Accident Research Centre	\$94,571	Analyses of Coroner's reports of fatal crashes in the ACT and NSW by the use of a method of human error analysis used in the aviation area known as the Human Factors Analysis and Classification Scheme. This analysis will provide the first in-depth analysis of the role of human error and latent system failures in fatal road crashes.
Baby Capsule Replacement Program	Kidsafe ACT Inc	\$37,840	Purchase of 200 replacement capsules for the Infant Restraint Loan Service. Kidsafe hires out some 1,000 capsules annually.

APPENDIX A – CONTINUED

Low Light Vision Problems for Older Drivers	Griffith University	\$33,231	Develop and test a new diagnostic instrument for older drivers with vision problems in situations of low light. The instrument will assess the motion sensitivity that is critical for twilight and night driving. Testing will be undertaken on a driving simulator at the University of Queensland.
Motorcyclist Apparel Observation Study	Centre for Accident Research and Road Safety, Queensland University of Technology	\$10,990	Conduct observational studies to collect data on the frequency and nature of protective apparel worn by motorcyclists travelling within the ACT. Data collected will include number of motorcyclists, presence or absence of protective clothing, type of motorcycle, presence or absence of pillion rider and apparel of pillion.
Motorcycle Programs to Reduce Road Trauma	Centre for Accident Research and Road Safety, Queensland University of Technology	\$23,797	Identify motorcycle safety programs conducted by Government and non-government organisations across Australia and New Zealand and examine their application in the ACT.
Keeping Older Drivers Safe	Monash University Accident Research Centre	\$118,135	Develop and evaluate an innovative educational and training package aimed to improve driving performance and travel behaviours of older drivers. Information on reduction and cessation of driving and alternative transport options will be included. The package will be trialled amongst a group of older drivers in the ACT.
Impact of Whiplash on Subsequent Driver Safety	Centre for Accident Research and Road Safety, Queensland University of Technology	\$79,476	Study will seek to establish whether drivers who have experienced a traffic crash resulting in whiplash are at an elevated risk of a subsequent traffic crash.
Speed Awareness Course for Recidivist Speeding Motorists	Department of Territory and Municipal Services:	\$16,000	Conduct an analysis of a Speed Awareness Course being used in Lancashire, UK to better educate drivers with multiple speeding offences to determine its suitability for adoption in the ACT.
Analytical method development and validation for roadside testing of oral fluid for drugs of abuse	University of Canberra and the ACT Government Analytical Laboratory	\$31,000	Contribution towards a project, which aims to effectively research, develop, and validate an efficient systematic testing procedure for the roadside testing of saliva for illicit drug use. Funding would be directed towards the Doctoral Thesis component, which will focus on novel methodologies and technologies for preliminary drug screening, sample extraction, and drug identification.

APPENDIX A – CONTINUED

Crash rates of ACT vehicles inside and outside the ACT:	The ARRB Group	\$5,963	Calculate the crash rates per distance travelled for ACT registered vehicles for travel inside and outside the ACT. This project would build on the findings of previous research that found the number of fatal crashes involving ACT motorists was the same outside the ACT as inside its borders.
Morning After the Night Before	Greater Southern Area Health Service	\$11,000	Contribution to the airplay on radio and television of commercials aimed at increasing awareness of the dangers of driving the morning after drinking the previous night. The proposed campaign would be conducted over Christmas/New Year period. Campaign held over until 2007.
Night Seen and Night Safe: Visibility for Vulnerable Road Users	Queanbeyan Road Safety Group	\$8,806	Purchase and distribution of 5,000 reflective wrist/ankle bands to vulnerable road users (pedestrians, skate boarders, in-line skaters and cyclists. Project will aim is to promote night time and low light conditions visibility within the Queanbeyan and Queanbeyan-ACT commuting community of walkers and cyclists.
ACTION Nightrider	ACTION	\$14,520	Contribution towards the marketing costs of the annual Nightrider bus service that ACTION operates annually around the Christmas/New Year period. The service promotes the use of the Nightrider service while out partying rather than driving.
Cycling Safely School Education Program	Australian Federal Police	\$18,700	Contribution towards transportation costs by bus of Year 4 primary school children to the Children's Traffic Demonstration Centre for the period September 2006 to August 2007.
Development of the First Book on Driver Distraction.	Monash University Accident Research Centre	\$20,000	Compilation of the latest key findings on driver distraction.
Bike Education in Primary Schools	Pedal Power ACT Inc	\$49,700	Funding for Pedal Power to continue to deliver a bicycle education and safety awareness program based on the Victorian Bike Ed program to primary schools in the region up until the end of Term 2 in 2007.
Evaluation of Bike Ed and the Traffic Centre Road Safety Package	ARRB Group Ltd:	\$57,448	Evaluate the bicycle safety programs being delivered in primary schools by Pedal Power ACT Inc and the Australian Federal Police.
Presentation of Conference Paper	ARRB Group Ltd:	\$1,550	Funding towards the costs of presenting a paper on fatigue at the 2006 Australasian Road Safety Conference.

APPENDIX A – CONTINUED

Seminars on Older Drivers and Assistance with 2007 Speaker Series	Australasian College of Road Safety	\$14,850	Contribution towards the cost of a range of seminars on older drivers.
Presentation of Conference Paper	Monash University Accident Research Centre	\$1,705	Contribution towards the cost of presenting a paper on Child Pedestrians at the 2006 Australasian Road Safety Conference.
Presentation of Conference Paper	Monash University Accident Research Centre:	\$1,705	Contribution towards the cost of presenting a paper on Older Driver issues at the 2006 Australasian Road Safety Conference.
Walking School Bus	YWCA of Canberra	\$30,000	Contribution towards support of the WSB during 2007.
Road Trauma Data Amalgamation	Canberra Hospital	\$58,000	Amalgamation of hospital and police crash data to the end of 2007.
Kings Highway Safety Campaign	Queanbeyan City Council	\$10,451	Contribution towards a campaign utilizing variable message signs on the Kings Highway during the period 15 December 2006 to 9 February 2007.
Vehicle Safety Features Awareness Television Campaign		\$51,600	Television campaign relating to the road safety potential of Electronic Stability Control and side Curtain Airbags.
Road Safety Postgraduate Scholarships	George Institute for International Health and the ANU	\$232,000	Postgraduate scholarships for Ms Liz de Rome (motorcycle safety) and Mr Chris Hatherly (older drivers).
Seminar on Older Driver Issues	Australasian College of Road Safety	\$6,200	Contribution towards staging a seminar on older driver issues – October 2006.
Drink Drive Campaign	Out and About Marketing	\$9,675	Fifty percent contribution towards the cost of a drink drive campaign at Canberra Stadium during Raiders' home games in 2007.
Annex for Kidsafe Van	Kidsafe ACT Inc	\$2,690	Funding for a roll-out canvas roof large enough to provide all-weather protection for staff hiring out baby capsules and checking restraints.

APPENDIX B – PROJECTS CONTINUING FROM PREVIOUS YEARS

Project Title	Organisation	Amount of Grant	Project Description
NRMA – ACT Road Safety Churchill Fellowships	Winston Churchill Memorial Trust	\$105,000	A perpetual biennial Fellowship for road safety study. Six Fellowships have been awarded with Mr Rifaat Shoukrallah the latest Awardee.
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.
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 B – CONTINUED

<p>First Aid Training and Harm Minimisation for Victims of Road Trauma: A Population Study</p>	<p>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.</p>	<p>\$71,007</p>	<p>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.</p>
<p>Crew Resource Management (CRM) Training and Young Driver Safety: Development and Testing of a CRM Young Driver Training Program</p>	<p>Monash University Accident Research Centre</p>	<p>\$96,515</p>	<p>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.</p>
<p>Mature Age Skills Training for Experienced Riders (MATURE) Course</p>	<p>Motorcycle Riders Association of the ACT Inc</p>	<p>\$16,500</p>	<p>Two-year extension of the pilot MASTERS Program aimed at enhancing the safety of mature motorcycle riders.</p>
<p>Ride to Survive: A Risk Management Rider Development Program</p>	<p>Motorcycle Riders Association of the ACT</p>	<p>\$22,060</p>	<p>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.</p>
<p>On-Road Cycling Awareness Campaign</p>	<p>Roads ACT</p>	<p>\$27,500</p>	<p>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.</p>
<p>Good Sports</p>	<p>Office of Fair Trading</p>	<p>\$22,000</p>	<p>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.</p>
<p>Hazard Perception and Cognitive Ageing in Older Drivers</p>	<p>Australian National University</p>	<p>\$179,500</p>	<p>Contribution to an ARC Linkage Project that will investigate the relationship between cognitive ageing and aspects of hazard perception.</p>

APPENDIX B – CONTINUED

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	Paid directly by the Trust to the winner.	\$5,000	Sponsorship of an annual award for ‘best paper by a new researcher’ of \$1,000. The award is known as the John Kirby Road Safety Award. The prize was awarded to Ms Judy Fleiter, from CARRS-Q at the 2006 Australasian Road Safety Research, Policing and Education conference.
Older Person Road Safety Needs Analysis for the ACT	Council on the Ageing ACT Inc	50,000	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.
The Potential for Early Childhood Learning to Influence Road Safety – Stage 2	ARRB Group	69,740	Review existing early childhood road safety resources in Australia to assess their suitability for trialing in the ACT. The ARRB Group is currently trialing the Victorian Starting Out Safely Pre-school Program at six ACT Pre-schools and Early Education Centres.
Contributing Factors to Crash Risk of Older Female Drivers in the ACT	Monash University Accident Research Centre	75,544	Undertake research into the factors that heighten the crash risk of older female drivers in the ACT and the development of countermeasures.
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.
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 and Midwifery Practice	43,828	Investigate the experiences of ambulance officers in prioritising patient care at the scene of a vehicle crash with multiple casualties.

APPENDIX B – CONTINUED

Matching ACT Police Crash Data and Canberra Hospital Injury Data to Better Describe the ACT Road Toll	Australian National University (Canberra Clinical School)	36,465	Integration of police and hospital crash data for a three-year period (2001-2003) to better understand the burden of trauma in the ACT.
Sober Driver Program Evaluation	Alcohol and Drug Foundation ACT Inc	36,423	Evaluation of the Sober Driver Program introduced into the ACT in November 2004.

APPENDIX C – LAUNCHES OF TRUST-SPONSORED PROJECTS

Project/Event	Date	Venue
Older Driver Seminar	30 October 2006	National Botanic Gardens
Drug Driving Study	31 October 2006	Lady Denman Drive, Acton
Launch of Report on Multi-casualty Triage Practice	21 November 2006	University of Canberra
Launch of Nightrider Service	29 November 2006	King O'Malley's Irish Pub, Civic Centre
Sober Driver Evaluation	12 December 2006	Magistrates Court, Civic Centre
Road Safety Campaign on the Kings Highway	19 December 2006	Kings Highway, Captains Flat Turnoff
Older Persons' Road Safety Needs Analysis	12 March 2007	Ainslie Function Centre
Driver Fatigue Campaign	28 March 2007	National Museum of Australia
Drink Drive Campaign – Canberra Raiders' Home Games at Canberra Stadium	19 June 2007	Canberra Raiders HQ at Bruce

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