

**NRMA — ACT**  
**ROAD SAFETY TRUST**

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**ANNUAL REPORT 2008/2009**



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# NRMA - ACT ROAD SAFETY TRUST

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Mr Jon Stanhope MLA  
Minister for Transport  
ACT Legislative Assembly  
London Circuit  
CANBERRA ACT 2601

Dear Mr Stanhope

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 2008 to 30 June 2009.

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

31 October 2009



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Head of CTP  
Insurance Australia Group  
Level 5  
65 Pirrama Street  
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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 2008/2009.

Road safety is a ceaseless challenge to organisations like the Trust. When it was announced in January this year that Australia's road fatality rate for 2008 had reduced by almost 9% over the previous year I, like so many others, was heartened by the statistics. Here was evidence that road safety messages were being heeded. However, by the end of June 2009 the nation's fatality rate had suffered a 13.4% increase over the first six months period of the previous year – a sobering reminder the job remains unfinished. For its part, the ACT's statistics were tracking the 2008 pattern.



However, as I reflect on the range of initiatives being funded by the Trust my confidence levels are boosted as each has the potential to make a difference. The Trust has the reputation for being in the vanguard of innovation and its funding of the world's first book on driver distraction re-affirms that reputation. The book, *Driver Distraction: Theory, Effects and Mitigation* is the brainchild of Adjunct Professor Michael Regan from the Monash University Accident Research Centre and currently on secondment to the French National Institute for Transport and Safety Research.

It is estimated that up to 23% of crashes and near-crashes are caused by driver distraction. This figure is likely to increase as more and more distractions, both inside and outside the vehicle, compete for driver attention. The forty or so international and Australian contributors to the book are experts in the field and the book contains practical advice on how to mitigate the effects of distraction through the implementation of a range of integrated countermeasures. It was fitting that the culmination of a seed of an idea by Dr Regan was launched by the Trust in Canberra's National Botanic Gardens.

Driver distraction provides a segue into an initiative between the Trust and the Canberra Institute of Technology that produced a range of quality road safety posters by final year Graphic Design students. The theme of many of the posters featured the potential fatal outcome from using a mobile phone while driving – a practice that is a significant contributor to driver distraction.

This project provided talented young students with the opportunity to develop messages that resonate with their peers and the resultant posters will increase road safety awareness in the target audience. A selection of the posters is being displayed across student campuses and selected venues across the ACT as well as at a number of road safety conferences and seminars across Australia.

In May this year, the Chief Minister proposed that the ACT adopt the Swedish Vision Zero approach to road safety. The Vision Zero or a Safe System approach aims to provide a safer road and traffic environment in which alert and responsible road users should not be killed or seriously injured as a result of a crash. This means managing the physical environment to minimise harm to those involved. The Trust has been an advocate of Vision Zero since it sponsored a Canberra seminar in October 2005, which featured its key architect Professor Claes Tingvall, Director of Traffic Safety at the Swedish Road Administration.

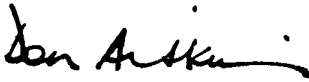
At a Road Safety Roundtable on 14 May 2009 jointly chaired by the Chief Minister and NRMA Motoring Services, there was universal support from all stakeholders to proceed towards the Vision Zero/Safe System goal. For its part the Trust undertook to commission the University of Canberra to undertake research into the car culture in the ACT to provide a better understanding of the prevailing attitudes to road safety. The results of this research will greatly assist the move towards this ambitious but achievable goal.

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As a nation we must move away from the mindset that it is acceptable to have over 1,400 deaths and over 15,000 serious injuries on our roads annually. The same number of deaths from drowning or airline crashes in a year would have the community demanding drastic action.

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 many organisations particularly the Department of Territory and Municipal Services, ACT Policing, the Department of Infrastructure, Transport, Regional Development and Local Government 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.



Emeritus Professor Don Aitkin AO  
Chairman



## 2. HIGHLIGHTS OF THE YEAR

### 2.1 2008/2009 GRANT PROGRAM

The announcement of the Trust's 2008/2009 Grant Program on 31 July 2008 by Trust Chairman Professor Don Aitkin was one of the highlights of the year. The Program comprised grants totalling \$320,754 for ten innovative projects across a wide spectrum of the community. A further four projects were subsequently approved making a total commitment of \$396,974 for the Program.

These grants took total Trust funding for road safety initiatives in the ACT to over \$19 million, since it was established in 1992. Details of the individual projects in 2008/2009 are provided in Section 4.4 of this Report.

### 2.2 MOTORCYCLE AWARENESS WEEK - TELEVISION CAMPAIGN

Motorcycle Awareness Week, which was held between 11 -17 October 2008 was the brainchild of local motorcycle clubs and associations. Its aim was to increase community awareness around motorcycle safety and included a number of initiatives including an information evening on protective clothing. The Trust's contribution to Awareness Week was funding a month long television campaign on WIN television that featured three 30 second commercials on motorcycle safety. Trustee Julie Thornton spoke on behalf of the Trust at the official launch of Awareness Week in Civic Square on 11 October 2008.



*Trustee Julie Thornton speaking at the launch of Motorcycle Awareness Week.*

### 2.3 CANBERRA INSTITUTE OF TECHNOLOGY - GRAPHIC DESIGN STUDENTS ROAD SAFETY POSTERS

Final year Advanced Diploma of Graphic Design students at the Canberra Institute of Technology (CIT) used their creative talents to produce a range of posters on road safety issues relevant to young road users in the ACT. The project was funded by a grant of \$7,500 from the Trust and Trustee Dr Angus McIntosh OAM presented awards to the 'Top Ten' poster creators at a morning tea at the CIT on 19 November 2008. The event created considerable media interest with one of the students Michelle Symons interviewed on ABC radio and the Canberra Times running an extensive article.



*Secretary/Manager of the Trust Eddie Wheeler speaking at the presentation of awards*



*Adjunct Professor Mike Regan and Kristie Young at the launch of the world's first book on driver distraction*

## 2.4 INTERNATIONAL LAUNCH OF THE WORLD'S FIRST BOOK ON DRIVER DISTRACTION

Canberra hosted the international launch of the world's first book on driver distraction - *Driver Distraction: Theory, Effects and Mitigation*. The book was the brainchild of Adjunct Professor Michael Regan from the Monash University Accident Research Centre and currently on secondment to the French National Institute for Transport and Safety Research.

The NRMA – ACT Road Safety Trust partnered with the Australasian College of Road Safety to host the launch at the Botanic Gardens Theatre on 12 December 2008. The Trust contributed \$20,000 to assist in the development of the book.

## 2.5 ROAD SAFETY AWARENESS CAMPAIGN ON THE KINGS HIGHWAY

City Walk in downtown Canberra City was the venue for the launch of a road safety awareness campaign on the Kings Highway on 27 November 2008. *Operation Coast Roads* involved the deployment of numerous variable message signs at selected locations



*Trustee Dr Angus McIntosh OAM (right) Annie Harrison (RTA NSW) and Secretary/Manager Eddie Wheeler (left) hold the Trust cheque. They are flanked by NSW and ACT Police.*

along the Highway – supported by a highly visible police presence. The campaign, which was a joint funding venture involving the Trust, the NSW Roads and Traffic Authority and the Department of Territory and Municipal Services was launched by Trustee Dr Angus McIntosh OAM.

## 2.6 NIGHTRIDER BUS SERVICE

A grant of \$15,000 by the NRMA – ACT Road Safety Trust to ACTION assisted in the promotion of the popular *Nightrider* bus service, which commenced on Friday 12 December 2008. The service operated over eight designated routes from the Civic Bus Interchange between the hours of 1.00am and 4.45am for the two weekends leading up to Christmas as well as operating on New Year's Eve. The *Nightrider* service was officially launched by Ms Mary Porter AM MLA on 11 December 2008 in Civic Square and the Secretary/Manager Eddie Wheeler spoke on behalf of the Trust.

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



*Mary Porter AM MLA and Secretary/Manager Eddie Wheeler with the Trust cheque at the launch of Nightrider.*

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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 2003 and \$988,000 was raised during 2008/2009.

### **3.2 FUNCTIONS AND OBJECTIVES OF THE TRUST**

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

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

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

### 3.3 MEMBERSHIP

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

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



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



Dr Angus McIntosh OAM  
NRMA Insurance Appointee  
6.7.01 and ongoing



Ms Kerry Fitzgerald  
ACT Government Appointee  
26.8.03 and ongoing



Mr Hamish McNulty  
ACT Government Appointee  
21.11.05 and ongoing



Ms Jill Morters  
NRMA Insurance Appointee  
16.8.06 and ongoing



Ms Julie Thornton  
NRMA Insurance Appointee  
16.7.08 and ongoing

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### **3.4 MEETINGS**

Between 1 July 2008 and 30 June 2009 the Trust held two meetings as follows:

114 <sup>th</sup> Trust Meeting	2 December 2008
115 <sup>th</sup> Trust Meeting	28 May 2009

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## **4. GRANT PROPOSALS AND APPROVALS – 2008/2009**

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### **4.1 PROPOSALS RECEIVED**

The Trust operates an annual grant program with advertisements prominently placed in the Canberra Times, Chronicle, Weekend Australian and Sydney Morning Herald in early December – with applications closing in the first week of the following March. The Trust usually meets in April/May to assess the merits of the applications and sometimes in June to finalise the grant program for the up-coming financial year. Approved proposals may run for up to two years and in exceptional cases, three years.

In respect of the 2008/2009 Grant Program, the Trust advertised in the Canberra Times, the Weekend Australian and Sydney Morning Herald on Saturday 13 December 2008. Ads were also published in the Canberra Times on Wednesday 17 December and the Chronicle on Tuesday 16 December 2008. An accompanying media statement gave details of the Trust website from which the application form could be downloaded. Alternatively, the Secretary/Manager would provide a copy.

The Trust received forty seven applications for funding in respect of the 2008/2009 Grant Program with a total value of some \$2.4 million. The 113th Trust meeting on 24 April 2008 finalised the Program, which was announced by the Chairman on 31 July 2008. The Program comprised ten projects to the value of \$320,754. Four additional projects were approved bringing the total value of approvals to \$396,674. 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.

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, it has been possible, in some cases, that Government agencies will benefit either directly or indirectly from Trust grants. Grants are not normally made to government bodies for enforcement, minor capital works or equipment.

#### **4.4 2008/2009 GRANT PROGRAM**

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

#### **1. Improving drivers' risk management behaviour: An assault on speeding (University of NSW)**

Funding of \$75,587 was approved for the University of NSW to undertake an evaluation of the effectiveness of three different training programs used effectively in the aviation industry, to modify drivers' speeding behaviour. The Trust subsequently agreed to the grant being utilized to engage a PhD student and for the project to extend over three years.

#### **2. ACT older road user information and media strategy Stage 1 (Council on the Ageing)**

A grant of \$12,420 was approved for the Council on the Ageing to assist in the development of an information and media strategy that will determine key messages on older road user safety and the optimal delivery mechanisms. The strategy is expected to be finalised in the latter part of 2009.

#### **3. Improving road safety outcomes for ACT pre and primary school children (Kidsafe ACT)**

A grant of \$36,410 was approved for Kidsafe ACT to continue and extend its road safety program in pre-schools and primary schools. The project includes a free vehicle restraint checking service.

#### **4. Explore how the 'safe system' philosophy might change the way people are introduced to driving (ARRB Group)**

Funding to the value of \$21,741 was approved to allow the ARRB Group develop a plain English prototype which explains how drivers can play their part in a 'safe system' approach to road safety. The final report is expected to be released in late 2009.

#### **5. Improving the identification of fatigue-related crashes in the ACT (Centre for Accident Research and Road Safety (Queensland University of Technology))**

A grant of \$33,331 was approved for CARRS-Q to undertake a telephone survey of 800 ACT and NSW drivers to better understand fatigue related crashes and incidents. The Trust funding represents fifty percent of the required funding with the NSW Roads and Traffic Authority agreeing to contribute the balance.



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## **6. Detection methods for monotony and fatigue: Implications for road safety in the ACT and nationally (Centre for Accident Research and Road Safety (Queensland University of Technology))**

The Trust approved funding of \$17,043 to allow CARRS-Q examine the relationship between monotony and fatigue and the effectiveness of various detection methods.

## **7. Smashed: Drugs and driving don't work (University of Wollongong)**

A grant of \$43,598 was approved for the University of Wollongong to develop anti-drug driving messages relevant to under twenty five year old drivers. The project will involve students from the University of Wollongong, the Canberra Institute of Technology, the Australian National University and young drivers from the Road Ready Plus program.

## **8. Refine the Skills for Preventing Injury (SPIY) program – an injury and risk-taking prevention program for Year 9 students (Centre for Accident Research and Road Safety (Queensland University of Technology)).**

The Trust approved funding of \$51,695 to enable CARRS-Q to work with ACT and Queensland teachers to produce resources for the SPIY program for trialing in ACT and Qld high schools. Trustees are currently considering the final report.

## **9. Mature Aged Skills TransFERS (MASTERS) Course (Motorcycle Riders Association of the ACT)**

Funding of \$16,000 was approved for the Motorcycle Riders Association of the ACT (MRA) for the MASTERS course. This level of funding represented a 50% contribution towards this well established road craft and hazard perception course for mature motorcycle riders. The Trust funded the initial MASTERS course and a second series in 2005. Information in relation to the course can be found at the MRA website [www.mra.act.org.au](http://www.mra.act.org.au).



*Participants undertake some practical activities at a recent MASTERS course.*

## **10. A study of the effectiveness of driving medication warnings (Centre for Accident Research and Road Safety (Queensland University of Technology))**

A grant of \$23,349 to CARRS-Q was approved to allow it to examine the effectiveness of driving medication warnings from the perspective of medication users and health practitioners. The study aims to determine the most effective medication labelling to raise community awareness of the risks of impaired driving as a consequence of using pharmaceutical preparations, particularly in combination with alcohol.

The Trust is partnering with Queensland Health in relation to this project which is providing matching funding.

## **11. Uploading police data about ACT motor vehicle fatalities (Victorian Institute of Forensic Medicine)**

The Trust approved funding of \$15,000 to the Victorian Institute of Forensic Medicine (VIFM) as a contribution towards the uploading of ACT police data into the National Coroners Information System. The project will involve the VIFM obtaining electronic copies of the currently used AFP Report of Death to the Coroner and extracting the information on these forms into the National Coroners Information System. The Federal Department of Health and Ageing has provided a matching contribution.

## 12. Graphic design students' promotion of road safety (Canberra Institute of Technology)

Funding of \$7,500 was approved for the Canberra Institute of Technology (CIT) to assist final year Advance Diploma students produce a range of posters relevant to road safety issues for young drivers.

Some thirty students produced a range of posters that were displayed at a Presentation of Awards Morning Tea at the CIT on 19 November 2008. In making a presentation of awards for the 'Top Ten' posters Trustee Dr Angus McIntosh OAM commented that the posters "reflected an insightful understanding of the issues and portrayed imaginative and compelling messages to the observer".

From the 'Top Ten' posters three were selected for a Highly Commended award and these were for the following students:

The call is yours – created by Chantel Boggs

Will this be the last msg you receive? – Chris Halloran

Jane Smith leaves behind – Breanna Bew

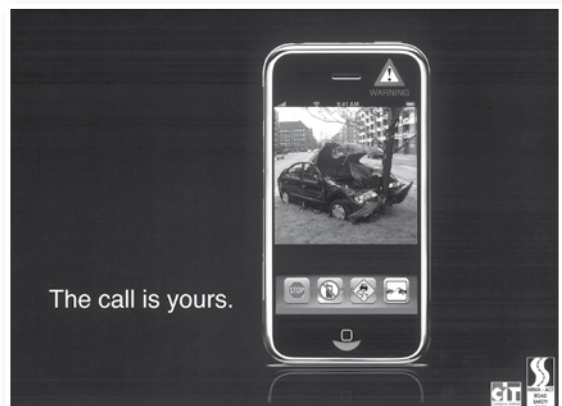
The "Top Ten" posters plus the next best two are being displayed across student campuses across the ACT and will be displayed at selected road safety conferences including the Australasian College of Road Safety Conference in Perth in November 2009. A copy of the best twelve is at Appendix D.



*Above: Will this be the last msg you receive?  
– Chris Halloran.*

*Above right: Jane Smith leaves behind  
– Breanna Bew*

*Right: The call is yours  
– Chantel Boggs*



### 13. Pedal and motorcycle performance study (University of NSW)

The Trust approved funding of \$41,800 representing a contribution towards a comprehensive study of motor and pedal cycle helmet performance in crashes. The project will identify methods for improving helmet performance and injury reduction and is being undertaken by UNSW as an Australian Research Council Linkage Project. As such, it will take three years to complete.

### 14. Conference paper presentation (Monash University)

Funding of \$2,500 was approved to Monash University as a contribution to the costs of Dr Jennie Oxley delivering a paper on the Trust funded research on keeping older drivers safe at a conference in Washington between 31 August and 4 September 2008. Dr Oxley reported there was considerable interest shown in this innovative research.

### 15. Nightrider Campaign (ACTION)

A grant of \$16,500 was approved to assist ACTION in the promotion of the popular *Nightrider* bus service, which commenced on Friday 12 December 2008. The service would operate over eight designated routes from the Civic Bus Interchange between the hours of 1.00am and 4.45am for the next two weekends leading up to Christmas as well as operating on New Year's Eve.

This was the sixteenth year of operation of the *Nightrider* service, which is testimony to its popularity and success and the Trust has been a major funding partner for several years. In 2007, the service carried some 2,000 passengers home safely – an increase over the previous year.

The *Nightrider* campaign was launched by Ms Mary Porter AM MLA in Civic Square on 11 December 2008. The Secretary/Manager Eddie Wheeler spoke on behalf of the Trust. The launch created considerable media interest and the Secretary/Manager was widely interviewed on radio.



*Mary Porter AM MLA and Secretary/Manager Eddie Wheeler "on board" with the Trust contribution to the Nightrider service.*

## **B) PROJECTS CONTINUING FROM PREVIOUS YEARS**

### **1. 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.

Initial findings indicate that a significant number of motorists drink and then drive at alarming levels of intoxication. These initial findings appear to reinforce recently expressed views by police and magistrates that the Canberra community is failing to get the drink drive message. The reports are in final preparation and will be released in July 2009.

### **2. 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 and the final report is expected to be released in late 2009.

### **3. 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 and is progressing well. The project team has set up a website at [www.canberra.edu.au/faculties/health/pharmacy/research/drug-driving-survey](http://www.canberra.edu.au/faculties/health/pharmacy/research/drug-driving-survey).

### **4. 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.



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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 would 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). Feedback from participants confirms the value of the course.

## **5. 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 involved some 600 students and the final report is expected shortly.

## **6. 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 commenced in July 2008 and will take three years to complete.

## **7. 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 final report has been received by the Trust and will be released by the Trust in the near future.

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

The Accident Research Centre at Monash University received funding of \$96,515 to develop and evaluate a pilot young driver CRM training program for the ACT that could be incorporated into current young driver training in the ACT. CRM has the potential to positively influence driver and passenger safety and uses communication

protocols utilised in the aviation industry. This project builds on previous CRM research by MUARC and funded by the Trust.

The project has been completed and the final report will be released by the Trust in the near future.

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

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

The course is run in conjunction with Stay Upright and consists of a mix of classroom sessions and practical manoeuvres over one and a half days of a weekend. The Trust funding meets half the cost of the course. This series of MASTERS was completed by the end of 2008.

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

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

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 nearing completion.

## **11. 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.



*Example of the ACT Hazard Perception Test.*

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 meets to review progress. The initial meeting was held on 19 April 2007 and the second on 11 September 2008. A third meeting is scheduled for 9 October 2009. The project is expected to be completed by the end of 2009.

## 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 2008 went to Ms Lara Morris from the University of Canberra for her paper on *Relationships between age, executive function and driving behaviour*. The Secretary/Manager Eddie Wheeler presented the Award to Ms Morris at the conclusion of the Conference held at the Adelaide Convention Centre between 9-12 November 2008.

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);
- 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); and
- 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* (2007).



Lara Morris and Secretary/Manager Eddie Wheeler with the Trust's award for Best Paper by a New Researcher.

### **13. 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 final report is expected to be released by the end of 2009.

### **14. 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 involved 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 are being progressively released by the George Institute.

Research designed to help young drivers to be safer on our roads: DRIVE

- Largest study of young drivers ever undertaken
- Will provide insight into why young drivers are so highly represented in crash data
- Will investigate risky driving behaviour, mental health, sleep habits, education and training

Road safety researchers at The George Institute will release results of the largest study of young drivers in 2009.

Over 20,000 young drivers took part in the DRIVE study, all provisional drivers holding NSW red 'P1' plates and aged 17-24 years. The study will demonstrate the importance of potential determinants of motor vehicle-related crashes and injuries among young drivers, including road risk perceptions, risky driving behaviours, pre-licensing driving experience, training and education, mental health, and sleep habits.

Understanding young driver behaviour will help inform road safety policy and young driver education right across Australia.

### **15. Slowing Down in the Community (University of NSW ADFA)**

The University of NSW (ADFA) 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. The project is expected to be completed in late 2009.

### **16. 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. With difficulties encountered in obtaining the NSW data it was agreed to utilise Victorian data. The project is nearing completion and a draft report is imminent.



## 17. 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 2009.

## 18. 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, which was released on the 22 April 2009 created considerable media coverage. The survey found good results for upper body apparel with the majority of observed riders wearing helmets with 92% wearing full face helmets, which provide maximum protection. Almost all wore full gloves while 89% were wearing appropriate protective jackets.



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

However, only 60% wore boots with the remainder wearing joggers or other types of footwear. Furthermore, only 40% of riders were wearing leather or motorcycle-specific apparel on their legs.

The survey suggests that commuter riders are less inclined to wear appropriate lower body protective clothing than recreational riders. This may be due to some riders preferring to wear work clothes to overcome the inconvenience of changing.

There has been limited Australian research on the wearing of motorcycle protective clothing and this report is both timely and informative and has been circulated to key stakeholders. It is complementary to another Trust-commissioned report by CARRS-Q into programs to reduce road trauma for ACT motorcyclists. Both reports can be downloaded from the Trust's website at [www.roadsafetytrust.org.au](http://www.roadsafetytrust.org.au)

A copy of the report was forwarded to Standards Australia which advised in May 2009 that it was referring the issues raised in relation to standards for protective clothing to one of its committees for consideration.

## 19. 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

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behaviours of older drivers. Information on reduction and cessation of driving and alternative transport options will be included. The package would 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 nearing completion and the final report is expected towards the end of 2009.

## **20. 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. While progress was initially slow due to difficulties in obtaining data the project is now progressing satisfactorily.

## **21. 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.

The book was the brainchild of Adjunct Professor Michael Regan from the Monash University Accident Research Centre and currently on secondment to the French National Institute for Transport and Safety Research. With the assistance of Professor John Lee, University of Iowa and Ms Kristie Young from MUARC he compiled a world-first practical resource for understanding, preventing and managing driver distraction.

The Trust partnered with the Australasian College of Road Safety to host the international launch of the book at Canberra's Botanic Gardens Theatre on Friday 12 December 2008.

Trustee Dr Angus McIntosh OAM opened the launch event attended by over sixty delegates. In so doing, he noted that it is estimated that up to 23% of crashes and near-crashes are caused by driver distraction. This figure is likely to increase as more and more distractions, both inside and outside the vehicle, compete for driver attention.

The book *Driver Distraction: Theory, Effects and Mitigation* is available through CRC Press, many internet distribution outlets (eg Amazon.com), in libraries, universities and bookshops.

The international launch and the book created considerable media interest and Adjunct Professor Regan was interviewed on the highly rating ABC radio Drive program.

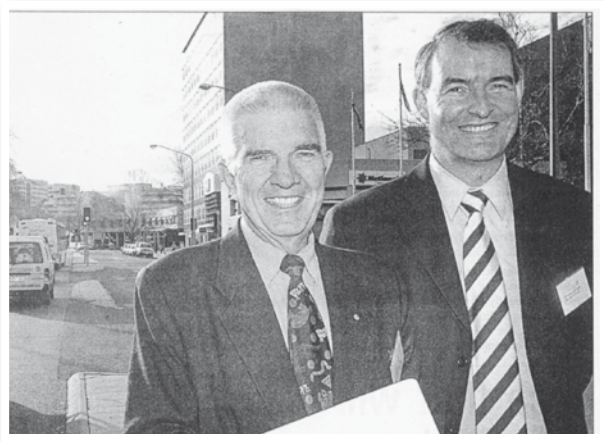
## **22. Road Trauma Data Amalgamation (Canberra Hospital)**

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.

## **23. 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 (MAG) 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. The Chairman represents the Trust on the MAG and the Secretary/Manager is a member of the Project Board.



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

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 - June 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 (July 2007 – May 2009)**

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.

#### **Stage 3 – Analysis and Results (May 2009- December 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 project is expected to be completed by December 2009; however, there will be additional research findings work still to be completed after that date.

## **24. Postgraduate Road Safety Scholarship Scheme**

The Trust is sponsoring six road safety Postgraduate Scholarships at several of Australia's eminent road safety research institutions at a cost of \$755,000. 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. Details of the Scholarships are as follows:

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## **Monash University Accident Research Centre (MUARC) – Ms Karen Stephan**

**Area of Research:** Speed limits, road design and infrastructure and their relationship with crash risk.

The purpose of the road transport system is to provide safe mobility for all users. Research has demonstrated the link between speed and the risk of a crash, and the severity of injury when a crash occurs. As such, speed management is an essential part of achieving safe mobility. Setting speed limits is one of the strategies used to manage speed, with the aim of making the risk uniform across the road network. Various factors are taken into account when setting limits, including road design and surrounding infrastructure. Previous research, however, has found substantial variation in the crash rates per traffic volume on road sections of the same speed limit. This indicates that there are other, unaccounted for, factors that affect the risk of crash.

### **Stage 1**

The first stage of this research involves a literature review, focusing on identifying:

- Road design, infrastructure and environmental factors that affect driver behaviour and crash risk.
- The types of statistical models that have been used in crash risk modelling

### **Stage 2**

The second stage will utilise the outcomes of Stage 1 to build appropriate multivariate statistical models for investigation of the relationship between the road, environment and infrastructure characteristics (and interactions between these) and crash risk.

### **Stage 3**

The outcomes of the analytical models will be used to generate hypotheses regarding the effect of road design and surrounding infrastructure on driver behaviour. The MUARC advanced driving simulator will then be used to test these hypotheses and examine the effectiveness of potential countermeasures.

### **NB**

[Karen had originally commenced research into *the relationship between drivers' use of prescription medication and traffic crash involvement*. She had applied to use data from the British Columbia Linked Health Dataset in Canada. However, legal difficulties surrounding access to the data necessitated Karen gaining approval from the Trust for a new area of research and an extension to her scholarship to complete it]

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

**Area of Research:** How work-related road safety can be enhanced.

High social and financial costs are currently being incurred by both industry and society as a result of work-related road incidents. To assist practitioners in managing occupational road risks, Tamara conducted three studies:

### **Study One**

Identified the effectiveness of a range of risk management initiatives and found that comprehensive risk management practices were associated with employee engagement in safer driving behaviours.

### **Study Two**

Identified barriers to, and facilitators for, accepting risk management initiatives.

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### **Study Three**

Explored the influence of organisational factors on road safety outcomes to identify optimal work environments for managing road risks.

The findings from her research provide practical information that can be used by practitioners to enhance safety within organisations. By identifying how road safety can be improved in organisations, this thesis has the potential to assist in alleviating the global burden of traffic injuries and fatalities.

Tamara completed her PhD in June 2009 and hopes to have it conferred in August 2009. She has already published some of the key research findings from her PhD via conference presentations and journal articles, and in November this year she will be presenting two papers from her PhD at the International Driver Behaviour and Training Conference in Amsterdam.

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

**Area of research:** The role of research within the novice driver licensing policymaking process: identifying potential facilitators of research utilization.

#### **Research Design**

Comparative stakeholder analysis involving one-hour semi-structured interviews with forty-eight novice driver policy stakeholders throughout Australia and the United States. This was supplemented with a media analysis of Australian newspaper and Sydney television articles concerning night-time and passenger graduated driver licensing restrictions.

#### **Results**

**Stakeholder analysis:** Novice driver stakeholders believe policy decisions are generally evidence-informed. However, interviewees also argued that due to the significant community interest in young drivers and the predominantly political rationale of legislators, research may be used tactically to justify non-evidence-based, politically-determined policy positions. While existing policy structures and networks were proposed to facilitate research-use, non-evidence-based media reportage, the political rationale of legislators and ineffective research dissemination techniques were identified as the major barriers.

**Media analysis:** the results indicate that research evidence is only one component of information presented as 'policy-relevant' in public discourse concerning young drivers. Researchers and policy entrepreneurs using the media to advocate evidence-based policies may increase their effectiveness by linking research evidence to other types of relevant discourse within their arguments.

#### **Conclusions**

Despite the existence of a generally evidence-based policymaking culture, stakeholders perceive research-use as being most limited by the inability of researchers to render their outputs meaningful to policymakers and the general community. Incorporating other types of 'policy-relevant' and 'ideologically-concerned' information within their political lobbying and media advocacy engagements may allow researchers advocating evidence-based policies to increase their effectiveness.

Reece expects to complete his PhD studies later in 2009.

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

**Area of research:** Motorcycle protective clothing: usage and benefits.

The proposed research is being conducted in two stages:

### **Stage 1**

The Gear Study is a 12 month prospective cohort study of motorcycle crashes in the ACT to investigate the injury reduction benefits of motorcycle protective clothing. Riders who had been injured in crashes were identified from hospital records, whereas those who escaped injury were referred to the study by their motorcycle crash repair service.

Participants were contacted three times. The first contact involved an in-depth interview shortly after the crash to document the circumstances, type and speed of impact, the number, type and severity of their injuries and details of what they were wearing. They were contacted again 6 weeks and then 6 months after the crash to monitor their recovery progress and the longer term physical, psychological and financial consequences of the crash.

The 12 month recruitment phase of this study concluded in June 2009, all data collection will be completed in January 2010.

### **Stage 2**

The Novice Rider Study is a representative survey of novice riders at the time they obtain their provisional rider's licence. The aim of the survey is to identify the factors associated with the usage and non-usage of protective clothing in order to inform strategies aimed at encouraging the increased usage of protective clothing.

The survey was conducted in NSW between March and July 2008. It was administered with the assistance of the three main commercial rider training providers in NSW. The data is currently being analysed.

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

**Area of research:** Older drivers' peripheral visual attention: Development and validation of a novel screening test and training program.

Australia's population is ageing, and as a consequence, the proportion of 'older' drivers (generally classified as those aged 65 and over) is growing rapidly. However, the capacity to drive safely relies upon a number of different physical, sensory and cognitive skills, all of which are known to decline with age. It is clear that almost everyone will reach a point at some stage at which they are no longer able to safely drive.

The issue of 'when' to stop driving is vexing, and at present, there is no uniform approach to helping people make this decision.

This PhD research project builds upon a number of previous studies to develop and validate a screening test for older drivers that focuses on peripheral vision. This is important because of data that shows that when older drivers do crash, it is mostly at intersections, and involves a failure to see or adequately react to a vehicle approaching from the side.

Specifically, the project has involved the development of a screening measure that assesses the efficiency of peripheral visual attention – in other words the speed at which a person is able to detect objects at the edges of vision – using new computer methods and display technology that have only recently become available.

The second component of this project is related, asking the question: if some older drivers do have a specific problem with their peripheral visual attention, what can be done about it? This component of the project is a pilot

study using what is known as a Randomised Control Trial design to assess the ability of a customised 3-session training program to improve the efficiency of peripheral vision at picking out relevant targets.

This PhD project is taking place within a larger Australian Research Council Linkage project which is also being funded by the Trust that is looking into the Hazard Detection abilities of older drivers. Preliminary results for both components of the study are promising.

### University of Canberra – Ms Lucienne Kleisen

**Area of research:** Do young driver's thinking styles impact on their driving behaviour?

This study:

- Aims to identify the thinking styles of young drivers (18-25) in the Australian Capital Territory and to examine if any relationship exists with their driving styles;
- Explores any differences that might occur between young male and female drivers with respect to their thinking and driving styles;
- Looks at the interaction between the theory of mental Self-government and the Multi-Dimensional Driving Style Inventory; and
- Uses the Threefold Model of Intellectual Styles as the overall theoretical framework.

Early findings

- The first data show significant correlations between certain thinking styles and certain driving styles of young drivers;
- The same thinking styles show a significant correlation to different driving styles for young male and young female drivers; and
- Young male and young female drivers differ in their use of the Risky, High-Velocity and Careful driving styles.

While preliminary, these findings have potential to influence on driver education.

### Showcase Event

The National Museum of Australia was the venue for an inaugural 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 second Showcase Event has been arranged for October 2009 and with scholars well advanced with their research this will be a 'must-attend' event.

A highlight for both the scholars and the Trust was an informal meeting followed by morning tea with the Governor-General His Excellency Major General Michael Jeffery AC CVO MC on 26 November 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 Stephan (Scholar), Liz de Rome (Scholar), Professor Don Aitkin (Trust Chairman).*

## 25. *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 fourth meeting at the ANU Medical School, Canberra Hospital on 4 March 2009 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 2009.

## 26. *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 2008 NRMA – ACT Road Safety Trust Churchill Fellow was Dr Stephen Jiggins who was presented with his Fellowship by the Governor-General His Excellency Major-General Michael Jeffery AC CVO MC at Government House on 28 July 2008. Dr Jiggins would use his Fellowship to study media guidelines for the reporting of road crashes by the news media and would visit the USA, Canada, the UK and France – a tour he undertook in May and June 2009. A copy of his report is available on the Trust website and from the Winston Churchill Memorial Trust.



*Dr Stephen Jiggins and the Governor-General his Excellency Major General Michael Jeffery AC CVO MC hold the Churchill Road Safety Fellowship Award.*

Previous Road Safety Churchill Fellows are as follows:

- Station Officer Peter Jeffs of the ACT Fire Brigade to study the management and transport of hazardous materials in the UK, USA and Canada;
- 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, 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;



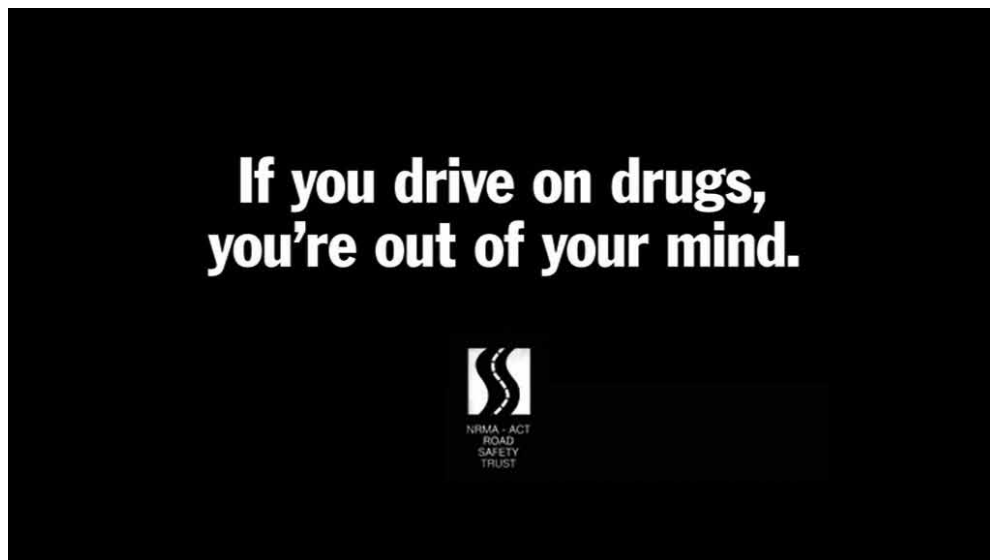
- Mr Robin Anderson, road safety consultant, to study community based safety programs for older road users and apply that knowledge to developing relevant programs in Australia. He visited the UK, France, Belgium, Sweden and the USA;
- Mr Rifaat Shoukrallah, Manager, Traffic Management and Safety, ACT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

## C) ROAD SAFETY INITIATIVES

### 1. Road Safety Campaign – 2008/2009 Cricket Season

During the 2008/2009 cricket season when Australia hosted both the South African and New Zealand cricket teams the Trust committed \$55,000 to a road safety campaign on WIN television on the potential consequences of drink driving and drug driving. The campaign ran for the duration of each test series and during the one day games also.

The campaign featured the television commercial entitled Haunted and The Cell 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 these powerful reminders of the potential life long consequences of drinking and/or driving.



### 2. Cinema Advertising

During June (and July) 2008 the Trust ran a five-week campaign in Hoyts and Dendy cinemas in Belconnen, Tuggeranong Woden and Canberra City 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.

### 3. Beijing Olympic Games – Road Safety Campaign

The Trust outlayed \$19,000 for a road safety campaign on PRIME television during the Beijing Olympics held between 8-24 August 2008. The campaign featured a commercial on the benefits of purchasing a vehicle with Electronic Stability Control (ESC) - a technology, which research indicates can reduce single car crashes by as much as 40% and half as much again for four wheel drive vehicles.

This life-saving technology is now standard on an increasing number of new cars available in Australia. This campaign was designed to increase consumer awareness of ESC so that people can make informed decisions when purchasing their next vehicle. Consumers should visit [www.howsafeisyourcar.com.au](http://www.howsafeisyourcar.com.au) for more information on ESC as well as the safety ratings of new and used cars.

### 4. Australian Open Tennis – Road Safety Campaign

The Australian Open Tennis Championships in January each year is one of Australia's highest rating sports programs. As a consequence the Trust agreed to commit \$38,000 towards a road safety campaign on PRIME television during the Australian Open. The campaign featured the anti-drink drive commercial Haunted and the anti-drug drive commercial The Cell – two compelling ads developed by Victoria's Transport Accident Commission.

### 5. Australasian College of Road Safety – September 2008

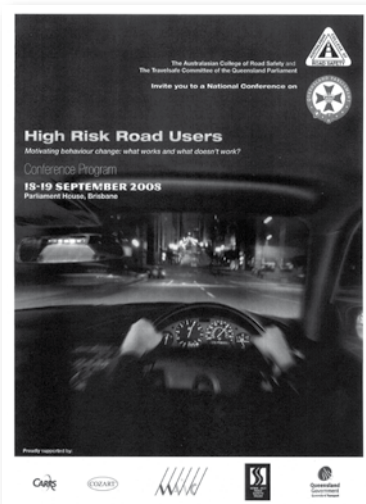
The Trust agreed to be a Gold Sponsor for the 2008 Australasian College of Road Safety Conference at a cost of \$8,250. Held at the Queensland Parliament House between

18-19 September 2008 the conference theme was High Risk Road Users and it was well attended with some 220 delegates participating. The Secretary/Manager represented the Trust, which received widespread acknowledgement and appreciation for its support. Gold Membership provided the Trust with the opportunity for its annual report to be included in conference satchels.

### 6. Motorcycle Awareness Week

Motorcycle Awareness Week was held between 11-17 October 2008 and was the brainchild of local motorcycle clubs and associations. Its aim was to raise the profile of motorcyclists and scooters within the community and remind all road users of their road safety responsibilities.

The Trust's contribution was funding a television campaign aimed at enhancing the safety of motorcycle riders on WIN Television over a four-week period that encompassed Awareness Week. The campaign featured three 30-second commercials developed by the Motorcycle Riders Association using the production talents of WIN and funded by the NRMA – ACT Road Safety Trust.



Secretary/Manager Eddie Wheeler (L) Dave Gibson (Stay Up Right) Liz De Rome and Steve Jiggins (ACT Chapter ACRS) at the information night on protective clothing.

The Trust participated in an information evening on protective clothing at which Ms Liz de Rome spoke on her research into protective clothing issues.

Trustee Julie Thornton spoke on behalf of the Trust at the launch of Motorcycle Awareness Week in Civic Square on 11 October 2008.

## **7. Road Safety Awareness Campaign on the Kings Highway**

A road safety campaign aimed at making the Kings Highway safer during the up-coming December/January holiday period was launched in City Walk, Canberra City on 27 November 2008. Named Operation Coast Roads the campaign involved the deployment of numerous variable message signs at selected locations along the Highway - supported by a highly visible police presence. The campaign was funded by the NRMA – ACT Road Safety Trust, the NSW Roads and Traffic Authority (RTA) and the Department of Territory and Municipal Services (TAMS).

In launching the campaign, Trustee Dr Angus McIntosh OAM commented that the high level of road trauma on the Kings Highway is an ongoing concern. In the last five years there has been forty two fatalities on this Highway with many more seriously injured.

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

- the highest fatality and single vehicle crash rate; and
- the highest rate of crashes caused by overtaking.

This was the third successive year the Trust had partnered with the RTA, TAMS and police in a campaign to reduce the unacceptable level of road trauma on the Kings Highway.



*Trustee Dr Angus McIntosh OAM (Right) Annie Harrison and Secretary/Manager Eddie Wheeler (Left) hold the Trust cheque for \$6,000.*

## **8. Road Safety Round Table**

The Trust was an invited stakeholder to the Chief Minister's Road Safety Round Table held at the Legislative Assembly on 14 May 2009. The Chief Minister's aim was to seek stakeholder views as to how the ACT could more fully embrace the 'safe system' approach to road safety and the 'Vision Zero' philosophy. The Trust has been an advocate of Vision Zero for many years.

At the Round Table the Chairman of the Trust advised it would commission research into the car culture in the ACT. This research would provide a better understanding of the prevailing attitudes of road users to the many facets of road safety as they impact on the ACT.

## 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 2009/2010 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 13 and 17 December 2008 and in the Chronicle on 16 December 2008. The Trust also advertised in the Weekend Australian on 13 December 2008 and in the Sydney Morning Herald on the same day. These advertisements were supported by a Media Release on 12 December 2008.

### PROJECT LAUNCHES, PUBLIC PRESENTATIONS AND MEDIA EXPOSURE

There were five 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 - thus increasing the exposure of the Trust.

As a Gold Sponsor of the 2008 Australasian College of Road Safety annual conference in Brisbane in September 2008 the Trust re-affirmed its growing status as a significant player in the area of road safety research. The Secretary/Manager represents the Trust at these events.



*Secretary/Manager Eddie Wheeler presents the Trust Award for Best Paper by a New Researcher to Lara Morris from the University of Canberra at the 2008 Australasian Road Safety Conference in Adelaide.*

The Chairman, other Trustees and Secretary/Manager were interviewed throughout the year on radio and television in relation to a range of road safety issues as well as by the Canberra Times.

The Trust is a key player in relation to road safety and in recognition of that it was invited to attend and/or participate in a range of events during the year including the following:

- On 10 July 2008 the Secretary/Manager addressed the Canberra North Branch of National Seniors Australia at Wests Rugby Club on the activities of the Trust and older driver issues.
- On 28 July 2008 the Chairman and the Secretary/Manager attended the Presentation of ACT Churchill Fellowships by the Governor General at Government House.
- On 29 July 2008 the Secretary/Manager represented the Trust at a lunchtime seminar organised by the ACT Chapter of the ACRS on “On Road Cycle Lanes.”
- On 30 July 2008 the Secretary/Manager addressed about 30 final year students in the Advanced Diploma Class at the CIT on the Trust’s operations and young driver road safety issues.
- On 31 July 2008 the Secretary/Manager represented the Trust at a re-launch of the reflective slap bands for cyclists and pedestrians near the Burns Mill at Queanbeyan – an initiative funded by the Trust.



*Members of the Queanbeyan walking group festooned with the reflective bands.*

- On 11 August 2008 the Secretary/Manager attended a meeting of the TAMS Road Safety Task Force. One of its key activities is the development of closer liaison between TAMS, ACT Policing and the Trust in relation to road safety campaigns to present a more unified approach.
- On 18 August the Secretary/Manager spoke to first year education students at the University of Canberra on the Trust and road safety matters and showed some of the road safety messages the Trust has used.
- On 25 August 2008 the Secretary/Manager had an interview with a University of Canberra media undergraduate doing an assignment on road safety in the ACT.
- On 4 September 2008 the Secretary/Manager represented the Trust at a reception at UC for Research Partners and at a later reception on 9 October 2008 for donors of scholarships and prizes.
- On 15 October 2008 the Secretary/Manager represented the Trust at a meeting of the Princes Highway/ Kings Highway Road Safety Partnership Committee at Batemans Bay.
- On 19 December 2008 the Secretary/Manager represented the Trust at the launch of a holiday preparedness event at Kingston organised by NRMA Motoring and Services.




## MEDIA RELEASE

### Prepare your car and arrive safely

Friday 19 December 2008

- On 4 February 2009 the Secretary/Manager spoke to the Select Committee on Road Safety from the Tasmanian Parliament as part of the ACRS delegation invited to make presentations on road safety initiatives in the ACT.
- On 18 February 2009 the Secretary/Manager made a presentation to a delegation of senior officials from Indonesia on the work of the Trust. The presentation was organised by the Federal Department of Infrastructure, Transport, Regional Development and Local Government.
- On 16 March 2009 the Secretary/Manager represented the Trust at the Chief Minister's Breakfast at the Ainslie Football Club organised by the Council on the Ageing.



*Secretary/Manager Eddie Wheeler (L) with the Indonesian delegation. Others in the Photo are Joe Motha, Australian Department of Infrastructure and Transport (2nd left), Wendy Emerton, Australian Department of Infrastructure and Transport, and David Quinlan ACT Department Territory and Municipal Services.*

- On 16 March 2009 the Secretary/Manager represented the Trust at the Australian Bicycling Achievement Awards Presentations at Old Parliament House. The Keynote Speaker was former Victorian Premier The Hon. Steve Bracks.



- On 8 April 2009 the Secretary/Manager represented the Trust at the Easter Holiday Road Safety campaign launch at the SnowHydro Southcare Base.
- On 8 April 2009 the Secretary/Manager was interviewed by a CIT student undertaking a journalism course on road safety issues involving the Trust.
- On 22 May 2009 the Secretary/Manager was interviewed by a student journalist from UC on road safety issues.
- On 18 June 2009 the Secretary/Manager represented the Trust at an ACT and Region Networking Forum held at Engineering House, Barton. This event was a joint initiative of the ACT Chapter of the ACRS, Engineers Australia and the Australian Institute of Traffic Planning & Management (NSW Branch).

## ACT SHOP FRONTS

ACT Shop Fronts show a range of the road safety commercials the Trust has shown on television in recent years including ones on the hazards of speeding and mobile phone use while driving. The Trust applauds the Department of Territory and Municipal Services for this road safety initiative.

## ROAD SAFETY ARTICLES - HOLIDAY PERIODS

The Trust was a major contributor to a Christmas holiday road safety supplement that featured in the Canberra Times on Monday 15 December 2008. The key point in the article was the need for motorists to ensure that they, as well as their vehicle, are prepared for any journeys planned.

The same holiday article was re-run in a road safety feature supplement in the Canberra Times prior to the Easter 2009 holiday period on 27 March 2009.



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## **AWARDS AND RECOGNITION**

In May 2009 the Trust was advised by Mark Foran, Road Safety Officer, Yass Valley Council that the Trust-funded project Drive Carefully Arrive Safely: The Barton Highway (reported on in the 2007/2008 Annual Report) had been awarded the Local Government Excellence in Road Safety Award at the Annual Conference of the Institute of Public Works Engineering (NSW Division),

This caps a remarkable partnership between the Trust and the Yass Valley Council as the Trust-funded project Take Me Home Country Road gravel roads awareness project won the same award in 2006. That campaign has now been taken up by VicRoads.

## **MEDIA COVERAGE**

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

- Announcement of 2008/2009 Grant Program – 31 July 2008;
- Television campaign on Motorcycle Safety - 9 October 2008;
- Road safety posters – CIT Graphic Design students - 17 November 2008;
- Launch of Operation Coast Roads – Safety Awareness Campaign on the Kings Highway – 26 November 2008;
- Nightrider Bus Service – 11 December 2008;
- International Launch of World's First Book on Driver Distraction – 11 December 2008;
- 2009/2010 Grant Program – Call for applications – 12 December 2008;
- Television campaign – Drink and Drug Driving – 18 December 2008; and
- Protective clothing wearing by ACT motorcyclists – 22 April 2009.

## **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 Department of Infrastructure, Transport, Regional Development and Local Government 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.

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.



*Annie Harrison chats with NSW Police Representatives Sgt Sam Morabito (Right) and Sgt Dominic Goodyer while Trustee Dr Angus McIntosh OAM (far Right) chats with a media representative at the Kings Highway launch on 27 November 2008 in City Walk.*

## 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  
PO Box 198  
Mawson ACT 2607  
Telephone: (02) 6290 2509  
Facsimile: (02) 6290 0914  
email: eo@acrs.org.au

The Publications List is also now available on the Trust's website [www.roadsafetytrust.org.au](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 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, Gladys Oh 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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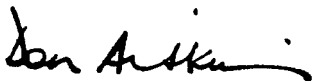
## TRUSTEE'S STATEMENT

**30 June 2009**


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 2 to 11, 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 2009 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  .....

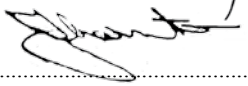
Angus McIntosh

Trustee  .....

Kerry Fitzgerald

Trustee  .....

Hamish McNulty

Trustee  .....

Julie Thornton

Dated at Canberra this 20<sup>th</sup> day of October 2009

**NRMA – ACT ROAD SAFETY TRUST**  
**BALANCE SHEET**  
**AS AT 30 JUNE 2009**

	Note	2009 \$	2008 \$
<b>Assets</b>			
Cash and cash equivalents	7	1,380,563	1,450,309
Trade and other receivables	8	<u>86,416</u>	<u>200,027</u>
<b>Total current assets</b>		<u><b>1,466,979</b></u>	<u>1,650,336</u>
<b>Total assets</b>		<u><b>1,466,979</b></u>	<u>1,650,336</u>
<b>Liabilities</b>			
Trade and other payables	9	<u>716,649</u>	<u>1,099,049</u>
<b>Total current liabilities</b>		<u><b>716,649</b></u>	<u>1,099,049</u>
<b>Total liabilities</b>		<u><b>716,649</b></u>	<u>1,099,049</u>
<b>Net assets</b>		<u><u><b>750,330</b></u></u>	<u><u>551,287</u></u>
<b>Equity</b>			
Share capital		10,384,877	10,384,877
Retained earnings	11	<u>(9,634,547)</u>	<u>(9,833,590)</u>
<b>Total trust funds</b>		<u><u><b>750,330</b></u></u>	<u><u>551,287</u></u>

These financial statements should be read in conjunction with the notes set out at pages 49-54.

**NRMA – ACT ROAD SAFETY TRUST  
INCOME STATEMENT  
FOR THE YEAR ENDED 30 JUNE 2009**

	Note	2009 \$	2008 \$
Revenue		988,233	955,967
Other income	4	-	4,000
Professional expenses	5	(29,890)	(31,310)
Grant funding expenses		(501,755)	(252,298)
Administration expenses		(23,894)	(19,758)
Road safety expenses		(121,185)	(102,163)
Travelling expenses		(6,393)	(2,656)
Personnel expenses		(162,234)	(121,271)
Sundry expenses		(30,026)	(19,113)
<b>Results from operating activities</b>		<b>112,856</b>	411,398
Financial income	6	86,187	96,919
<b>Net financing costs</b>		<b>86,187</b>	96,919
<b>Profit before tax</b>		<b>199,043</b>	508,317
Income tax expense		-	-
<b>Profit after tax</b>		<b>199,043</b>	508,317
<b>Profit for the period</b>		<b>199,043</b>	508,317

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**STATEMENT OF RECOGNISED  
INCOME AND EXPENSES  
FOR THE YEAR ENDED 30 JUNE 2009**

	<b>2009</b>	<b>2008</b>
	\$	\$
Net income recognised directly in equity	-	-
Profit for the period	<u>199,043</u>	<u>508,317</u>
Total recognised income and expense for the period	<u>199,043</u>	<u>508,317</u>

**NRMA – ACT ROAD SAFETY TRUST  
STATEMENT OF CASH FLOWS  
FOR THE YEAR ENDED 30 JUNE 2009**

	2009	2008
Note	\$	\$
<b>Cash flows from operating activities</b>		
Cash receipts from customers	1,124,696	992,780
Cash paid to suppliers and employees	<u>(1,272,675)</u>	<u>(1,103,535)</u>
<b>Cash generated from operations</b>	(147,979)	(110,755)
Interest received	<u>78,233</u>	<u>60,389</u>
<b>Net cash from operating activities</b>	10 <u>(69,746)</u>	<u>(50,366)</u>
Net decrease in cash and cash equivalents	(69,746)	(50,366)
Cash and cash equivalents at 1 July 2008	<u>1,450,309</u>	<u>1,500,675</u>
<b>Cash and cash equivalents at 30 June 2009</b>	7 <u>1,380,563</u>	<u>1,450,309</u>



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# **NRMA – ACT ROAD SAFETY TRUST**

## **NOTES TO THE FINANCIAL STATEMENTS**

### **FOR THE YEAR ENDED 30 JUNE 2009**

#### **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 the 20<sup>th</sup> of October 2009.

##### **(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 2009**

**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 2009**

**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>2009</b>	<b>2008</b>
	<b>\$</b>	<b>\$</b>
Additional TAMS income	-	4,000
	<u>-</u>	<u>4,000</u>

**NRMA – ACT ROAD SAFETY TRUST  
NOTES TO THE FINANCIAL STATEMENTS  
FOR THE YEAR ENDED 30 JUNE 2009**

**5 Auditors' remuneration**

	<b>2009</b>	<b>2008</b>
	\$	\$
<b>Audit services</b>		
Auditors of the Trust		
Audit and review of financial report	6,000	9,000
Other services		
Accounting and taxation services	<u>23,890</u>	22,310
	<u><b>29,890</b></u>	<u>31,310</u>

**6 Finance income**

	<b>2009</b>	<b>2008</b>
	\$	\$
Interest income	<u>86,187</u>	96,919
<b>Net finance income</b>	<u><b>86,187</b></u>	<u>96,919</u>

**7 Cash and cash equivalents**

	<b>2009</b>	<b>2008</b>
	\$	\$
Cash on hand	326	165
Bank balances	58,178	139,714
Call deposits	<u>1,322,059</u>	1,310,430
Cash and cash equivalents in the statement of cash flows	<u><b>1,380,563</b></u>	<u>1,450,309</u>

**NRMA – ACT ROAD SAFETY TRUST**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**FOR THE YEAR ENDED 30 JUNE 200**

**8 Trade and other receivables**

	<b>2009</b>	<b>2008</b>
	\$	\$
<b>Current</b>		
Accrued Income	-	46,307
Accrued Interest	7,954	36,530
Other receivables	78,462	117,190
	<b>86,416</b>	<b>200,027</b>

**9 Trade and other payables**

	<b>2009</b>	<b>2008</b>
	\$	\$
<b>Current</b>		
Creditors	695,947	1,076,807
Accrued expenses	20,702	22,242
	<b>716,649</b>	<b>1,099,049</b>

**NRMA – ACT ROAD SAFETY TRUST**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**FOR THE YEAR ENDED 30 JUNE 2009**

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

	<b>2009</b>	<b>2008</b>
	\$	\$
<b>Cash flows from operating activities</b>		
Profit for the period	199,403	508,317
<b>Operating profit before changes in working capital and provisions</b>	-	-
Change in trade and other receivables	74,883	60,862
Change in GST receivable	38,728	(51,343)
Change in trade payables and other payables	<u>(382,400)</u>	<u>(568,202)</u>
<b>Net cash from operating activities</b>	<u><u>(69,746)</u></u>	<u><u>(50,366)</u></u>

**11 Retained earnings**

	<b>2009</b>	<b>2008</b>
	\$	\$
Accumulated profits at the beginning of the year	(9,833,590)	(10,341,907)
Net profit/(loss)	<u>199,043</u>	<u>508,317</u>
Accumulated profits at the end of the financial year	<u><u>(9,634,547)</u></u>	<u><u>(9,833,590)</u></u>

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



Synergy Group Australia Limited  
ABN: 65 119 369 827

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under Professional Standards Legislation

## **Independent audit report**

We have audited the accompanying financial report, being a special purpose financial report, of the NRMA ACT Road Safety Trust which comprises the balance sheet at 30 June 2009, the income statement, statement of recognised income and expenditure and cash flow statement for the year ended on that date, a summary of significant accounting policies and other explanatory notes.

### *Trustee's Responsibility for the Financial Report*

The Trustees of the NRMA ACT Road Safety Trust are responsible for the preparation and fair presentation of the financial report in accordance with Australian Accounting Standards (including Australian Accounting Interpretations) and the reporting requirements of the *NRMA – ACT Road Safety Trust ACT 1992*. This responsibility 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 are appropriate to meet the needs of the 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 assessments 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 Association'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 association's internal control.

An audit also includes evaluating the appropriateness of accounting policies used and 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 Australian Accounting Standards. We disclaim any assumption of responsibility for any reliance on report or on the financial report to which it relates to any person other than the members, or for any purpose other than that for which it was prepared.

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

### **Independence**

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

### **Audit opinion**

In our opinion, the financial report presents fairly, in all material respects, the financial position of the NRMA ACT Road Safety Trust as of 30 June 2009, and of its financial performance and its cash flows for the year then ended in accordance with Australian Accounting Standards (including the Australian Accounting Interpretations) and the reporting requirements under the *NRMA – ACT Road Safety Trust ACT 1992*.

Synergy Group



Anthony Wilson  
Registered Company Auditor  
Canberra, ACT  
Date: 20 October 2009



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## 8. SECRETARIAT CONTACT DETAILS

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

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12 Wattle Street,  
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**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
Improving drivers' risk management behaviour: An assault on speeding	University of NSW	\$75,587	Evaluate the effectiveness of three different training programs used effectively in the aviation industry, to modify drivers' speeding behaviour. Project will involve the use of the university's driving simulator.
ACT older road user information and media strategy (Stage 1)	Council on the Ageing	\$12,420	Development of an information and media strategy that will determine key messages on older road user safety and the optimal delivery mechanisms.
Improving road safety outcomes for ACT pre and primary school children	Kidsafe ACT	\$36,410	Continue and extend the Kidsafe road safety program in pre-schools and primary schools. Project includes a free vehicle restraint checking service.
Explore how the 'safe system' philosophy might change the way people are introduced to driving	ARRB Group	\$21,741	Develop a plain English prototype which explains how drivers can play their part in a 'safe system' approach to road safety.
Improving the identification of fatigue-related crashes in the ACT	Centre for Accident Research and Road Safety (Queensland University of Technology)	\$33,331	Telephone survey of 800 ACT and NSW drivers to better understand fatigue related crashes and incidents.
Detection methods for monotony and fatigue: Implications for road safety in the ACT and nationally	Centre for Accident Research and Road Safety (Queensland University of Technology)	\$17,043	Examine the relationship between monotony and fatigue and the effectiveness of various detection methods.
Refine the Skills for Preventing Injury (SPIY) program – an injury and risk-taking prevention program for Year 9 students	Centre for Accident Research and Road Safety (Queensland University of Technology)	\$51,695	ACT and Queensland teachers will work with researchers to produce resources for the SPIY program for trialling in ACT and Qld high schools.
Smashed: Drugs and driving don't work	University of Wollongong	\$43,598	Develop anti-drug driving messages relevant to drivers under twenty five. Project involves students from UOW, the CIT and ANU.
Mature Aged Skills TransFERS (MASTERS) Course	Motorcycle Riders Association of the ACT	\$16,000	Contribution towards a road craft and hazard perception course for mature motorcycle riders.
A study of the effectiveness of driving medication warnings	Centre for Accident Research and Road Safety (Queensland University of Technology)	\$23,349	Examine the effectiveness of driving medication warnings from the perspective of medication users and health practitioners.

**APPENDIX A – CONTINUED**

Uploading police data on ACT motor vehicle crash fatalities into the National Coroner's Information System	Victorian Institute for Forensic Medicine	\$15,000	Uploading ACT police data on ACT fatalities from motor vehicle crashes on ACT roads.
Graphic design students' promotion of road safety	Canberra Institute of Technology	\$7,500	Final year Advance Diploma students will produce a range of posters relevant to road safety issues for young drivers.
Pedal and motorcycle performance study	University of NSW	\$41,800	Contribution towards a comprehensive study of motor and pedal cycle helmet performance in crashes. The project will identify methods for improving helmet performance and injury reduction.
Nightrider Campaign	ACTION	\$16,500	Contribution towards the Nightrider campaign over Christmas/New Year's Eve 2008.
Conference Paper Presentation	Monash University	\$2,500	Contribution towards the cost of Dr Jennie Oxley presenting a paper on older driver safety at an international conference in Washington USA between 31 August and 4 September 2008.

## APPENDIX B – PROJECTS CONTINUING FROM PREVIOUS YEARS

Project Title	Organisation	Grant	Project Description
NRMA – ACT Road Safety Churchill Fellowships	Winston Churchill Memorial Trust	\$105,000	A perpetual biennial Fellowship for road safety study. Seven Fellowships have been awarded with Dr Stephen Jiggins the 2008 Fellow.
Child Pedestrians: Factors associated with ability to cross roads safely and development of a training package to select safe gaps in the traffic	Monash University Accident Research Centre	\$131,278	Project will (1) identify some of the factors that may be associated with increased crash and injury risk for young child pedestrians under the age of 10 years to raise awareness of the issues amongst parents and (2) identify the functional and behavioural factors associated with poor gap selection among primary school children and develop a training package to teach children road safety skills particularly selecting safe gaps in traffic in which to cross the road.
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 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.
Crew Resource Management (CRM) Training and Young Driver Safety: Development and Testing of a CRM Young Driver Training Program	Monash University Accident Research Centre	\$96,515	Develop and evaluate a pilot young driver CRM training program for the ACT that could be incorporated into current young driver training. CRM has the potential to positively influence driver and passenger safety.
Mature Age Skills Training for Experienced Riders (MATURE) Course	Motorcycle Riders Association of the ACT Inc	\$16,500	Two-year extension of the pilot MASTERS Program aimed at enhancing the safety of mature motorcycle riders.
Ride to Survive: A Risk Management Rider Development Program	Motorcycle Riders Association of the ACT	\$22,060	Conduct an on road risk awareness, rider development program for motorcyclists. 12 courses would be conducted over 2 years and funding would subsidise course fees and curriculum development.

**APPENDIX B – CONTINUED**

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 to quantify risk levels of drug driving to determine risk factors and risk perceptions for preventive measures and educational programs.
Hazard Perception and Cognitive Ageing in Older Drivers	Australian National University	\$179,500	Contribution to an ARC Linkage Project that will investigate the relationship between cognitive ageing and aspects of hazard perception.
Girls Education and Rider Safety (GEARS)	Girls on the Move Inc	\$7,680	Motorcycle roadcraft 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.
The John Kirby Memorial Road Safety Award	Paid directly by the Trust to the winner.	\$1,000	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 Lara Morris from the University of Canberra at the 2008 Australasian Road Safety Research, Policing and Education conference in Adelaide.
Young, Fast and Dead: A pilot collaborative study exploring communication strategies with "P" Plate Drivers	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.
Matching ACT Police Crash Data and Canberra Hospital Injury Data to Better Describe the ACT Road Toll	Australian National University (Canberra Clinical School)	\$36,465	Integration of police and hospital crash data for a three-year period (2001-2003) to better understand the burden of trauma in the ACT.
Analysis of Drink Drive Convictions in the ACT and Queanbeyan	Smithworks Consulting	\$28,600	An analysis of drink driving convictions in the ACT and Queanbeyan for the most recent available twelve month period.

**APPENDIX B – CONTINUED**

The Drive Study: Data Linkage Phase	The George Institute for International Health	\$40,369	Contribution towards the DRIVE study, which aims to investigate risk factors for young driver injury that will provide the basis for the development of new interventions. This phase involves linking baseline data, already collected, for over 20,000 novice drivers in NSW to their subsequent offence, crash, injury and death involvements.
Slowing Down in the Community	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.
Human Error and System Failures in Fatal Crashes in the ACT and NSW	Monash University Accident Research Centre	\$94,571	Analyses of Coroner's reports of fatal crashes in the ACT and Victoria by the use of a method of human error analysis used in the aviation area known as the Human Factors Analysis and Classification Scheme.
Low Light Vision Problems for Older Drivers	Griffith University	\$33,231	Develop and test a new diagnostic instrument for older drivers with vision problems in situations of low light. The instrument will assess the motion sensitivity that is critical for twilight and night driving.
Motorcyclist Apparel Observation Study	Centre for Accident Research and Road Safety, Queensland University of Technology	\$10,990	Conduct observational studies to collect data on the frequency and nature of protective apparel worn by motorcyclists travelling within the ACT. Data collected will include number of motorcyclists, presence or absence of protective clothing, type of motorcycle, presence or absence of pillion rider and apparel of pillion.
Motor vehicle Injuries: Economic Study (ACE Project) – ARC Linkage Project	Australian National University	\$79,555	Economic evaluation of a new treatment modality (ACE Project). Contribution towards the ARC linkage project.

**APPENDIX B – CONTINUED**

Keeping Older Drivers Safe	Monash University Accident Research Centre	\$118,135	Develop and evaluate an innovative educational and training package aimed to improve driving performance and travel behaviours of older drivers. Information on reduction and cessation of driving and alternative transport options will be included. The package will be trialled amongst a group of older drivers in the ACT.
Impact of Whiplash on Subsequent Driver Safety	Centre for Accident Research and Road Safety, Queensland University of Technology	\$79,476	Study will seek to establish whether drivers who have experienced a traffic crash resulting in whiplash are at an elevated risk of a subsequent traffic crash.
Development of the First Book on Driver Distraction.	Monash University Accident Research Centre	\$20,000	Compilation of the latest key findings on driver distraction.
Road Trauma Data Amalgamation	Canberra Hospital	\$58,000	Amalgamation of hospital and police crash data to the end of 2007.
Accident Care Evaluation (ACE Study)	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.
Postgraduate Research Scholarships in Road Safety	ANU, University of Canberra, Queensland University of Technology, Monash University and the George Institute for International Health	\$755,000	Funding of six road safety postgraduate scholarships at five of Australia's pre-eminent road safety research organisations.

## APPENDIX C – LAUNCHES OF TRUST-SPONSORED PROJECTS

Project/Event	Date	Venue
Motorcycle Awareness Week	11 October 2008	Civic Square
Graphic Design Students Road Safety Posters	19 November 2008	Canberra Institute of Technology
Launch of Operation Coast Roads - Road Safety Campaign on the Kings Highway	27 November 2008	City Walk, Civic Centre
Nightrider Bus Service	12 December 2008	Civic Square
International Launch of the World's First Book on Driver Distraction	13 December 2008	National Botanic Gardens

## APPENDIX D – POSTER DESIGNS BY CIT GRAPHIC DESIGN STUDENTS



*Roge Balobalo*



*Matthew Tindale*



*Evelyn Deena*



*Kirsten Duncan*



*Todd Gregory*



*Lewis Leong*



*Chris Halloran*



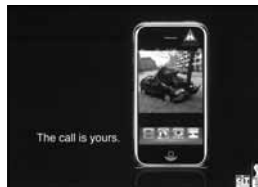
*Michelle Symons*



*Sylvia Williams*



*Michael Buick*



*Chantal Boggs*



*Breanna Bew*