

**NRMA — ACT  
ROAD SAFETY TRUST**

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**ANNUAL REPORT 2007/2008**



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# NRMA - ACT ROAD SAFETY TRUST

ABN 43 348 311 547

GPO Box 2890  
CANBERRA ACT 2601

Tel. (02) 6207 7151  
Fax. (02) 6207 7160

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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 2007 to 30 June 2008.

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 Julie Thornton  
Trustee

Dr Angus McIntosh OAM  
Trustee

Ms Kerry Fitzgerald  
Trustee

Mr Hamish McNulty  
Trustee

15 October 2008



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

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## 1. CHAIRPERSON'S REPORT

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It is my privilege as Chairman to present this report on the Trust's activities for the year 2007/2008.

Over the sixteen years the Trust has been operating it has established a reputation for funding innovative road safety research. As I reflect on the range of initiatives funded by the Trust in the last twelve months, many are enhancing that reputation. The Accident Care Evaluation (ACE) Study, which was launched by the Chief Minister in July 2007, is one such initiative in which the Trust is partnering with NRMA Insurance. Only the second of its kind in the world, the ACE Study will examine the health outcomes and associated treatment costs of motor vehicle crash victims in the ACT. The Trust is funding the research component being undertaken by the Australian National University and the University of Sydney.



On average Canberra has 8,000 crashes annually resulting in compulsory third party claims of some \$40 million. It is anticipated this research will show that faster diagnosis and medical intervention will result in improved patient wellbeing and in many cases a faster return to work. The potential savings to the ACT community will be measured in millions.

The Trust is sponsoring six Road Safety Postgraduate Scholarships at several of Australia's eminent road safety research institutions at a cost of \$690,000. The aim of these Scholarships is to attract high quality graduates to undertake research relevant to road safety, thereby broadening the base of road safety researchers. These talented scholars delivered presentations on their areas of research at a Postgraduate Scholarships Showcase Event at the National Museum of Australia in September 2007. With road trauma costing the nation \$17 billion annually the Trust has met the call to arms by this significant financial investment in a research initiative, which will have long term benefits for the community.

There is a dearth of research into the rendering of first aid at crash scenes. As a consequence an ACT study undertaken by Flinders University and funded by the Trust will be invaluable in better understanding this issue. This study into the prevalence of first aid training among ACT motorists confirmed that the application of basic first aid treatment at the scene of a road crash had assisted in saving lives.

After a crash involving injury, the two factors most likely to kill are obstruction of the airway and uncontrolled bleeding. The study indicated these were the two life-saving first aid skills most commonly used at crash scenes and argued the need for a public education campaign to encourage more people to undertake first aid training. In that regard, St John Ambulance has been proactive and has developed an online first aid course specifically for motorists called *Crash Course*. It has been estimated that at least 7% of Australia's road fatalities could be saved as a result of basic first aid measures taken at the crash scene. Clearly, there is great potential for the community to actively assist in reducing the level of trauma on our roads further by undertaking some first aid training.

The ACT has the best road safety record of all jurisdictions at 4.1 deaths per 100,000 population. However, this achievement is less impressive when balanced against our crash record interstate. Research commissioned by the Trust and released in July 2007 found that ACT vehicles had three times the risk of being involved in a fatal crash in NSW than in the ACT per vehicle kilometre. The report identified speed and fatigue as key contributors to the unacceptable level of road trauma on the key highway links to Canberra – particularly the Barton and Kings Highways. As a consequence, the Trust has partnered with regional councils, the NSW Roads and Traffic Authority and police on a number of safety awareness campaigns on the Kings and Barton Highways over the past twelve months with considerable success. However, given the significant contribution of speed to road trauma further campaigns will undoubtedly follow.

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Interstate travel by ACT vehicles is four times the national average. In light of the significant amount of interstate travel undertaken by ACT residents and our poor crash record, the need for ongoing and targeted education and awareness campaigns has been established. For their part, ACT motorists need to heed the well established road safety principles of not driving tired and not speeding.

The annual grant program continues to underpin much of the Trust's activities and on 31 July 2007 I announced the 2007-2008 Grant Program. This comprised twelve innovative projects to the value of \$324,779. Four additional projects were approved later in the year taking the overall commitment to \$424,979. All these projects have considerable road safety potential and the community will be the beneficiary in the medium and long term of these endeavours.

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 ties with the Department of Territory and Municipal Services, ACT Policing and Victoria's Transport Accident Commission. These ties greatly facilitate the work of the Trust.

I look forward to continuing to work with my fellow Trustees and our 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



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## 2. HIGHLIGHTS OF THE YEAR

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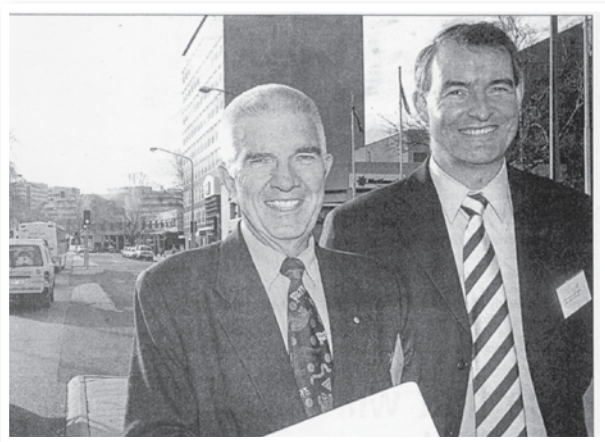
### 2.1 2007/2008 GRANT PROGRAM

The announcement of the Trust's 2007/2008 Grant Program on 31 July 2007 by Trust Chairman Professor Don Aitkin was one of the highlights of the year. The Program comprised grants totalling \$324,779 for twelve innovative projects across a wide spectrum of the community. A further four projects were subsequently approved making a total commitment of \$424,979 for the program.

These grants took total Trust funding for road safety initiatives in the ACT to some \$18.7 million, since it was established in 1992. Details of the individual projects in 2007/2008 are provided in Section 4.4 of this Report.

### 2.2 ACCIDENT CARE EVALUATION (ACE) STUDY

The ACE Study is an Australian-first medical research study being funded by the Trust and NRMA Insurance. The Study will determine whether the health outcomes of people who have sustained mild to moderate soft tissue injuries such as neck injury in road crashes can be improved by early referral to appropriate medical practitioners. The Trust has committed over \$700,000 to the ACE Study, which was officially launched by the Chief Minister Jon Stanhope MLA at the ACT Legislative Assembly on 24 July 2007.



*Trust Chairman Professor Don Aitkin (L) and Chief Investigator Professor Paul Smith outside the ACT Legislative Assembly after the launch of the ACE study.*

### 2.3 ROAD SAFETY POSTGRADUATE SCHOLARSHIPS - SHOWCASE EVENT

The National Museum of Australia was the venue for a Road Safety Postgraduate Scholarships Showcase Event on 25 September 2007. Organised by the Trust the Showcase Event featured six of Australia's next generation of road safety researchers who delivered presentations on a range of cutting-edge research. Mr John Hargreaves MLA, Minister for Territory and Municipal Services, opened the Event.

A particular highlight for both the Trust and the Scholars was an informal meeting followed by morning tea with the Governor General Major General Michael Jeffery on 26 September 2007.

A tour of Government House capped off a memorable morning for all concerned.



*Trustees and Scholars with his Excellency Major General Michael Jeffery AC CVO MC, from left to right, Ms Kerry Fitzgerald (trustee), Dr Agnus McIntosh (Trustee), Dr Peter Vulcan (Trust consultant), Eddie Wheeler (Secretary/Manager), Hamish McNulty (Trustee), Ms Tamara Banks (Scholar), The Governor General, Chris Hatherly (Scholar), Ms Lucienne Kleisen (Scholar), Reece Hinchcliff (Scholar), Karen Stepban (Scholar), Liz de Rome (Scholar), Professor Don Aitkin (Trust Chairman).*

## 2.4 BARTON HIGHWAY SPEED AWARENESS CAMPAIGN

A seven-month long speed awareness campaign on the Barton Highway involving radio messages and high visibility policing was launched at Murrumbateman NSW on 12 October 2007. Funded in part by a grant of \$19,000 by the Trust, the campaign was a partnership between the Trust, Yass Valley Council, the NSW Roads and Traffic Authority as well as NSW and ACT police.

Since 2001, there have been some 140 crashes on this Highway. Eleven of these were fatal crashes and over one hundred people were injured. ACT drivers were involved in thirty percent of these crashes.



*Chairman of the Trust Professor Don Aitkin (L) and Mayor of Yass Valley Council Nic Carmody (R) hold the Trust's cheque with Trust Secretary/Manager Eddie Wheeler lending a hand.*

## 2.5 ROAD SAFETY AWARENESS CAMPAIGNS ON THE KINGS HIGHWAY

Two road safety campaigns targeting speed and dangerous driving on the Kings Highway were conducted over successive holiday periods. *Operation Coast Roads* involving the deployment of variable message signs at selected locations along the Highway over the Christmas/January 2008 holiday period and again over the Easter/school holiday period.



*Trustee Ms Kerry Fitzgerald and Superintendent Michael Chew at the launch of the Kings Highway road safety campaign Operation Coast Roads on 28 November 2007 in City Walk.*

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An integral part of *Operation Coast Roads* was the increased enforcement strategies by NSW and ACT police, utilising high visibility pursuit vehicles. Radio messages highlighting the dangers and consequences of speeding supplemented the campaign. The campaigns were jointly funded by the Trust and the NSW Roads and Traffic Authority.

## **2.6 CINEMA CAMPAIGN HOYTS THEATRES**

The Trust spent \$11,000 on a cinema campaign during December 2007 –January 2008 on the potential consequences of speeding at Hoyts theatres across the ACT. Featuring a two minute film entitled “Anything” developed by Victoria’s Transport Accident Commission this was the second time the Trust ran this campaign targeting young male drivers. The film was seen by over 68,000 patrons during the five week campaign.

## **2.7 STUDY INTO FIRST AID TRAINING FOR ACT MOTORISTS**

A study into the prevalence of first aid training among ACT motorists confirmed that the application of basic first aid treatment at the scene of a road crash has assisted in saving lives. The study was funded by the Trust at a cost of \$71,000 and undertaken by Professor Paul Arbon AM, Flinders University, Adelaide.

*The First Aid and Harm Minimisation for Victims of Road Trauma* study involved an emailed survey of some 12,000 ACT government employees of whom some 800 responded. The study was formally released at the St John Ambulance Australia National Office, Forest, in April 2008.



*Trust Chairman Professor Don Aitkin at the launch of the study into First Aid Training for the ACT motorist on 10 April 2008 at St John Ambulance Australia National Office.*

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

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### **3. OBJECTIVES, MEMBERSHIP AND FUNCTIONS OF THE TRUST**

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#### **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 \$955,000 was raised during 2007/2008.

#### **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.

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### 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

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### **3.4 MEETINGS**

Between 1 July 2007 and 30 June 2008 the Trust held two meetings as follows:

112 <sup>th</sup> Trust Meeting	22 November 2007
113 <sup>th</sup> Trust Meeting	24 April 2008

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## **4. GRANT PROPOSALS AND APPROVALS – 2007/2008**

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### **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 also placed in the Weekend Australian. The Trust usually meets in April/May and sometimes 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 twenty four applications for funding in respect of the 2007/2008 Grant Program with a total value of some \$1.3 million.

The 111th Trust meeting on 14 June 2007 finalised the 2007/2008 Grant Program, which was announced by the Chairman on 31 July 2007. The Program comprised twelve projects to the value of \$324,779. Four additional projects were approved bringing the total value of approvals to \$424,979. 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.

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.

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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 2007/2008 GRANT PROGRAM**

##### **A) NEW COMMUNITY PROJECTS**

### **1. Street Why's Evaluation (GDP Consultancy and Dynamic Outcomes)**

A grant of \$23,430 was approved for an evaluation of the *Street Why's* program for 'at risk' young drivers. In April 2004, the Trust approved funding of \$43,450 to Freebott Pty Ltd to develop and deliver a two hour, eight stage pilot program known as *Street Whys* that would target the risky driving related behaviours of disadvantaged youth – a group that would often drive un-licensed and/or un-registered and with little knowledge of the road rules. Referrals to the *Street Whys* program would come from Youth Justice, Centrecare, ACT Courts and agencies such as the Ted Noffs Foundation.

In May 2006, the Trust approved further funding of \$22,000 to Freebott to allow it to continue delivering the program while long term funding sources were found. In November 2006, the Trust agreed there was merit in commissioning an independent evaluation of the program – noting such an evaluation would be valuable in attracting other funding sources apart from the Trust. A copy of the evaluation report by GDP Consultancy and Dynamic Outcomes was forwarded to the ACT government for consideration in April 2008.

### **2. Presentation of Conference Paper (ARRB Group)**

Funding assistance of \$645 was given to the ARRB Group for the presentation of a paper on the Evaluation of the Bike Ed and Traffic Centre Bicycle Education programs in the ACT at the 2007 Australasian Road Safety Research, Policing and Education conference in Melbourne in October 2007. The conference paper was well received and created considerable interest.

### **3. Recording Artists, Actors and Athletes Against Drink Driving (RADD Australia)**

The Trust approved a contribution of \$4,400 to RADD Australia towards the cost of airplay on radio and television of RADD messages on drink driving during the period January – June 2007. RADD uses high profile celebrities to deliver drink drive messages across the print and electronic media. The Trust has previously provided funding of \$40,000 to RADD to assist the delivery of messages in the ACT region.



### **4. Bike Education Program (Pedal Power ACT Inc)**

Funding of \$28,209 was provided to Pedal Power ACT Inc for the delivery of a bicycle education program in several primary schools during Terms 1 and 2 of the 2007 school year. The programs were highly popular.



## 5. Analysis of Drink Driving Convictions in the ACT (Smithworks Consulting)

Smithworks Consulting was provided with funding of \$22,000 for an analysis of drink driving convictions in the ACT for the most recent available twelve month period. This project will be an update of an original study of convictions in 2001/2002. In January 2008, the Trust approved additional funding of \$6,600 for the consultant to include convictions of ACT motorists in Quenbeyan Local Court. The reports are in final preparation.

## 6. Understanding and improving ACT motorist's alcohol knowledge: An intervention approach (University of Southern Queensland)

A grant of \$22,190 was made available to the University of Southern Queensland to conduct research into ACT motorist's knowledge of standard drinks. Project will include (1) observation of patrons in bars and restaurants by research assistants (2) two focus groups comprising 20 ACT motorists recruited via newspaper advertisements and (3) two thousand online surveys. The project is nearing completion.

## 7. Improving road safety awareness in families and primary school students (Kidsafe ACT)

Kidsafe ACT received funding of \$36,630 to allow it to extend the Kidsafe pre-school program into primary schools. The project involves development of material for pedestrian safety, school car parks, bikes, and the use of car restraints.

The program was officially launched in conjunction with a new brochure on *Carrying Children Safely in Cars* at Bonython Primary School by the Minister for Territory and Municipal Services John Hargreaves MLA on 13 May 2008.

As Trustee Dr Angus McIntosh OAM pointed at the launch almost 20% of all deaths for children aged one to 14 years are due to road crashes. Young children under five are particularly at risk of sustaining vehicle injury.

The Trust has now provided Kidsafe with over \$500,000 for a range of road safety initiatives to keep children safe on the roads and in vehicles.

## 8. Mapping drug driving, drug use and risk perceptions of on-road drivers, entertainment-venue attendees and newly-licensed drivers in the ACT (University of Canberra)

A grant of \$113,720 was approved for the University of Canberra to study on-road drivers, potential drivers of targeted drug use groups and new holders of driver licences in the ACT, in order to quantify risk levels of drug driving to determine risk factors and risk perceptions for preventive measures and educational programs.

This two year project will build on an earlier pilot involving 100 drivers and will:

(1) Seek a saliva sample from 400 drivers downstream from an RBT station (2) test 200 intending drivers as they leave an entertainment venue (3) survey 3,000 'new' drivers via an online questionnaire on beliefs and behaviour re drug taking and driving.

The project will quantify risk levels of drug driving and determine risk factors and risk perceptions contributing to drugs and driving on ACT roads. The project commenced in late June 2008.



*Age and weight hints from the Kidsafe Brochure launched on 13 May 2008*

## 9. Girls Education and Rider Safety (GEARS) (Girls on the Move Inc)

Funding of \$7,680 was made available to Girls on the Move Inc for a motorcycle road-craft course to improve women's motorcycle defensive riding. GEARS is aimed at women who have been riding for at least 6 months or who have returned to riding after a break and was designed with the help of Stay Upright Motorcycle Techniques.



GEARS is a five-hour course designed to enhance women motorcyclists' abilities to share the road with other road users. The course includes:

- A motorcycle check, theory session and on-road riding techniques such as road positioning, hazard identification and space selection;
- Physical riding skills including low-speed cornering and braking techniques; and
- An on-road ride designed to include suburban, urban and rural settings.

It was officially launched in Civic Square by the Chairman of the Trust Professor Don Aitkin AO on 26 October 2007. Twelve courses will be conducted over the two year period with participants required to contribute \$70 as a result of the fifty percent subsidy by the Trust. Enquires should be directed to Stay Upright on 6241 3963. Relevant information is available on the Girls on the Move website at [www.girlsonthemove.com.au](http://www.girlsonthemove.com.au).

## 10. Drive Carefully Arrive Safely: The Barton Highway (Yass Valley Council)

Yass Valley Council was the recipient of a grant of \$19,000 as a contribution towards a road safety awareness and enforcement campaign on the Barton Highway. The project would be a partnership with the NSW Roads and Traffic Authority, Yass Valley Council and NSW and ACT Police.



*Stakeholders gather after the Barton Highway launch from left, Yass Valley Mayor Nic Carmody, Council's Road Safety Officer Mark Foran, A/Sergeant Shane Broomley ACT Police, Ms Katrina Hodgkinson Member for Burrinjuck, Sgt Mark Showell Yass Police Trust Chairman Professor Don Aitkin and Eddie Wheeler, Trust Secretary/Manager. Photo courtesy Yass Tribune.*

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The seven-month campaign formed part of Operation Southroads – a campaign valued at \$130,000 comprising:

- Regular radio messages on MIX 106, 2CA, 2CC and Yass FM 100.3;
- High visibility policing by both NSW and ACT Highway Patrols;
- Large roadside signage; and
- Pamphlets and other printed material.

The project was officially launched at Murrumbateman on 12 October 2007 with high profile representation including the Mayor of Yass Valley Council, Mr Nic Carmody, Ms Katrina Hodgkinson MP Member for Burrinjuck and the Chairman of the Trust Professor Don Aitkin AO.

The campaign was deemed a great success with a small reduction in the 85th percentile for speed on the highway and a reduction in the number of crashes for the period.

## **11. “Not at Work Mate” Booklet (Creative Safety Initiatives)**

Funding to the value of \$22,000 was approved for Creative Safety Initiatives as a contribution towards the cost of researching, redesigning and reprinting an information booklet on the issues around drinking and drug taking and then driving for the building and construction industry.

The booklet and training program was delivered to 300 fully fledged members of the industry through site meetings, training programs and the ongoing barbecue process. In addition, 250 new apprentices were accessed via training programs. The booklet has proven so popular that 5,000 additional copies have had to be printed.

The success of this booklet reflects earlier success. In 2000/2001, the Trust approved a grant of \$24,374 for the original booklet called “A Deadly Mix.” The booklet was awarded the Occupational Health and Safety Council’s Education Award in 2001. The original booklet created considerable interest interstate and the WA police department ordered many hundreds.



In 2002, the Trust approved a grant of \$20,200 for a revision and reprint of the booklet.

## **12. Young, Fast and Dead: A pilot collaborative study exploring communication strategies with “P” Plate Drivers (University of Canberra)**

A grant of \$51,984 was approved for the University of Canberra for a study involving the collection of data on attitudes, driving behaviour, risk-taking, sensation-seeking and driving history from students attending the University of Canberra, Wollongong and Otago (NZ) universities. The project will involve some 600 students and run for some eighteen months.

## **13. Age, Executive Function and Driving Behaviour of Young Drivers (University of Canberra)**

The Trust approved funding of \$1,100 to the University of Canberra as a contribution towards a study into the relationship between age, executive functioning, and driving behaviours of young drivers. The study would be undertaken by Ms Lara Morris as part of her honours thesis in psychology. Since completing her thesis, Ms Morris has had a paper accepted for presentation at the Australian Psychological Society’s 43rd Annual Conference as well as the 2008 Australasian Road Safety Research, Policing and Education Conference.

## 14. Walking School Bus (YWCA of Canberra)

Funding assistance of \$11,000 was provided to the YWCA of Canberra as a contribution towards the cost of employing the Program Manager and Program Officer for the Walking School Bus (WSB) program up until the end of April 2008.

The WSB program has been operating in the ACT since 2003 and is currently operating in some eighteen schools involving some thirty three routes and over 300 children. There has been a 20% increase in the number of schools participating.

During October 2007, the WSB program hosted the ACT Walk to School Week. The Secretary/Manager of the Trust Eddie Wheeler joined with Dr Deb Foskey MLA and Ms Tiffany Henderson, Program Manager, on the Campbell North WSB on Friday 26 October 2007.

The Trust has been a financial supporter of the WSB since 2004 and funding to date has totalled \$68,500.



*Secretary/Manager Eddie Wheeler is flanked by Dr Deb Foskey (R) and Tiffany Henderson (L) as the Campbell North WSB relax following the walk.*

## 15. Operation Coast Roads (Kings Highway) (NSW RTA)

The Trust and the NSW RTA joined forces on *Operation Coast Roads* – a \$17,000 road safety awareness campaign conducted on the Kings Highway over the Christmas/January 2008 holiday period.

The campaign, which was officially launched in City Walk on 28 November 2007 by Trustee Ms Kerry Fitzgerald, involved the deployment of five variable message signs at selected locations along the Highway. An integral part of *Operation Coast Roads* was the increased enforcement strategies by NSW and ACT police, utilising high visibility pursuit vehicles. Radio messages highlighting the dangers and consequences of speeding supplemented the campaign.



*Left: Trustee Ms Kerry Fitzgerald launches Operation Coast Roads in City Walk on 28 November 2007 and Right: Secretary/Manager Eddie Wheeler welcomes the lunchtime crowd to the launch of Operation Coast Roads*

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.

This is the second successive year the Trust and the RTA have partnered on a campaign to reduce the level of road trauma on the Kings Highway over the Christmas/January holiday period.

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## **16. Motor Vehicle Injuries: Economic Evaluation of a New Treatment Modality** (Australian National University)

The Trust agreed to provide funding of \$79,555 to the Australian National University as a contribution to an Australian Research Council Linkage Project - *Economic Evaluation of a New Treatment Modality*. The project will use data from the Accident Care Evaluation (ACE) project matched with data from a variety of other sources on subjects' utilisation of health services. The Trust's contribution will be directed towards PhD scholarship support in addition to research support and an end-of-project seminar.

The primary purpose of the Linkage project is to conduct an economic evaluation of the costs and outcomes of the ACE Study. The project is expected to commence in July 2008 and take three years to complete.

### **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. 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](http://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. Associate Professor Richardson was re-appointed for a further period of five years from the beginning of 2006.

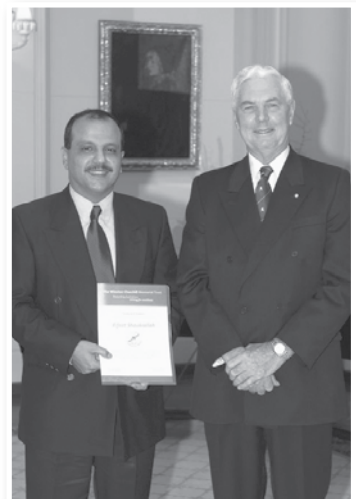
The Advisory Panel to the Chair held its third meeting at the ANU Medical School, Canberra Hospital on 13 December 2007 under the chairmanship of Trustee Ms Kerry Fitzgerald. The main item for discussion was the draft final report by Professor Richardson on the matching of hospital and police crash data for the period 2001-2003. This report is expected to be finalised in the latter part of 2008

## 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;
- 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; and
- Mr Rifaat Shoukrallah, Manager, Traffic Management and Safety, ACT Department of Territory and Municipal Services, to examine road safety policies, particularly engineering measures implemented as a result of these policies and their effectiveness. He visited Sweden, Norway, Denmark, the UK and Japan.



*Rifaat Shoukrallah proudly displays his award with the Governor General, his Excellency Major General Michael Jeffery AC CVO MC at Government House on 4 September 2006*

Rifaat delivered a presentation on his visit to the Institution of Engineers on 7 December 2007 and to the Trust on 6 February 2008.

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The Winston Churchill Memorial Trust advised in June 2007 that it had not received any suitable applications for the Road Safety Fellowship for 2007.

#### **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 nearing completion and a draft report has been received and is being commented on prior to final publication. Preliminary findings suggest 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).

Conference papers on the progressive findings have been presented at a number of conferences including the 2006 and 2007 Australasian Road Safety Research, Policing and Education Conferences, the 2007 Australasian College of Road Safety Conference, and the 51st AAAM Annual Scientific Conference in Melbourne in October 2007. Dr Jennie Oxley, Senior Research Fellow at MUARC will be presenting a paper at the International Conference on Traffic and Transport Psychology in Washington DC in September 2008. The final project report is expected towards the end of 2008.

#### **5. First Aid Training and Harm Minimisation for Victims of Road Trauma: A Population Study (Flinders University)**

In May 2005 a grant to the value of \$71,007 was approved for Professor Paul Arbon AM from Flinders University 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. The study involved an emailed survey of some 12,000 ACT government employees with some 800 responding.

The final report was released at the St John Ambulance Australia National Office, Canberra Avenue, Forrest on 10 April 2008. The study confirmed that the application of basic first aid treatment at the scene of a road crash has assisted in saving lives.

Some of the key findings in the report, *First Aid and Harm Minimisation for Victims of Road Trauma* include:

- Three quarters of respondents who provided first aid at a crash scene were travelling in a vehicle when they witnessed the crash;
- Having first aid training increased the likelihood of intervention – and the lack of such training did deter some people from intervening; and
- While 44% of first aiders had no concerns about intervening, some had concerns about making a mistake, their own safety or possible litigation.



*Professor Paul Arbon AM speaking at the launch of his report "First aid and harm minimisation for victims of road trauma."*

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Speaking at the launch, Emeritus Professor Don Aitkin AO, Chairman of the Trust said that after a crash involving injury, the two factors most likely to kill are obstruction of the airway and uncontrolled bleeding. This study indicated these were the two life-saving first aid skills most commonly used at crash scenes.

It has been estimated that at least 7% of Australia's road fatalities could be saved as a result of basic first aid measures taken at the crash scene. Mr Len Fiori, CEO of St John Ambulance Australia advised that St John had developed an online first aid course specifically for motorists called Crash Course, which only costs \$19.95 to undertake. Details were available on its website at [www.stjohn.org.au](http://www.stjohn.org.au)

There is a dearth of research into the rendering of first aid at crash scenes – consequently this report will be invaluable. A copy of the report can be downloaded from the Trust's website at [www.roadsafetytrust.org.au](http://www.roadsafetytrust.org.au)

Following the official release of the report there was a presentation on the *Crash Course* followed by a one-hour seminar on *Post-crash Medical Treatment*.

## **6. 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.

The project is nearing completion and the additional support from an Honours student in psychology has enabled MUARC to collect additional data regarding driver-passenger communication. The study is expected to be completed by the end of 2008.

## **7. 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. It is expected that the last in this series

of MASTERS courses will be completed by the end of 2008. Details of the course can be accessed via the MRA website at [www.mra.act.org.au](http://www.mra.act.org.au).

## **8. 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. The Trust funding will 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](http://www.mraact.org.au).

## 9. Good Sports Program (Office of Regulatory Services)

The Trust approved a grant of \$22,000 to the Office of Regulatory Services as a contribution towards a pilot program on the responsible serving of alcohol. The program would be piloted by the Eastlakes Football Club and by Hockey Canberra.

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

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

The program was implemented as the *Alcohol Aware – The Smart Play* and the Aboriginal Corporation for Sport and Recreational Activities joined the program along with Eastlakes and Hockey Canberra. The pilot program has been completed and was deemed a great success and the Eastlakes Football Club has made representations to ClubsACT to implement the program right through the licensed club industry in the ACT.



*A banner on display at the National Hockey Centre promoting the "Alcohol Aware – The Smart Play" campaign.*

## 10. 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.

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Trust Chairman Professor Don Aitkin, Secretary/Manager Mr Eddie Wheeler and the Trust's road safety consultant Dr Peter Vulcan are members of the Steering Committee, which held its first meeting on 19 April 2007. A second meeting is scheduled for September 2008 to review progress.

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

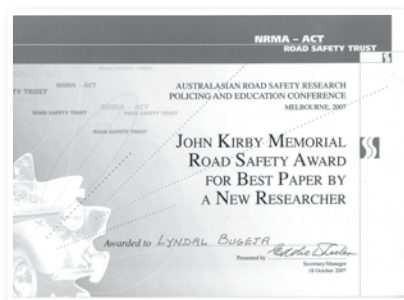
The Trust provided a grant of \$22,500 to the Department of Education and Training for the wider expansion of the Mentoring Road Safety Kit into ACT schools.

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. The project will be completed by the end of 2008.

## **12. 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 2007 went to Ms Lyndal Bugeja from the Department of Forensic Medicine, Monash University and the Victorian Institute of Forensic Medicine for a paper entitled *Development of a Specialist Investigation Standard for Heavy Vehicle Fatal Collisions*.



*The John Kirby Memorial Road Safety Award Presented to Lyndal Bugeja.*

The Secretary/Manager Eddie Wheeler presented the Award to Ms Bugeja at the conclusion of the Conference held at the Crown Promenade Hotel, Melbourne between 17-20 October 2007.

Previous winners have been as follows:

- Chief Inspector Chris Bult from the NSW School of Traffic and Mobile Policing in Goulburn for his paper *Police Pursuits – A Safety Education Perspective* (1999);
- Ms Eve Mitsopoulous, Monash University for her work (in association with Dr Mike Regan) on *Behavioural Strategies for Enhancing Road Safety Through Passengers* (2000);
- Mr Adrian Derbyshire, Queensland Department of Main Roads for a paper on *Results of a full scale crash test into an energy absorbing light pole on a sloped roadside* (2001);
- Ms Sharon Newnam, CARRS-Q in Queensland for a paper on *A Comparison of the Factors Influencing the Safety of Work Related Drivers in Work and Personal Vehicles* (2002);
- Ms Elissa Corlett, University of Adelaide for a paper on *Now You See It Now You Don't: Preliminary Investigation of Age Related Decrements in Peripheral Vision* (2003);
- 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);
- 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* (2005); and
- 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* (2006).

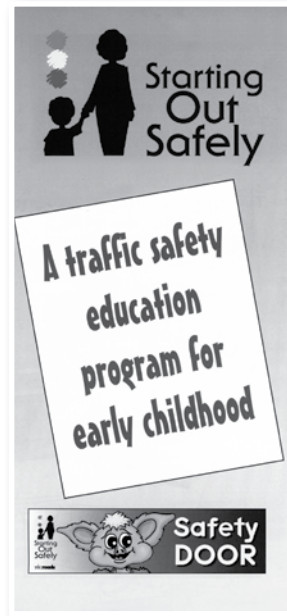
### 13. The Potential for Early Childhood Learning to Influence Road Safety – Stage 2 (ARRB Group)

A grant of \$69,740 was approved for 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 identified Victoria's *Starting Out Safely Pre-School Program* as the most appropriate program and it was trialed in the following four preschools during 2006 – Hughes, Wanniasa, Lyneham and Duntroon and two Early Childhood Centres (ECC) Greenway and Isabella Plains. Control sites were Curtin South, Mount Neighbour, North Ainslie and Downer preschools and Tuggeranong and Richardson ECCs.

The Trial was deemed a success and key recommendations were:

1. Make *Starting Out Safely* available to the wider preschool community;
2. The resource should be accompanied by appropriate training for teachers; and
3. Supplement the resource with ACT specific information on child restraints.

The Department of Education and Training is liaising with the Trust and VicRoads on the possible widespread roll-out of resource across the ACT.



### 14. 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 2008.

### 15. 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.

The No Dead End course became a two day course and was enhanced to serve two specific functions/target groups:

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

The course was re-structured as follows:

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

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

In view of the continuing popularity of the Program, the Trust agreed to an extension until the end of 2007 to ensure the full expenditure of grant funds. The Program concluded in December 2007 and the project report confirmed its popularity with the referring agencies. As reported earlier, the Trust commissioned GDP Consultancy and Dynamic Outcomes to evaluate the Program and that report has been forwarded to appropriate ACT Government agencies for consideration.

## **16. 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. Major contributors to this study include the NHMRC (\$681,000), NRMA Motoring and Services (\$70,600) and the Motor Accidents Authority (\$19,500). This project would investigate risk factors for young driver injury and provide the basis for the development of new interventions. The phase funded by the Trust involves linking baseline data, already collected, for over 20,000 novice drivers in NSW to their subsequent offence, crash, injury and death involvements.

The study has been completed and results will be progressively released by the George Institute.

## **17. Slowing Down in the Community (University of NSW ADEFA)**

The University of NSW (ADEFA) received funding of \$73,500 for a project to develop a holistic model in order to reframe the way in which road safety is perceived by the wider community and policy makers. The project aims to challenge 'the culture of speed' in the ACT.

To date the researchers have conducted an extensive literature review and held a focus group meeting with key stakeholders including the Trust, Roads ACT and the YWCA of Canberra which conducts the Walking School Bus program in the Territory. Two other focus groups are under consideration for a Travelsmart group and possibly a Year 12 group. The project is expected to be completed in 2009.

## **18. 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. Progress has been limited due to difficulties obtaining data but the project is now underway.

## **19. 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 is nearing completion and is expected to be completed by the end of 2008.

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

A grant of \$10,990 was provided to the Centre for Accident Research and Road Safety 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 before the end of 2008. Initial findings suggest that while the level of upper body protective apparel is very high the number of riders utilising lower body protection is not as high.

## **21. 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 (CARRS-Q) 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.

CARRS-Q finalised its report in early 2008, which identified six risk factors that contribute to the over-representation of motorcyclists in serious crashes:

1. Vulnerability to injury
2. Inexperience or lack of recent experience
3. Risk taking
4. Driver failure to see motorcyclists
5. Instability and braking difficulties
6. Road surface and environmental hazards

The report recommends that structured guidance material or guidance packages be developed on each of these risk factors. The report makes a number of recommendations for all stakeholders to consider and copies of the report have been widely circulated. A copy can be downloaded from the Trust's website at [www.roadsafetytrust.org.au](http://www.roadsafetytrust.org.au).

## **22. 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 is developing and evaluating 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.

The development of the training package is well underway and two workshops were conducted in the ACT in May 2008 with the assistance of the Council on the Ageing. MUARC expect a draft self-assessment and training resource package as well as the resource supplementary information booklet will be completed by July/August 2008.

MUARC is also planning on presenting the findings of the study at the following conferences:



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

- The 4th International Conference on Traffic and Transport Psychology, 31 August-4 September 2008, Washington USA; and
- The 2008 Australasian Road Safety Research, Policing and Education Conference, 10-12 November, Adelaide.

### **23. 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 has not progressed as rapidly as hoped due to the difficulty in obtaining data but measures have been taken to overcome these difficulties.

### **24. 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 (TAMS) 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 is has achieved impressive results in changing speeding behaviour.

TAMS commissioned Road Safety Consultant Ms Anita Wenban to undertake this evaluation and a draft report has been finalised. The project is expected to be completed by the end of 2008.

### **25. 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 would 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.*

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The trial was conducted in the Canberra City Centre on Friday and Saturday nights from November to December 2006. Some 100 drivers were voluntarily tested for the presence of three drugs: cannabis, ecstasy and methamphetamine after ACT police had conducted a routine alcohol breath test. The research team found that 7% of drivers tested had taken drugs.

Both the laboratory evaluation and roadside trial tested three commercially available screening devices: Cozart Rapiscan, OrlaScan and Dialab Diaquick. It was observed that each of them alone was inaccurate to detect drugs in the oral fluids of drivers. To produce reliable results repeat roadside confirmation tests and further laboratory confirmation tests were required.

This project was a component of a PhD research thesis by Dr Luigino Apollonio and his PhD degree was conferred in December 2007.

The University of Canberra has been approved for further funding to test 400 drivers in the ACT – thus adding to the store of knowledge obtained from this initial trial.

## **26.** 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 by the Trust 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 was released by the Trust on 5 July 2007 and its key findings were:

- ACT vehicles were 3.3 times more likely to be involved in a fatal crash in NSW than in the ACT per vehicle kilometre;
- ACT vehicles were 2.6 times more likely to be involved in an injury crash in NSW than in the ACT per vehicle kilometre;
- ACT vehicles have the highest percentage of kilometres travelled interstate out of all States and Territories (22% of total vehicle kilometres travelled); and
- Interstate travel by ACT vehicles is four times the national average.

The report contends that the higher crash rate of ACT vehicles in NSW is partly due to the safer road network in the ACT. Moreover, ACT vehicles are being driven longer distances on high speed open highways and drivers are more exposed to the potential of a crash involving speed and/or fatigue. The risk factors of speed and fatigue were highlighted in the 2005 study as being significant contributors to road trauma particularly on the Hume, Kings, Monaro and Federal Highways.

The report highlights the much greater risk of driving outside the ACT and presents a more accurate picture of the extent of road trauma involving ACT residents. The report recommends the provision of ongoing education and publicity campaigns directed at ACT drivers promoting the need to take special care when driving in NSW. A copy of the report has been forwarded to the ACT Government as well as the NSW RTA and neighbouring LGAs for information and consideration.



*WA Road Safety Council brochure.*

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A copy of the new exposure report *Crash rates of ACT vehicles inside and outside the ACT* (and the 2005 report) is available on the Trust's website at [www.roadsafetytrust.org.au](http://www.roadsafetytrust.org.au).

## **27. 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 project was conducted as an awareness campaign on regional radio focusing on the South Coast region over the 2007 Christmas-January 2008 holiday period. The Greater Southern Area Health Service received very positive feedback on the initiative.

## **28. 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.

The Queanbeyan Road Safety Group organised a launch of the reflective bands in the Courtyard of the Queanbeyan City Council Chambers on 7 May 2008. The mayor Mr Frank Pangallo MBE launched the project. The Secretary/Manager of the Trust Eddie Wheeler represented the Trust.



*Resplendent in their reflective wrist bands are, from left, Tim Overall (QBN Council), Ron Collins (NRMA Motoring and Services), Sgt Paul Batista (QBN Police), Brett Vickory (Metro Petroleum), Ashley Southwell (Council road safety officer), Mayor Frank Pangallo (MBE), Eddie Wheeler (Trust Secretary/Manager), Sgt Sam Morabito (QBN Police) and Clay Anderson (QBN Road Safety Group).*

## **29. 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. The book is expected to be finalised in October 2008 and launched in Canberra in December.

## **30. 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 had been



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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 were released by the Trust on 3 July 2007. The evaluation report endorsed the *Bike Ed* program delivered by Pedal Power, but recommended the cessation of the *Traffic Centre Road Safety Package* (TCRSP) delivered by the AFP.

The ARRB Group's extensive evaluation included a literature review, consultations with key cycling organisations and researchers, observations of both ACT programs and interviews with teachers, program developers and trainers.

The ARRB review concluded *Bike Ed* was a worthwhile program, which should continue to be delivered to Year 4 children. Key positives of the program included:

- It is delivered over an eight week period; and
- It does not encourage over-confidence.

While the ARRB review found many positives in relation to the *TCRSP*, it had a major concern over the use of the Belconnen Traffic Centre. Research indicates off-road traffic centres such as Belconnen, do not adequately simulate real traffic environments and are not effective in improving the behaviour of children who underwent training.

Moreover, off-road centres may inadvertently encourage students to become over-confident about their ability to cope safely in traffic. Consequently, they are being widely phased out in favour of school-based road safety education programs.

On the basis of the ARRB review, the AFP decided to cease the delivery of the *TCRSP* as from 29 June 2007. However, it will continue to deliver a classroom cycling education component as part of the popular Constable Kenny Koala safety program. Furthermore, the AFP would use its recently introduced Suburban Policing Strategy to monitor cycling safety issues such as the use of helmets and lights.

Pedal Power incorporated many of ARRB's recommended enhancements to the *Bike Ed* program, which it delivered in a number of primary schools during Terms 1 and 2 of the 2007 school year. The program continued to be delivered by a private provider, Cycle Education Pty Ltd, as from Term 3.

Copies of the review have been sent to relevant ACT Government Ministers for their information, as well as the Catholic Education Office. A copy of the ARRB report *Evaluation of Bike Ed* and the *Traffic Centre Road Safety Package* is available on the Trust website at [www.roadsafetytrust.org.au](http://www.roadsafetytrust.org.au).

## **31. 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 would 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 conducted the following seminars:

- Sydney 3 October 2007 at NSW Parliament House. There were thirty three attendees and the seminar included a meeting with the NSW Parliamentary Staysafe Committee.
- Melbourne 13 March 2007 at VicRoads. There were fifty two attendees.
- Brisbane 28 March 2008 at the Centre for Accident Research and Road Safety. Thirty five people attended.

- Perth 26 July 2007. A morning professional seminar at Curtin University attracted twenty four attendees. An afternoon public seminar, co-hosted with the RACWA at the Perth Town Hall involved 200 people and Robin was interviewed by ABC radio.
- Adelaide 22 November 2007 at the SA Department of Transport, Energy and Infrastructure. There were forty three attendees.

The planned New Zealand seminar did not eventuate due to timing and organisational difficulties.

### **32. 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 in late 2008.

### **33. Accident Care Evaluation (ACE Study) (Australian National University)**

The Trust has agreed to fund the research component of this Australian-first medical research project being undertaken by the Australian National University and the University of Sydney at a cost of \$600,000 over three years. The ACE study is examining whether the health outcomes of people who have sustained mild to moderate soft tissue injuries such as neck injury in road crashes can be improved by early referral to appropriate medical practitioners.

Insurance Australia Group is partnering with the NRMA-ACT Road Safety Trust to fund the total project. The ACE Study is being overseen by a Management Advisory Group comprised of key stakeholders including ACT Law Society, Australian Physiotherapist Association, Australian Medical Association, ACT Division of General Practitioners, Australian Orthopaedic Association and ACT Health.

There are more than 8,000 collisions each year in the ACT. NRMA Insurance's claims data shows these crashes results in 800 injury compensation claims costing the ACT community more than \$40 million per year. Many of the injuries sustained in car crashes are minor to moderate musculoskeletal injuries. Whiplash associated disorders account for 75 per cent of minor injury claims and each claim costs an average of \$50,000.

There are three key phases of the Study:

#### **Stage 1 (January 2006 - May 2007)**

During this time, the Control Group was recruited. Ninety participants were recruited from the Canberra Hospital and Calvary Hospital Accident and Emergency Departments following a motor vehicle crash. Their recovery was monitored under the current system (participants were responsible for their own treatment and then recouping the costs from the insurance company as is the usual practice in Australia).

#### **Stage 2 – Intervention stage (June 2007 – December 2007)**

A further ninety patients were recruited during the Intervention phase of the trial. This group attended the ACE Clinic where they were assessed by a musculo-skeletal specialist and a treatment plan developed for them. Subsequent treatment would occur in the hands of agreed treatment providers.



*Trust chairman Don Aitkin (L) and Professor Paul Smith, Chief Investigator at the launch of the ACE Study.*

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### Stage 3 – Analysis and Results (January 2008- March 2009)

Analysis of results and publication of findings.

The ACE study was officially launched by the Chief Minister Jon Stanhope MLA at the ACT Legislative Assembly on 24 July 2007. The launch and the study created considerable media interest. Information about the ACE project is available on the following website [www.accidentcare.com.au](http://www.accidentcare.com.au).

## 34. Postgraduate Road Safety Scholarship Scheme

The Trust is sponsoring six road safety Postgraduate Scholarships at several of Australia's eminent road safety research institutions. The aim of these Scholarships is to attract high quality graduates to undertake research relevant to road safety, thereby broadening the base of road safety researchers. Details of the 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.

Ms Stephan has applied to use data from the British Columbia Linked Health Dataset in Canada. Due to the long approval process she has had to suspend her research until the data becomes available.

### 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.

Ms Banks is making excellent progress and it is expected she will finish her study in late 2008.

#### **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.

Mr Hinchcliff is on track to finish his study in 2009.

#### **The George Institute for International Health – Ms Liz de Rome**

**Area of research:** Motorcycle protective clothing: Usage and benefits (commenced April 2007)

The 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.

Ms de Rome's research is progressing very well.

#### **Australian National University – Mr Chris Hatherly**

**Area of research:** Research into age related declines in the many different cognitive and physical abilities of older drivers (commenced January 2007).

The proposed 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*.



*The Governor General shakes hands with Tamara Banks, PhD Scholar from the Queensland University of Technology at Government House.*

Mr Hatherley's research is progressing very well.

#### **University of Canberra – Master of Human Resource Development (Research) - Ms Lucienne Kleisen**

**Area of research:** Do young driver's thinking styles impact on their driving behaviour? (commenced July 2007).

The first objective of this study is to identify the thinking styles of young drivers and to examine if any relationship exists with their driving styles.

The second area of interest is any differences that might occur between young male and young female drivers with respect to their thinking styles and driving behaviours.

The third objective is to assess the impact of styles of thinking on the (reported) driving styles of the sample.

The last objective is to investigate if awareness raising and education have any influence on thinking styles of young drivers.

The study will focus on a sample of male and female between the ages of 17-24 year of age from the University of Canberra and the Canberra Institute of Technology.

Ms Kleisen is progressing well on her study.

#### **Showcase Event**

The National Museum of Australia was the venue for a Showcase Event on 25 September 2007 at which each scholar delivered a presentation on their area of research. The Event was a great success with over one hundred delegates attending to hear these presentations on cutting edge research.

A highlight for both the scholars and the Trust was an informal meeting followed by morning tea with the Governor General Major General Michael Jeffery on 26 November 2007. A tour of Government House capped off a memorable morning for all concerned.

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### 35. Drink Drive Campaign at Canberra Raiders' Home Games

The Canberra Raiders' home games for the 2008 NRL season 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 Trust and the ACT Government at a cost of \$23,300 this was the fourth year of this campaign. An additional LED digital message "Drinking kills driving skills" was also shown.

The slogan occupied 99 meters of the rotational signage along the eastern touch line and appeared 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 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.



### 36. Road Safety Campaign – 2007/2008 Cricket Season

During the 2007/2008 cricket season when Australia hosted the Indian cricket team the Trust committed \$35,000 to an anti drink drive campaign on WIN television. The campaign ran for the duration of the test series and during the one day games also. The campaign featured the television commercial entitled *Haunted* developed by Victoria's Transport Accident Commission. With WIN providing an equal number of bonus spots for each one purchased television viewers would have regularly seen this powerful reminder of the potential life long consequences of drinking and driving.

### 37. Cinema Advertising

During December 2007 and January 2008 the Trust ran a five week campaign in Hoyts cinemas in Belconnen, Tuggeranong and Woden featuring the two minute film *Anything*. This humorous yet powerful film reminds young drivers of the dangers of speeding and the need to look out for your mate. Under the arrangement negotiated by the Trust and the Val Morgan Cinema network, the film was shown as the lead-in trailer to the main movie.

Developed by the Transport Accident Commission as part of its 'Make a Film Make a Difference' program, this movie continues to be shown in Victorian cinemas because of its appeal to young drivers.

Val Morgan advised that 68,770 people attended movies at which *Anything* was shown – confirming the value of cinema advertising as a means of promoting road safety messages to a target audience.

### 38. Australasian College of Road Safety Conference – August 2007

The Trust agreed to be a Gold Sponsor for the 2007 Australasian College of Road Safety Conference at a cost of \$5,000. Held at NSW Parliament House between 2-3 August 2007 the conference theme was *Infants, Children and Young People and Road Safety*.

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The conference was well attended and the Trust received widespread acknowledgement for its support. Gold Membership provided the Trust with the opportunity for its annual report to be included in conference satchels.

### **39. Australasian College of Road Safety – Conference on Road Crash Investigation and Intelligent Transport Systems**

The Trust was a Gold Sponsor of this conference held at the Shine Dome, Canberra on 30 October 2007. The Trust contributed \$9,900 to the conference and partnered with the Australian Transport Safety Bureau and the ACRS on the hosting.

Some 40 delegates attended and the Keynote Speaker was Mr Mark Rosenker, Chairman of the American National Transportation Board. He spoke about various crash investigations in the US particularly the recent Minneapolis bridge disaster.

Other speakers included:

- Professor Raphael Grzebiera, Chair of Road Safety at the Injury Risk Management Research Centre at the University of New South Wales;
- Mr Jim Oulett, an eminent motorcycle investigator in the US and Asia;
- Professor Brian Fildes from the Monash University Accident Research Centre;
- Mr Peter Bentley President of Intelligent Transport Systems Australia; and
- Mr Peter Robinson, General Manager Vehicle Standards, Department of Transport and Regional Development.

All speakers gave interesting presentations and the Trust was acknowledged for its contribution to the event.

## 5. PROMOTION AND LIAISON ACTIVITIES

The objective of the Trust's Promotion and Liaison Strategy is 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 during the year for applications to be considered for funding for the 2008/2009 Grant Program (which will be reported on in next year's annual report as the funding does not become available until after 1 July 2008). The initial advertisements appeared in the Canberra Times on 8 and 12 December 2007 and in the Chronicle on 11 December 2007. The Trust also advertised in the Weekend Australian on 8 December 2007. These advertisements were supported by a Media Release on 6 December 2007.

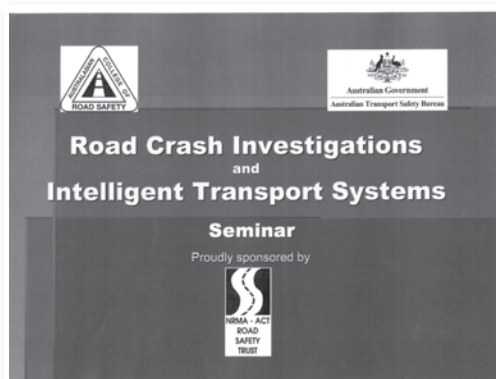
### PROJECT LAUNCHES, PUBLIC PRESENTATIONS AND MEDIA EXPOSURE

There were nine public launches of Trust sponsored projects during 2007/2008. All these events were well attended and received widespread press, radio and television coverage.

Details of these launches are contained in Appendix C.

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 Research, Policing and Education conference. Invariably a number of papers on research topics that have been funded by the Trust are presented and this enhances the Trust's reputation of funding innovative research. The Trust makes a contribution towards the attendance costs for the presenters. Some of these papers are also presented at other conferences such as the paper on Child Pedestrian Safety delivered at the 51st AAAM Scientific Conference in Melbourne in October 2007 - thus increasing the exposure of the Trust.

As a Gold Sponsor of the 2007 Australasian College of Road Safety annual conference in Sydney in August 2007 and its Road Crash Investigation conference in Canberra in October 2007 the Trust re-affirmed its





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growing status as a significant player in the area of road safety research. The Secretary/Manager represents the Trust at these events.

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.

The Secretary/Manager spoke about the operations of the Trust and road safety matters generally on several occasions during the year. Details are as follows:

- On the 13th of August 2007 – students undertaking the Praxis of Adult and Community Education course at the University of Canberra;
- On the 28th of August 2007 – the Annual General Meeting of the Girls on the Move Motorcycle Club;
- On the 13th of September 2007 – an interview with a student journalist from the University of Canberra;
- On the 4th of October 2007 – guest speaker at a meeting of the Canberra North Branch of the Independent Association of Retirees at West's Rugby Club; and
- On the 22nd of October 2007 – Teachers undertaking the Train the Trainer course for the Road Ready Program – Department of Education and Training.

## **MEDIA COVERAGE**

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

- Release of the ARRB Group evaluation of the primary school bicycle education programs – 3 July 2007;
- Release of the ARRB Group Report on crashes outside the ACT involving ACT drivers – 5 July 2007;
- Announcement of 2007/2008 Grant Program – 31 July 2007;
- Showcase Event at the National Museum of Australia – Road Safety Postgraduate Scholarships – 24 September 2007;
- Road safety campaign on the Barton Highway targeting speed – 12 October 2007;
- Launch of the Road-craft course for Women Motorcyclists – 25 October 2007;
- Launch of Operation Coast Roads – Safety Awareness Campaign on the Kings Highway – 28 November 2007;
- 2008/2009 Grant Program – Call for applications – 6 December 2007;
- Launch of Operation Coast Roads – Speed and Dangerous Driving Campaign on the Kings Highway over Easter and school holidays – 18 March 2008;
- Launch of report on First Aid and Harm Minimisation for Victims of Road Trauma - 9 April 2008; and
- Launch of Kidsafe Road Safety Programs for Pre and Primary School Children – 12 May 2008.

## **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](http://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 organisations have provided professional advice to the Trust when requested.

The Secretary/Manager attends meetings of the Princes Highway and Kings Highway Road Safety Partnership convened by the Road Safety Officer Eurobodalla Shire Council. These meetings draw together representatives of the RTA, police (NSW and ACT), regional councils and ACT Roads and develop campaigns for the two highways. To this end, the Trust has contributed funding to a number of campaigns on the Kings.



*Trust Secretary/Manager Eddie Wheeler with the Trust cheque as part of its contribution to the Kings Highway Road Safety Campaign launched near Nelligen on 10 December 2007.*

Over the course of the last twelve months the Trust maintained its strong links with Victoria's Transport Accident Commission (TAC). This partnership provides the Trust with the opportunity to access the TAC's wide range of road safety material – especially its television and cinema material.

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

- Australasian College of Road Safety Annual Conference – Sydney 2-3 August 2007;
- Presentation Dinner to welcome ACT recipients of the 2007 Churchill Fellowships – Hotel Kurrajong, Barton – 10 September 2007;
- The Queanbeyan City Council Road Safety Strategic Planning Workshop - Queanbeyan Community Centre - 28 September 2007.
- The Australasian Road Safety Research, Education and Policing Conference in Melbourne between 17 – 18 October 2007;
- Australasian College of Road Safety Road - Crash Investigation and ITS Conference Canberra – 30 October 2007;
- Launch of the NRMA Motoring and Services Safer Driving School, Braddon – 16 November 2007;
- Presentation by Rifaat Shoukallah, Churchill Fellow at the Engineers Australia National Office, Barton – 6 December 2007.

- South Coast launch of Operation Coast Roads at Nelligan near Batemans Bay – 10 December 2007;
- The 10th Annual Chief Minister's Breakfast at the Ainslie Function Centre – 7 April 2008.

The Trust is a Corporate Member of the Australasian College of Road Safety (ACRS). The Secretary/Manager represents the Trust at the quarterly meetings of the ACT Chapter of the ACRS.

The Chairman and Secretary/Manager attended the presentation of the Winston Churchill Road Safety Fellowship to ACT recipients at Government House Yarralumla on 10 September 2007. The presentation was followed by the Churchill Trust's annual presentation dinner that evening at the Hotel Kurrajong.

## **WALKING SCHOOL BUS**

Walking School Bus celebrations abounded in 2007 and the Trust participated in two key events. Canberra's longest running Walking School Bus has been operating out of Majura Primary since September 2003. The Secretary/Manager represented the Trust at the 4th Anniversary celebrations at the school on 20 September 2007 and assisted in presenting certificates to the students.



*Trust Secretary/Manager Eddie Wheeler hands out certificates to students participating in the Majura Primary WSB.*

The Secretary/Manager joined the bus walking to Campbell

Primary School on 26 October 2007 as part of *Walk to School Week*. Eddie had the pleasure of the company of Dr Deb Foskey MLA and Ms Tiffany Henderson, WSB Program Manager, on the walk.

The Trust has been supporting the WSB since 2004 and has contributed \$68,500 towards its operation since then.

## **TRUST PUBLICATIONS**

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

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

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

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

The Publications List is also now available on the Trust's website [www.roadsafetytrust.org.au](http://www.roadsafetytrust.org.au)

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## **6. SECRETARIAT, SUPPORT SERVICES AND FINANCIAL ARRANGEMENTS**

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### **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 AM, 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 expertise 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 the Australian Department of Infrastructure, Transport, Regional Development and Local Government.

### **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, Samara Coleman and Thomas Reitstatter.

### **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 for the Trust.

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## 7. FINANCIAL STATEMENTS AND AUDIT REPORT

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## TRUSTEE'S STATEMENT

**30 June 2008**

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

1. the Trust is not a reporting entity;
2. the financial statements and notes, set out on pages 47 to 56, are drawn up, in accordance with the basis of accounting described in Note 2, and in compliance with the trust deed, so as to present fairly the trust's financial position as at 30 June 2008 and its performance for the financial year ended on that date; and
3. there are reasonable grounds to believe that the Trust will be able to pay its debts as and when they become due and payable.

Signed in accordance with a resolution of the trustees:

Chairman .....  .....  
Don Aitkin

Trustee .....  .....  
Angus McIntosh

Trustee .....  .....  
Kerry Fitzgerald

Trustee .....  .....  
Hamish McNulty

Trustee .....  .....  
Julie Thornton

Dated at Canberra this 24<sup>th</sup> day of September 2008

**NRMA – ACT ROAD SAFETY TRUST  
INCOME STATEMENT  
FOR THE YEAR ENDED 30 JUNE 2008**

	2008	2007
	\$	\$
Revenue	955,967	962,176
Other income	4	151,478
Professional expenses	5	(86,632)
Grant funding expenses	(252,298)	(1,878,111)
Administration expenses	(19,758)	(21,518)
Road safety expenses	(102,163)	(126,570)
Travelling expenses	(2,656)	(3,451)
Personnel expenses	(121,271)	(122,470)
Sundry expenses	(19,113)	(14,941)
<b>Results from operating activities</b>	<b>411,398</b>	<b>(1,140,039)</b>
Financial income	6	89,547
<b>Net financing costs</b>	<b>96,919</b>	<b>89,547</b>
<b>Profit before tax</b>	<b>508,317</b>	<b>(1,050,492)</b>
Taxation	-	-
<b>Profit after tax</b>	<b>508,317</b>	<b>(1,050,492)</b>
<b>Profit for the period</b>	<b>508,317</b>	<b>(1,050,492)</b>

The income statement is to be read in conjunction with the notes to the financial statements set out on pages 51 to 56.

**NRMA - ACT ROAD SAFETY TRUST  
BALANCE SHEET  
AS AT 30 JUNE 2008**

	Note	2008 \$	2007 \$
<b>Assets</b>			
Cash and cash equivalents	7	1,450,309	1,500,675
Trade and other receivables	8	<u>200,027</u>	209,546
<b>Total current assets</b>		<u>1,650,336</u>	1,710,221
<b>Total assets</b>		<u>1,650,336</u>	1,710,221
<b>Liabilities</b>			
Trade and other payables	9	<u>1,099,049</u>	1,667,251
<b>Total current liabilities</b>		<u>1,099,049</u>	1,667,251
<b>Total liabilities</b>		<u>1,099,049</u>	1,667,251
<b>Net assets</b>		<u>551,287</u>	42,970
<b>Equity</b>			
Issued capital		10,384,877	10,384,877
Retained earnings		<u>(9,833,590)</u>	(10,341,907)
<b>Total trust funds</b>		<u>551,287</u>	42,970

The balance sheet is to be read in conjunction with the notes to the financial statements set out on pages 51 to 56.



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**STATEMENT OF RECOGNISED  
INCOME AND EXPENSES  
FOR THE YEAR ENDED 30 JUNE 2008**

	2008	2007
	\$	\$
Net income recognised directly in equity	-	-
Profit for the period	<u>508,317</u>	<u>(1,050,492)</u>
Total recognised income and expense for the period	<u>508,317</u>	<u>(1,050,492)</u>

The statement of recognised income and expense is to be read in conjunction with the notes to the financial statements set out on pages 51 to 56.

**NRMA – ACT ROAD SAFETY TRUST  
STATEMENT OF CASH FLOWS  
FOR THE YEAR ENDED 30 JUNE 2008**

	2008	2007
Note	\$	\$
<b>Cash from operating activities:</b>		
Cash receipts from customers	992,780	1,134,028
Cash paid to suppliers and employees	<u>(1,103,535)</u>	<u>(1,452,877)</u>
<b>Cash generated from operations</b>	<b>(110,755)</b>	<b>(318,849)</b>
Interest received	<u>60,389</u>	<u>89,547</u>
<b>Net cash from operating activities</b>	10 <u><b>(50,366)</b></u>	<u><b>(229,302)</b></u>
<b>Net cash increase/(decrease) in cash and cash equivalents</b>	<b>(50,366)</b>	<b>(229,302)</b>
Cash and cash equivalents at 1 July 2007	<u>1,500,675</u>	<u>1,729,977</u>
<b>Cash and cash equivalents at 30 June 2008</b>	7 <u><b>1,450,309</b></u>	<u><b>1,500,675</b></u>

The cash flow statement is to be read in conjunction with the notes to the financial statements set out on pages 51 to 56.

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# **NRMA – ACT ROAD SAFETY TRUST**

## **NOTES TO THE FINANCIAL STATEMENTS**

### **FOR THE YEAR ENDED 30 JUNE 2008**

#### **1 Reporting entity**

NRMA - ACT Road Safety Trust (the “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.

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

#### **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 26 September 2008.

##### **(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 judgements, estimates and assumptions that affect the application of accounting policies and reported amounts of assets and 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.

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**NRMA – ACT ROAD SAFETY TRUST  
NOTES TO THE FINANCIAL STATEMENTS  
FOR THE YEAR ENDED 30 JUNE 2008**

**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.

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.

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**NRMA - ACT ROAD SAFETY TRUST**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**FOR THE YEAR ENDED 30 JUNE 2008**

**3 Significant accounting policies continued**

**(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**

	<b>2008</b>	<b>2007</b>
	<b>\$</b>	<b>\$</b>
Return of prior year unexpended grant funding	-	151,478
Additional TAMS income	<b>4,000</b>	-
	<b>4,000</b>	151,478

**NRMA – ACT ROAD SAFETY TRUST**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**FOR THE YEAR ENDED 30 JUNE 2008**

**5 Auditors' remuneration**

	2008	2007
	\$	\$
<b>Audit services</b>		
Auditors of the Trust		
KPMG Australia:		
Audit and review of financial report	9,000	7,800
Other services		
Accounting and taxation services	22,310	19,250
	<u>31,310</u>	<u>27,050</u>

**6 Finance income and expense**

	2008	2007
	\$	\$
Interest income	96,919	89,547
<b>Net finance income and expense</b>	<u>96,919</u>	<u>89,547</u>

**7 Cash and cash equivalents**

	2008	2007
	\$	\$
Cash on hand	165	92
Bank balances	139,714	158,360
Call deposits	1,310,430	1,342,223
Cash and cash equivalents in the statement of cash flows	<u>1,450,309</u>	<u>1,500,675</u>

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**NRMA – ACT ROAD SAFETY TRUST  
NOTES TO THE FINANCIAL STATEMENTS  
FOR THE YEAR ENDED 30 JUNE 2008**

**8 Trade and other receivables**

	<b>2008</b>	<b>2007</b>
	\$	\$
<b>Current</b>		
Accrued Income	46,307	-
Accrued interest	36,530	31,494
GST receivable	117,190	178,052
	<u>200,027</u>	<u>209,546</u>

**9 Trade and other payables**

	<b>2008</b>	<b>2007</b>
	\$	\$
<b>Current</b>		
Creditors	1,076,807	1,654,161
Accrued expenses	22,242	13,090
	<u>1,099,049</u>	<u>1,667,251</u>

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**NRMA – ACT ROAD SAFETY TRUST  
NOTES TO THE FINANCIAL STATEMENTS  
FOR THE YEAR ENDED 30 JUNE 2008**

**10 Reconciliation of cash flows from operating activities**

	<b>2008</b>	<b>2007</b>
	\$	\$
<b>Cash flows from operating activities</b>		
Profit for the period	<b>508,317</b>	(1,050,492)
<b>Operating profit before changes in working capital and provisions</b>	-	-
Change in trade and other receivables	<b>60,862</b>	(27,252)
Change in GST receivable	<b>(51,343)</b>	(90,092)
Change in trade payables and other payables	<b>(568,202)</b>	938,534
	<u><b>(558,683)</b></u>	<u>821,190</u>
<b>Cash generated from the operations</b>	<u><b>(50,366)</b></u>	<u>(229,302)</u>





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

### **Report on the financial report**

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 2008, 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 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 10 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 10, 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.

## **Independent audit report to the beneficiaries of NRMA - ACT Road Safety Trust**

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 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 2008 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.



KPMG



Craig Sloan  
*Partner*

Canberra

26 September 2008

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## 8. SECRETARIAT CONTACT DETAILS

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**Postal Address:** GPO Box 2890  
CANBERRA ACT 2601

**Business Address:** 2nd 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 – 2007/2008 GRANT PROGRAM

Project Title	Organisation	Grant	Project Description
Street Why's Evaluation	GDP Consultancy and Dynamic Outcomes	\$23,430	Evaluation of the Street Why's program for 'at risk' young drivers.
Presentation of conference paper	ARRB Group	\$645	Funding assistance for the presentation of a paper on the Evaluation of the Bike Ed and Traffic Centre bicycle education programs in the ACT.
Recording Artists, Actors and Athletes Against Drink Driving	RADD Australia - RADD	\$4,400	Contribution towards the cost of airplay on radio and television of RADD messages on drink driving.
Bike Education Program	Pedal Power ACT Inc	\$28,209	Delivery of the Bike Ed program for the first two terms of the 2007 school year.
Analysis of drink driving convictions in the ACT and Queanbeyan	Smithworks Consulting	\$28,600	An analysis of drink driving convictions in the ACT for the most recent available twelve month period. ACT motorists convicted in Queanbeyan were added to the project.
Understanding and improving ACT motorist's alcohol knowledge: An intervention approach	University of Southern Queensland	\$22,190	Conduct research into ACT motorist's knowledge of standard drinks. Project to include (1) observation of patrons in bars and restaurants by research assistants (2) two focus groups comprising 20 ACT motorists recruited via newspaper advertisements and (3) two thousand online surveys.
Improving road safety awareness in families and primary school students	Kidsafe ACT	\$36,630	Extending the Kidsafe pre-school program into primary schools. Project involves development of material for pedestrian safety, school car parks, bikes, and use of car restraints.
Mapping drug driving, drug use and risk perceptions of on-road drivers, entertainment-venue attendees and newly-licensed drivers in the ACT	University of Canberra	\$113,720	Study on-road drivers, potential drivers of targeted drug use groups and new holders of driver licences in the ACT, in order to quantify risk levels of drug driving to determine risk factors and risk perceptions for preventive measures and educational programs.
Girls Education and Rider Safety (GEARS)	Girls on the Move Inc	\$7,680	Motorcycle road craft course to improve women's motorcycle defensive riding. Aimed at women who have been riding for at least 6 months or who have returned to riding after a break.

**APPENDIX A – CONTINUED**

<b>Drive Carefully Arrive Safely: The Barton Highway</b>	Yass Valley Council	\$19,000	A road safety awareness and enforcement campaign in partnership with the RTA of NSW, Yass Valley Council and NSW Police on the Barton highway.
<b>“Not at Work Mate” Booklet</b>	Creative Safety Initiatives	\$22,000	Contribution towards the cost of researching, redesigning and reprinting an information booklet on the issues around drinking and drug taking and then driving for the building and construction industry.
<b>Young, Fast and Dead: A pilot collaborative study exploring communication strategies with “P” Plate Drivers</b>	University of Canberra	\$51,984	University students from UC, Wollongong and Otago (NZ) will be involved in a study involving the collection of data on attitudes, driving behaviour, risk-taking, sensation-seeking and driving history.
<b>Age, Executive Function and Driving Behaviour of Young Drivers</b>	University of Canberra	\$1,100	Contribution towards a study into the relationship between age, executive functioning, and driving behaviours of young drivers.
<b>Walking School Bus</b>	YWCA of Canberra	\$11,000	Funding assistance towards the cost of employing the Program Manager and Program Officer for the Walking School Bus program to the end of April 2008.
<b>Operation Coast Roads (Kings Highway)</b>	NSW RTA	\$8,500	Contribution towards Operation Coast Roads during the holiday period December 2007 – January 2008.
<b>Motor Vehicle Injuries: Economic Evaluation of a New Treatment Modality</b>	ANU	\$79,500	Contribution towards an ARC Linkage Project for an economic evaluation of the ACE project.

## APPENDIX B – PROJECTS CONTINUING FROM PREVIOUS YEARS

Project Title	Organisation	Amount Grant	Project Description
<b>NRMA – ACT Road Safety Churchill Fellowships</b>	Winston Churchill Memorial Trust	\$105,000	A perpetual biennial Fellowship for road safety study. Six Fellowships have been awarded with Mr Rifaat Shoukallah the latest Awardee. The Winston Churchill Memorial Trust advised that it did not receive a suitable candidate for the 2007 Fellowship
<b>Child Pedestrians: Factors associated with ability to cross roads safely and development of a training package to select safe gaps in the traffic</b>	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.
<b>First Aid Training and Harm Minimisation for Victims of Road Trauma: A Population Study</b>	Flinders University  NB Grant initially approved for the University of Canberra (Research Centre for Nursing Practice). Project Leader Professor Paul Arbon moved to Flinders University in early 2006 and the University agreed to take on the research administration.	\$71,007	Project would 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 ACT drivers would underpin the project.
<b>Crew Resource Management (CRM) Training and Young Driver Safety: Development and Testing of a CRM Young Driver Training Program</b>	Monash University Accident Research Centre	\$96,515	Develop and evaluate a pilot young driver CRM training program for the ACT that could be incorporated into current young driver training. CRM has the potential to positively influence driver and passenger safety.
<b>Mature Age Skills Training for Experienced Riders (MATURE) Course</b>	Motorcycle Riders Association of the ACT Inc	\$16,500	Two-year extension of the pilot MASTERS Program aimed at enhancing the safety of mature motorcycle riders.

**APPENDIX B – CONTINUED**

<b>Ride to Survive: A Risk Management Rider Development Program</b>	Motorcycle Riders Association of the ACT	\$22,060	Conduct an on road risk awareness, rider development program for motorcyclists. 12 courses would be conducted over 2 years and funding would subsidise course fees and curriculum development.
<b>Good Sports</b>	Office of Regulatory Services (formerly the Office of Fair Trading)	\$22,000	Contribution towards a pilot program relating to the responsible serving of alcohol. The program would be piloted by the Eastlakes Football Club and Hockey Canberra.
<b>Hazard Perception and Cognitive Ageing in Older Drivers</b>	Australian National University	\$179,500	Contribution to an ARC Linkage Project that will investigate the relationship between cognitive ageing and aspects of hazard perception.
<b>The Mentoring Road Safety Kit: A Resource for Teachers – The Road Forward</b>	Dept. Education and Training	\$22,500	Provide assistance for the wider expansion of the Mentoring Road Safety Kit into ACT schools.
<b>The John Kirby Memorial Road Safety Award</b>	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 Lyndal Bugeja from the Victorian Institute of Forensic Medicine Monash University and the Victorian Institute of Forensic Medicine at the 2007 Australasian Road Safety Research, Policing and Education conference in Melbourne.
<b>The Potential for Early Childhood Learning to Influence Road Safety – Stage 2</b>	ARRB Group	\$69,740	Review existing early childhood road safety resources in Australia to assess their suitability for trialling in the ACT. The ARRB Group trialled the Victorian Starting Out Safely Pre-school Program at six ACT Pre-schools and Early Education Centres.
<b>Matching ACT Police Crash Data and Canberra Hospital Injury Data to Better Describe the ACT Road Toll</b>	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.
<b>Street Why’s – No Dead End</b>	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.

**APPENDIX B – CONTINUED**

<b>The Drive Study: Data Linkage Phase</b>	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.
<b>Slowing Down in the Community</b>	University of NSW (ADFA)	\$73,500	Develop a holistic model to reframe the way in which road safety is perceived by the wider community and policy makers. The aim of the project is to challenge 'the culture of speed' in the ACT.
<b>Human Error and System Failures in Fatal Crashes in the ACT and NSW</b>	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.
<b>Low Light Vision Problems for Older Drivers</b>	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.
<b>Motorcyclist Apparel Observation Study</b>	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.
<b>Motorcycle Programs to Reduce Road Trauma</b>	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.
<b>Keeping Older Drivers Safe</b>	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.



**APPENDIX B – CONTINUED**

<b>Impact of Whiplash on Subsequent Driver Safety</b>	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.
<b>Speed Awareness Course for Recidivist Speeding Motorists</b>	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.
<b>Analytical method development and validation for roadside testing of oral fluid for drugs of abuse</b>	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.
<b>Crash rates of ACT vehicles inside and outside the ACT:</b>	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.
<b>Morning After the Night Before</b>	Greater Southern Area Health Service	\$11,000	Contribution to radio and cinema 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 2007/New Year period.
<b>Night Seen and Night Safe: Visibility for Vulnerable Road Users</b>	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).
<b>Development of the First Book on Driver Distraction.</b>	Monash University Accident Research Centre	\$20,000	Compilation of the latest key findings on driver distraction.
<b>Evaluation of Bike Ed and the Traffic Centre Road Safety Package</b>	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.
<b>Seminars on Older Drivers and Assistance with 2007 Speaker Series</b>	Australasian College of Road Safety	\$14,850	Contribution towards the cost of a range of seminars on older drivers.

**APPENDIX B – CONTINUED**

<b>Road Trauma Data Amalgamation</b>	Canberra Hospital	\$58,000	Amalgamation of hospital and police crash data to the end of 2007.
<b>Accident Care Evaluation (ACE Study)</b>	Australian National University	\$600,000	Funding for the research component of the ACE project. The project is examining whether the health outcomes of people who have sustained mild to moderate soft tissue injuries such as whiplash in road crashes can be improved by early referral to appropriate medical practitioners.
<b>Postgraduate Research Scholarships in Road Safety</b>	ANU, University of Canberra, Queensland University of Technology, Monash University and the George Institute for International Health	\$690,000	Funding of six road safety postgraduate scholarships at five of Australia's pre-eminent road safety research organisations.
<b>Drink Drive Campaign</b>	Out and About Marketing	\$11,650	Fifty percent contribution towards the cost of a drink drive campaign at Canberra Stadium during Raiders' home games in 2008.

## APPENDIX C – LAUNCHES OF TRUST-SPONSORED PROJECTS

Project/Event	Date	Venue
ACE Study	24 July 2007	ACT Legislative Assembly
Road Safety Postgraduate Scholarships Showcase Event	25 September 2007	National Museum of Australia
Road safety campaign on the Barton Highway	12 October 2007	Murrumbateman NSW
Launch of the GEARS road craft program for women motorcyclists	25 October 2007	Civic Square, Canberra
Launch of Operation Coast Roads - Road Safety Campaign on the Kings Highway	28 November 2007	City Walk, Civic Centre
Launch of Operation Coast Roads – Kings Highway	10 December 2007	Nelligen NSW
Launch of First Aid and Harm Minimisation for Victims of Road Trauma report	9 April 2008	St John Ambulance Australia National Office, Forest ACT
Launch of Night Seen Night Safe Campaign	7 May 2008	Queanbeyan City Council office
Launch of Kidsafe ACT Pre and Primary School road safety program	13 May 2008	Bonython Primary School

