

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



**ANNUAL REPORT 2010/2011**



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# NRMA - ACT ROAD SAFETY TRUST

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Mr Simon Corbell MLA  
Attorney-General  
ACT Legislative Assembly  
London Circuit  
CANBERRA ACT 2601

Dear Mr Corbell

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 2010 to 30 June 2011.

A copy of the report has also been sent to Mr Jon Vallance, National Manager CTP Product, 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

18 October 2011



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388 George Street  
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## 1. CHAIRMAN'S REPORT

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It is my privilege as Chairman to present this report on the Trust's activities for the year 2010/2011.

In my previous year's report I commented that at the end of June 2010, halfway through the calendar year, the ACT had already recorded fifteen deaths on its roads. I am pleased to report that the number of ACT road deaths for the period January 2010 to June 2011 has reduced from fifteen to seven. Strenuous efforts by all involved in road safety and by the road using community are needed to maintain this trend.

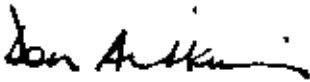
The annual grant program continues to underpin much of the Trust's activities and on 29 July 2010 I announced the 2010-2011 Grant Program. This comprised twelve projects to the value of \$530,492. The Trust has commenced a review of its Grants Program, given its twenty-year existence, and expects to modify both the Program's goals and its processes for the 2012-2013 round.

While the Trust was pleased to support the projects in question, its support for other activities was somewhat restricted by the need to consider future arrangements for the Trust as a result of expected changes to the ACT compulsory third party (CTP) insurance market, in particular the potential entry of other insurers.

For instance, the Trust took the view that while its future was uncertain, it would continue the policy of not making long-term funding commitments and therefore determined to support only projects of one year maximum duration in its call for applications for 2011-2012.

On behalf of the Trust, I would like to thank the individuals and organisations that have provided the Trust with advice and support during the year. The Trust has 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, as well as the University of Canberra and the Australian National University. These ties greatly facilitated the work of the Trust during the year.

The Trust looks forward to contributing to the future of road safety in the ACT, in whatever form and for whatever length of time, is deemed appropriate.



Emeritus Professor Don Aitkin AO  
Chairman



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## **2. THE YEAR IN RETROSPECT**

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### **2.1 2010/2011 GRANT PROGRAM**

The announcement of the Trust's 2010/2011 Grant Program on 29 July 2010 by Trust Chairman Professor Don Aitkin was a highlight of the year. The Program comprised grants for twelve projects to the value of \$530,492. The increase in project applications may indicate a greater awareness of the role of the Trust and its support for road safety projects.

Details of the individual projects approved to commence in 2010/2011 are provided in Section 4.4 of this Report.

### **2.3 UNCERTAINTY RE TRUST FUTURE**

The Trust noted that there was uncertainty during the year about the future of the Trust in anticipation of another insurance company entering the Compulsory Third party market in the ACT. The Chair, on behalf of the Trust, prepared an issues paper, setting out some possible options for consideration. The uncertainty impacted on longer term commitments by the Trust and for those reasons the Trust was not able to progress possible support for a Chair in Road Safety at the University of Canberra, the award of a road safety Postdoctoral Fellowship or a third round of the previously successful road safety postgraduate scholarships.

### **2.3 WINSTON CHURCHILL MEMORIAL TRUST ROAD SAFETY FELLOWSHIP**

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 Trust noted with disappointment that there were no applications for the Winston Churchill Memorial Trust-Road Safety Fellowship. The Trust, together with the Churchill Memorial Trust, will continue to encourage applications for this important means of professional international overseas research which, on the Fellows' return, would benefit ACT and Australian road safety by sharing knowledge and experience.

### **2.4 RETIREMENT OF LONG SERVING SECRETARY/MANAGER**



The year sadly saw the retirement on 30 June 2011 of the Trust's long serving Secretary/Manager, Eddie Wheeler after almost thirteen years in the position. Eddie gave loyal service to the Trust, having originally been appointed in 1998 to wind it up. He has been an effective advocate for road safety and will be missed by the ACT and national road safety community.



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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 \$1,041,288 was raised during 2010/2011 from the two contributors.

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

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

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

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

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### 3.3 MEMBERSHIP

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

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



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



Dr Angus McIntosh OAM  
NRMA Insurance Appointee  
6.7.01 and ongoing



Ms Kerry Fitzgerald  
ACT Government Appointee  
26.8.03 and ongoing



Mr Hamish McNulty  
ACT Government Appointee  
21.11.05 and ongoing



Ms Julie Thornton  
NRMA Insurance Appointee  
16.7.08 and ongoing

### 3.4 MEETINGS

Between 1 July 2010 and 30 June 2011 the Trust held two meetings as follows:

118 <sup>th</sup> Trust Meeting	19 October 2010
119 <sup>th</sup> Trust meeting	31 May 2011

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## **4. GRANT PROPOSALS AND APPROVALS – 2010/2011**

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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 normally 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 2011/2012 Grant Program, the Trust advertised in the Canberra Times, the Weekend Australian and Sydney Morning Herald on Saturday 5 February 2011. Advertisements were also published in the Chronicle on 8 February 2011 and the Canberra Times on 9 February 2011. 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 fifty four applications for funding in respect of the 2010/2011 Grant Program, an increase over the previous year's forty six applications, with a total value of some \$2.4 million. For the first time project applications were arranged by category eg drivers, young drivers, older drivers, motorcyclists, cyclists, safer roads, pedestrians and general. This initiative was regarded favourably by the Trustees.

The 117<sup>th</sup> Trust meeting on 20<sup>th</sup> of May 2010 finalised the Program, which was announced by the Chairman on 29 July 2010. The Program comprised twelve projects to the value of \$530,492. 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 2010/2011 GRANT PROGRAM**

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

### **1. Development of messages to address young drivers' risk taking behaviour** (ARRB Group Ltd)

Funding of \$88,200 was approved for the ARRB Group Ltd to develop and refine a selection of messages that target young drivers' two most common risk taking behaviours (using a mobile phone and speeding) for use on radio, television, in cinema, on bus backs and viral messaging. ACT young drivers will market test the messages.

### **2. Reducing motorcycle trauma in the ACT** (University of New South Wales (Injury Risk Management Research Centre))

A grant of \$77,000 was provided to the University of New South Wales Injury Risk Management Research Centre to investigate the causal factors in motorcycle crashes in the ACT over the period 2000-2009 and develop strategies to reduce road trauma amongst this group of road users.

### **3. Taking Safe System from theory to practice** (ARRB Group Ltd)

Funding of \$27,555 was approved for the ARRB Group Ltd to conduct a series of workshops with the ACT Department of Territory and Municipal Services aimed at facilitating the incorporation of Safe System principles into relevant road safety work practices.



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## **4. 40 K for Kids**

(Queanbeyan Road Safety Group)

A grant of \$5,000 was provided to the Queanbeyan Road Safety Group to undertake an awareness campaign via radio and newspaper to increase motorists' awareness of the 40 km/h speed limit around Queanbeyan schools. Targeted police enforcement will form part of the project. The funding request was subsequently cancelled at the request of the proponents due to resource difficulties associated with the progress of the earlier 40K for Kids project mentioned in section B) PROJECTS CONTINUING FROM PREVIOUS YEARS below.

## **5. Naturalistic cycling study: Identifying risk factors for cyclists in the ACT**

(Monash University Accident Research Centre)

Monash University Accident Research Centre received funding of \$89,836 to identify risk factors associated with collisions and near collisions for cyclists in the ACT through the use of a helmet-mounted video camera on forty commuter cyclists over a six month period.



*Photo: Michelle Williams*

## **6. Understanding the driving practice of older Australian drivers**

(Centre for Accident Research and Road Safety (Queensland University of Technology))

Funding of \$44,000 was approved for the Centre for Accident Research and Road Safety (Queensland University of Technology) to assess the driving patterns and practices of 100 ACT older drivers (over 75 years) to identify modifiable factors that impact safe driving. A questionnaire and an in-vehicle monitoring device will be used to gather relevant information.



## **7. Understanding interaction between Two Wheelers and car drivers in a driving simulator**

(Centre for Accident Research and Road Safety (Queensland University of Technology))

A grant of \$77,248 was provided to the Centre for Accident Research and Road Safety (Queensland University of Technology) to undertake a study to better understand the risks occurring during the interaction between motor vehicle drivers and cyclists/motorcyclists/mopeds. The project involves the use of the University's advanced driving simulator, on which will be loaded data on high crash risk situations on selected ACT roads.

## **8. Development of a strategy to promote safer cycling and safer interaction between cyclists and other road/path users**

(GTA Consultants)

Funding of \$35,000 was approved to GTA Consultants to analyse relevant data including crash and injury data and conduct a series of community workshops to assist in the development of a strategy to promote safer cycling and safer interaction between cyclists and other road/path users. The Trust and the Department of Territory and Municipal Services are jointly funding this initiative.



## 9. Pilot joint community road safety activity program in primary schools

(Kidsafe ACT Inc)

Kidsafe ACT Inc received funding of \$34,113 to develop and pilot a long term distribution structure for road safety activities for primary schools with the Department of Education and Training, the Catholic Education Office and the Association of Independent Schools.



## 10. Lake Ginninderra Road Safety Program

(Lake Ginninderra College)

Young drivers are overrepresented in crash statistics and this category of road user continues to be a focus for Trust funding. Funding of \$6,000 was approved for Lake Ginninderra College for a series of road safety related activities including (1) a young driver challenge, which involves an assessment of driving skills by a professional driving instructor and (2) a road safety activities day involving presentations by ACT Policing and the Fire Brigade.



The student is Kevin Pierre – Louis (Young Driver Challenge winner) and the NRMA driving assessor is Babar Chohan. Photo: Steve Walding

## 11. Secure Your Load (Plant, Products and People)

(Construction Industry Training and Employment Association)

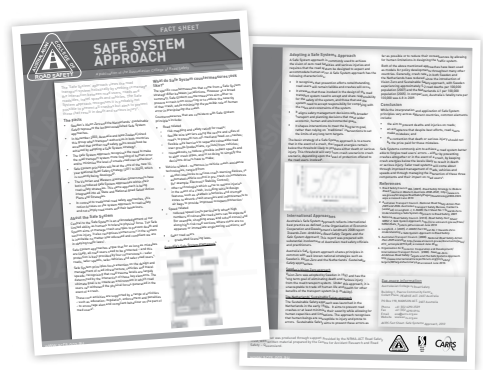
A grant of \$39,990 was provided to the Construction Industry Training and Employment Association for an awareness campaign targeting ACT construction workers (including apprentices) on the need to secure their vehicle load to minimise the risk of death/traumatic brain injury in the event of a collision. The project involves monthly 'tool box' talks on building sites, which will include practical advice on securing a load and the incorporation of the message into apprentice induction presentations.





## 12. Fact Sheets (Australasian College of Road Safety)

The Australasian College of Road Safety received funding of \$6,550 to produce a series of fact sheets on selected road safety topics to be available in electronic form via the web (ACRS and Trust sites) and in hard copy format.



## B) PROJECTS CONTINUING FROM PREVIOUS YEARS

### 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. Stage One of the project was completed in early 2010. Stage Two was completed in January 2011. The results from Stage Two are very encouraging. As a result, there are many avenues in which the research can progress.

### 2. 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.

The final project report was received in June 2011. The research contains some important implications.



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It suggests that a large number of ACT residents are driving whilst experiencing symptoms of sleepiness. A larger proportion of ACT residents reported they continued to drive occasionally or always after experiencing symptoms of sleepiness than NSW residents. Approximately half of ACT residents reporting a close call incident (54.5%) stated that it occurred when they were driving in NSW. Further, 42.9% of the crashes reported by ACT residents occurred within the borders of NSW. The study findings suggest that enhancement of fatigue-related education countermeasures may be warranted to warn ACT drivers of the risks involved with driving while sleepy, particularly on longer journeys.

When released the final report will be available from the Trust website at <http://www.roadsafetytrust.org.au>

### **3. 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. The final report was released in September 2010 and is available from the Trust website <http://www.roadsafetytrust.org.au>. The research involved a small experimental study using the CARRS-Q simulator and found that monotony and fatigue can operate independently of each other to adversely affect driving performance in monotonous driving conditions.

### **4. 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. 254 riders have undertaken the MASTERS courses since they were first started. The courses are tailored to the needs of licensed riders returning to motorcycling after a break.

### **5. 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 involved 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 provided a matching contribution. The project was completed in October 2010 and will impact on the level and ease of data availability in relation to ACT motor vehicle fatalities.

### **6. 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. The ARC approved an extension to 30 March 2011 for this research. A number of papers have been published or are in the course of preparation for publication arising from the research. A paper was presented on Crash Characteristics of helmeted pedal cyclists at the 2010 Australasian Road Safety Research, Policing and Education conference.

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

There is consistent evidence that certain medications can impair driving performance. A key traffic safety countermeasure used in Australia to alert consumers to the risk is the display of warnings on medications that have the potential to impair driving. However, there is recent evidence that Australian consumers have low levels of knowledge and awareness of the possible impairing effects. This raises the question of the effectiveness of the warnings, and whether there are ways in which they can be improved to enhance their impact on consumer awareness and behaviour.

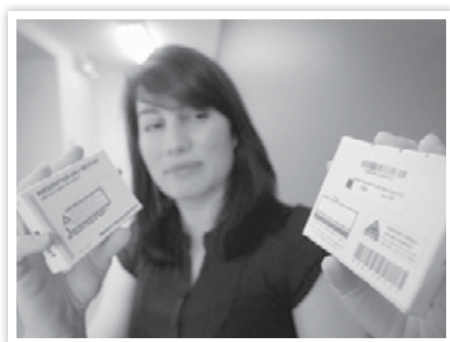
While there is a large body of research investigating warning effectiveness, very little research has specifically investigated medication warnings about driving impairment. The Australian warning approach requires consumers to self-assess any impairment, while an alternative approach in use in France advises consumers to seek advice from a health professional about driving. The French warnings also differ on visual characteristics and have a system of graded risk communication.

The study was designed to investigate consumer perceptions of the Australian and French warnings and identify any benefits of adopting characteristics of the French warning approach in Australia. Through baseline and follow-up surveys of public hospital outpatients in Queensland, Australia, information was obtained from a sample of a high-level medication user group about their driving, medication use, perceptions of the Australian and French warnings, knowledge, risk perceptions and driving behaviour after taking a medication that displayed a warning label. A complementary study of French outpatients in France was also undertaken.

Study results suggest that the Australian warning approach of using a combination of visual characteristics is important, but that the use of a pictogram could enhance effects. Significantly higher levels of risk perception were found among the Australian sample for the French highest severity label compared with the analogous mandatory Australian warning, with a similar trend evident in the French study results.

Results from the follow-up study, although based on a small sample, revealed that the majority of respondents recalled seeing a warning label about driving impairment on at least one of their medications. Responses mainly indicated compliance with the warning advice, but also showed variation concerning alcohol intake and modifying the dose of medication or driving habits so that it was possible to continue driving.

The results are potentially important for the Australian approach to medication warnings about driving impairment. The research contributes both practical and theoretical findings that can be used to enhance the effectiveness of warnings and developing countermeasures in this area. Suggestions for future research relate to continued investigation of the effects of medication and other substances on driving skills, warning label design, and validation of consumer self-assessment of impairment.



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The researcher completed her PhD in 2011 and is currently working on publications from the thesis. Selected results of the research have been presented at two international traffic safety conferences, including the International Traffic Medicine Association in The Hague, and the International Council of Alcohol, Drugs and Traffic Safety in Oslo.

## **8. Understanding ‘looked-but-did-not-see’ accidents: the role of Inattentional Blindness**

(Australian National University)

Funding of \$80,593 was provided to the ANU for it to explore what factors might increase or decrease incidences of Inattentional Blindness (IB) in road users, and by extension, the human factors that increase or decrease “looked-but-failed-to-see” accidents. IB occurs when our attention is focused on another object or task and we fail to see an unexpected object even if it stands exactly where our gaze falls. The study involves the recruitment of 400 drivers of both genders and all age groups across the ACT. The project has progressed satisfactorily. Some preliminary findings have been presented at the local branch of University of the Third Age as some of these members participated as subjects in the study.

## **9. Reducing optimism bias in young novice drivers**

(Centre for Accident Research and Road Safety (Queensland University of Technology))

A grant of \$40,000 was approved for the Queensland Centre for Accident Research and Road Safety to compare the effectiveness of two interventions aimed at reducing optimism bias – the view that crashes happen to other people, not us.

Driving-related optimism bias has been consistently demonstrated by findings that the majority of drivers rate themselves as being more skilful, less risky and less likely to be involved in a crash compared to others. Such optimism bias is thought to reduce precautionary driving behaviour and increase risky driving behaviour. This study aims to investigate and compare the relative effectiveness of two brief interventions aimed at reducing driving-related optimism bias in young drivers. VicRoads is also contributing to the project.

The final project report was received in June 2011. When released the final report will be available from the Trust website at <http://www.roadsafetytrust.org.au>

## **10. Boosting the effects of a curriculum based intervention program for adolescents through a school connectedness intervention**

(Centre for Accident Research and Road Safety (Queensland University of Technology))

Funding of \$67,612 was provided to CARRS-Q to pilot a school connectedness program with teachers of Year 8 Health or Pastoral Care from three ACT high schools and to evaluate it with selected teachers and students.

This project represents Phase 3 of the Skills for Preventing Injury (SPIY) program, which targets reducing injury and risk-taking through developing peer intervening or protective behaviour, addressing key attitudes associated with risk-taking (particularly transport) and increasing first aid skills. SPIY is an 8 week curriculum of 50 minute lessons implemented in Year 9 health studies and facilitated by the classroom teacher.

The project is complete and the final report available from the Trust website at <http://www.roadsafetytrust.org.au>

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



Funding of \$43,686 was approved for Kidsafe ACT to allow it to develop and support the distribution of curriculum support material on road safety to ACT preschools and primary schools in conjunction with the Department of Education, Catholic Education Office and the Association of Independent Schools. There have been some delays with the project to do with related work on the new Road Rules and developments in Education and Training. Kidsafe is also working with Police, TAMS, Education and Health to better integrate the pilot with a number of other related developments involving all the Directorates listed. Kidsafe expects the project to be completed by 31 December 2011.

## **12. 40K for Kids** (Queanbeyan City Council/Queanbeyan Road Safety Group)

A grant of \$5,000 was provided to the Queanbeyan City Council/Queanbeyan Road Safety Group to promote the need for drivers to observe the speed limit of 40km/h in schools zones in Queanbeyan and the ACT through the distribution of 2,500 reflective stickers and 2,500 fridge magnets embellished with *40K for Kids*. Progress on the project has been slow due to resource issues.

## **13. The development of a computer based brief intervention program for first time drink driving offenders** (Centre for Accident Research and Road Safety (Queensland University of Technology))

The Queensland Centre for Accident Research and Road Safety received funding of \$36,693 to design the content for a brief intervention program for first time drink driving offenders to reduce recidivism rates for this target group. The project has been delayed by issues associated with the recruitment of offenders and with data.

## **14. Development of messages to address young drivers' perceptions of risk-taking behaviours as safe** (ARRB Group)

Funding of \$27,225 was approved to allow the ARRB Group to investigate young drivers' perceptions of risky driving behaviours as safe and develop road safety messages that address those perceptions.

A stage 2 project was approved in the 2010/2011 Grant Program as mentioned in section 4.4 above.

## **15. Driving experience, confidence and performance on a driving simulation task: how are these factors related to healthy older adults** (Centre for Accident Research and Road Safety (Queensland University of Technology))

A grant of \$18,000 was approved by the Trust for the exploration of the relationship of driving experience, confidence and performance on a driving simulation task in relation to healthy older adults and their fitness-to-drive decisions. The project also received financial support from the Queensland Department of Transport and Main Roads. The project involved older adults (1) completing driving-related and health-related questionnaires and (2) completing a computer-based driving hazard perception task. The research provided additional evidence that driver hazard perception deteriorates with age. The report suggested that it may be possible to target greater awareness of health and age-related driving impacts by disseminating information via doctors' clinics.

The project is complete and the final report available from the Trust website at <http://www.roadsafetytrust.org.au>

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## 16. The effect of rest breaks on driver fatigue

(Centre for Accident Research and Road Safety (Queensland University of Technology))

The Centre for Accident Research and Road Safety was awarded a grant of \$51,514 to assess the impact of two types of rest breaks from driving on sustained driving performance in a simulator. The results will assist in better understanding the benefits of rest breaks and inform interventions to limit fatigue in drivers. It is estimated that fatigue is the primary contributing factor in 15% of all fatal crashes and 30% of fatal crashes occurring on rural roads nationally. Progress of the project has been delayed by changes to ethical approval processes but preliminary work was well received at the International Congress of Applied Psychology Congress in Melbourne and the Australasian Sleep Conference in Christchurch, NZ.

## 17. Safe Cycle: Schools' Based Safe Cycle Education Program

(Melba Copland Secondary School)

Funding of \$11,980 was approved for the Melba Copland Secondary School to assist it prepare and deliver a school based pilot program targeting Years 7-10. The program will promote safety when using multi-user paths, on-road cycle lanes and roads. The program aims to train Year 10 students as mentors to deliver the pilot program to Year 7 students.

The Safe Cycle program has been brought to the point where the trial at Melba has been completed and it is ready for an extended trial using a larger cohort. A report on the Safe Cycle program is available on request from the Secretary/Manager of the Trust.

## 18. Wheels Within Wheels Revisited

(Touched by Disability)

The Trust approved a grant of \$27,750 to assist Touched by Disability to review, re-format and re-release the *Wheels Within Wheels* wheelchair safety resource, with specific emphasis on meeting the needs of the ACT community. The resource will be produced in printed and e-book formats.

*Wheels Within Wheels* is a guide to safe vehicle travel for wheelchair users and contains information and ideas to help deal with some of the more common problems and questions faced predominantly by adults who use wheelchairs and who need to be transported in a private vehicle. The Trust provided the funding for the original guide and an earlier re-print. The project has made good progress and it is anticipated that the revised guide will be available before the end of 2011.

## 19. The Road Ahead road safety exhibition

(Australian Trucking Association)

Funding of \$14,000 was approved for an exhibition in the ACT and region involving the Association's state-of-the-art semi-trailer filled with interactive road safety displays. The Road Ahead is a \$1.3 million touring education centre funded by the road transport industry which has been visiting communities throughout Australia since its launch in May 2008. The exhibition visited schools in the ACT, south coast and Goulburn in 2010 with 2776 school children involved. The Road Ahead was the national winner of the 2010 Community Service/Industry Promotion award presented by the Chartered Institute of Transport Logistcs.



## 20. Journal of the Australasian College of Road Safety

(Australasian College of Road Safety)

The Trust approved funding of \$10,000 as a contribution towards the cost of publication of the College's quarterly journal for the next two years. Under this sponsorship arrangement the Trust will be able to report on relevant Trust initiatives in the College journal which has a very wide distribution nationally. The two year term of the agreement has now been completed.



## 21. ACT cycle crashes and casualties study

(The George Institute for International Health)

The George Institute for International Health was approved for funding of \$32,258 to conduct a survey of cyclists who present to the Emergency Departments of Calvary and Canberra Hospitals over a six month period to establish the factors associated with injury severity including type of bicycle, protective clothing, road user behaviour, crash site and type of cycle environment.

The study is expected to be reporting in September 2011 and the final report will be available from the Trust website at <http://www.roadsafetytrust.org.au>



## 22. Understanding driving culture – Vision Zero and the ACT

(University of Canberra)

The Trust approved a grant of \$50,000 to the University of Canberra to undertake a scoping study into the driving culture in the ACT. Currently little research exists on the culture of road use behaviour as it relates to driver's attitudes towards their car, the road, car ownership, road use and road safety. The study found that many drivers feel they should be able to decide how fast they drive.

The project is complete and the final report available from the Trust website at <http://www.roadsafetytrust.org.au>

## 23. 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.

The project is now complete with the submission of the thesis of a Master's student funded under the project. The thesis contains a comprehensive literature review as well as some survey information of three different ACT driving groups, about their alcohol and drug use, in relation to their driving.

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## **24. 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.

Three courses were run in 2010.

## **25. 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 PhD scholarship commenced in August 2010.

## **26. 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.

HART courses have been conducted since 2006 by MRA. They are available when HART trainers are on location in the ACT and in temperate weather conditions. Evaluations from participants are generally positive with all learning refresher skills and reminders on better risk management in their riding. MRA will investigate the addition of a three year follow up with participants as part of the program.

## **27. Hazard Perception and Cognitive Ageing in Older Drivers**

(Australian National University)

The Trust contributed funding of \$179,500 over a three year period to the ANU for an ARC Linkage Project that investigated 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.

The research was led by Professor Kaarin Anstey, Head of the Ageing Research Unit and her team worked with other researchers from the University of Queensland, the Queensland University of Technology and National ICT Australia. A new test for screening older drivers was developed and validated through this study. The test will contribute to the available methods of screening at risk older drivers. The study also compared existing screening methods with the newly developed ACT Hazard Perception Test. Findings related to the newly developed Hazard Perception Test have been published. The project is now complete.

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## 28. 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.

On 2 September 2010 Trustee Ms Kerry Fitzgerald presented the Trust award for "Best Paper by a New Researcher" to James Thompson from the Centre for Automotive Safety, University of Adelaide at the 2010 Australasian Road Safety Research, Policing and Education Conference held in Canberra. The paper was on Older drivers in rural and urban areas: comparisons of crash, serious injury and fatality rates. The conference was opened by ACT Chief Minister and Minister for Transport, Mr Jon Stanhope and attracted good media attention.

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 Sjaanie 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);
- 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).
- Ms Lara Morris, University of Canberra for her paper on *Relationships between age, executive function and driving behaviour* (2008) and
- Mr Jeffrey Dutschke from the University of Adelaide for a paper on *The simulation of rural travel times to quantify the impact of lower speed limits* (2009).



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## **29. 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 completion of Phase 2 testing was affected by the Brisbane flooding. The project is expected to be completed by the end of 2011.

## **30. Keeping Older Drivers Safe**

(Monash University Accident Research Centre)

A grant of \$118,135 was approved for Monash University Accident Research Centre to develop and evaluate an innovative educational and training package aimed at improving driving performance and travel behaviours of older drivers. The final project report and accompanying training package for a two day program was finalised in July 2010.

## **31. 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. Progress has been impacted by difficulties in obtaining data.

## **32. Road Trauma Data Amalgamation**

(Canberra Hospital)

Funding of \$58,000 was approved for the Canberra Hospital for the ongoing amalgamation of hospital and police crash data to the end of 2007. This project builds on a previously completed project matching police and hospital crash data for the period 2001-2003. It is anticipated that expansion of the database will represent a powerful research tool, suitable for hypothesis testing and for tracking of changes over time.

## **33. Accident Care Evaluation (ACE Study)**

(Australian National University)

The Trust 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 project was completed in June 2011.

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

The Trust sponsored 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 was to attract high quality graduates to undertake research relevant to road safety, thereby broadening the base of road safety researchers. Details of the Scholarships are as follows:

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

Ms Stephan expects to complete her PhD studies towards the end of 2011.

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

*Tamara Banks*

PhD conferred in June 2009.

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**The George Institute for International Health** – *Reece Hinchcliff*  
PhD conferred.

**The George Institute for International Health** – *Liz de Rome*  
Ms de Rome has submitted her thesis for examination.

**Australian National University** – *Chris Hatherly*  
PhD conferred.

**University of Canberra** – **Lucienne Kleisen**  
Ms Kleisen will have her PhD conferred in September 2011.

## **35. 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.

An Advisory Panel to the Chair meets on a yearly basis under the chairmanship of Trustee Ms Kerry Fitzgerald.

### **C) ROAD SAFETY INITIATIVES**

#### **1. Cinema Advertising**

During July 2010 the Trust ran a four week campaign in Hoyts and Dendy cinemas in Belconnen, Woden and Canberra City featuring the two-minute film *Anything* at a cost of \$14,000. A further campaign was run in January- February 2011 at a cost of \$12,000. The 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. The period chosen was targeted at the young drivers 25-29 and covered school holidays and new movie releases.

#### **2. Australasian College of Road Safety Annual Conference Melbourne – 1-2 September 2011**

The Trust agreed to be a Silver Sponsor of the 2011 Australasian College of Road Safety Conference at a cost of \$7,500 to be held in Melbourne 1-2 September 2011. The conference theme will be *A safe system: making it happen!*

#### **3. Road Safety Task Force**

The Trust was an invited stakeholder to the Road Safety Task Force meetings held 29 November 2010 and 11 April 2011. Through this group the Trust maintains links with other road safety stakeholders and it provides a good mechanism for information sharing on matters such as the alignment between Territory and Municipal Services road safety awareness campaigns and ACT Policing enforcement and regulatory activities.

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## **5. PROMOTION AND LIAISON ACTIVITIES**

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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 2011/2012 Grant Program (which will be reported on in next year's annual report as the funding does not become available until after 1 July 2011). The initial advertisements appeared in the Canberra Times, Sydney Morning Herald and Weekend Australian on 5 February 2011 and subsequently in the Chronicle on 8 February 2011 and again in the Canberra Times on 9 February 2011. These advertisements were supported by a Media Release on 4 February 2011.

### **PROJECT LAUNCHES, PUBLIC PRESENTATIONS AND MEDIA EXPOSURE**

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.

On 2 September 2010 Trustee Ms Kerry Fitzgerald presented the Trust award for "Best Paper by a New Researcher" to James Thompson from the Centre for Automotive Safety, University of Adelaide at the 2010 Australasian Road Safety Research, Policing and Education Conference held in Canberra. The paper was on Older drivers in rural and urban areas: comparisons of crash, serious injury and fatality rates. The conference was opened by ACT Chief Minister and Minister for Transport, Mr Jon Stanhope and attracted good media attention. A paper on driving culture prepared by the University of Canberra and supported by the Trust was presented at the conference.

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.

On 15 March 2011 the Trust was represented by Dr Angus McIntosh, OAM at the launch by the Chief Minister of the 'Reminding Brochure' about the new National Road rules for Child Restraints becoming law in the ACT.

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## **MEDIA COVERAGE**

The Trust released media statements on the following matters during the year:

- Study reveals ignorance about alcohol consumption and driving - 27 July 2010
- Study urges the community to challenge the culture of speed – 3 August 2010
- Study finds monotony and fatigue dual hazards for drivers - 10 September 2010
- Study finds culture of entitlement exists amongst ACT motorists - 16 December 2010
- Inter-state travel over Easter a challenge for ACT motorists - 8 April 2011
- Study suggests older drivers could have an inaccurate view of their driving ability - 25 May 2011

## **TRUST WEBSITE**

Information on the Trust, including 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 Highway.

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.

## **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](mailto:eo@acrs.org.au)

The Publications List is also 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 employed Mr Eddie Wheeler as its Secretary/Manager on a contractual basis, which is underpinned by a Memorandum of Understanding. Mr Wheeler retired as Secretary/Manager on 30 June 2011. A new Secretary/Manager, Ms Linda Cooke, was appointed from mid June 2011 to take over from Mr Wheeler on 1 July 2011.

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 O'Connor McNamara, 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 the staff particularly by Elvis Glavinic.

### **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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**NRMA - ACT ROAD SAFETY TRUST**  
**STATEMENT OF COMPREHENSIVE INCOME**  
**FOR THE YEAR ENDED 30 JUNE 2011**

	2011 \$	2010 \$
<b>INCOME</b>		
Registration Levies	1,041,288	1,011,207
Grant Contributions	<u>31,818</u>	<u>-</u>
<b>OTHER INCOME</b>		
Interest Received	<u>81,054</u>	<u>50,726</u>
<b>GROSS PROFIT/(LOSS)</b>	<u>1,154,160</u>	<u>1,061,933</u>
<b>EXPENSES</b>		
Accountancy Fees	15,000	15,000
Advertising	10,951	10,108
Auditing Fees	6,000	6,000
Bank Charges	54	58
Grant Project Funding	532,231	571,742
Personnel Expenses	157,921	146,153
Printing	6,457	6,150
Project Application Review	13,930	11,480
Road Safety Activity	33,436	35,861
Sundry Expense	8,075	11,466
Travelling Expenses	-	3,832
Web Maintenance	<u>21,220</u>	<u>-</u>
	<u>805,275</u>	<u>817,850</u>
<b>NET PROFIT/(LOSS)</b>	<u>348,885</u>	<u>244,083</u>
<b>Net profit</b>	348,885	244,083
Accumulated losses at the beginning of the financial year	<u>(9,390,464)</u>	<u>(9,634,547)</u>
<b>Total available for distribution (loss)</b>	(9,041,579)	(9,390,464)

The accompanying notes form part of these financial statements.

**NRMA - ACT ROAD SAFETY TRUST**  
**STATEMENT OF FINANCIAL POSITION**  
**AS AT 30 JUNE 2011**

	Note	2011 \$	2010 \$
<b>ASSETS</b>			
<b>CURRENT ASSETS</b>			
Cash and cash equivalents		399,291	483,384
Trade and other receivables	2	68,743	76,973
Financial assets	3	1,420,436	1,143,618
<b>TOTAL CURRENT ASSETS</b>		<u>1,888,470</u>	<u>1,703,945</u>
<b>TOTAL NON-CURRENT ASSETS</b>		<u>-</u>	<u>-</u>
<b>TOTAL ASSETS</b>		<u>1,888,470</u>	<u>1,703,945</u>
<b>LIABILITIES</b>			
<b>CURRENT LIABILITIES</b>			
Trade Creditors	4	520,932	685,595
Accrued Charges		10,725	10,725
GST Payable		13,515	13,212
<b>TOTAL CURRENT LIABILITIES</b>		<u>545,172</u>	<u>709,532</u>
<b>TOTAL LIABILITIES</b>		<u>545,172</u>	<u>709,532</u>
<b>NET ASSETS</b>		<u>1,343,298</u>	<u>994,413</u>
<b>EQUITY</b>			
Settlement Sum		10,384,877	10,384,877
Accumulated losses		(9,041,579)	(9,390,464)
<b>TOTAL EQUITY</b>		<u>1,343,298</u>	<u>994,413</u>

The accompanying notes form part of these financial statements.



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# **NRMA – ACT ROAD SAFETY TRUST NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2011**

## **1 Basis of Preparation**

NRMA-ACT Road Safety Trust (the "Trust") is a Charitable Trust domiciled in Australia established under NRMA Road Safety Trust ACT 1992. 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 trustees duties under the trust deed to prepare a financial report.

The financial report is a special purpose financial report which has been prepared in accordance with the significant accounting policies disclosed below which the trustees have determined are appropriate to meet the needs of members. Such accounting policies are consistent with the previous period unless stated otherwise.

The financial statements have been prepared on an accruals basis and are based on historical costs unless otherwise stated in the notes. The accounting policies that have been adopted in the preparation of this report are as follows:

### **Cash and Cash Equivalents**

Cash and cash equivalents include cash on hand, deposits held at call with banks, other short-term highly liquid investments with original maturities of three months or less, and bank overdrafts. Bank overdrafts are shown within short-term borrowings in current liabilities on the balance sheet.

### **Revenue and Other Income**

Registration levy income is recognised as it is received.

Grant Contributions is recognised as it is received.

Interest income is recognised as it accrues.

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**NRMA - ACT ROAD SAFETY TRUST  
NOTES TO THE FINANCIAL STATEMENTS  
FOR THE YEAR ENDED 30 JUNE 2011**

### **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 recipient.

### **Income Tax**

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

### **Goods and Services Tax (GST)**

Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Tax Office. In these circumstances the GST is recognised as part of the cost of acquisition of the asset or as part of an item of the expense. Receivables and payables in the balance sheet are shown inclusive of GST.

### **Trade Creditors and Accruals**

Creditors and accruals are recognised upon grant approval and on receipt of invoice.

**NRMA - ACT ROAD SAFETY TRUST**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**FOR THE YEAR ENDED 30 JUNE 2011**

	2011 \$	2010 \$
<b>2 Trade and Other Receivables</b>		
<b>Current</b>		
GST Refund	20,411	13,641
GST Payable on Grant Funding	48,332	63,202
	68,743	76,943
<p>The trust does not hold any financial assets whose terms have been renegotiated, but which would otherwise be past due or impaired.</p>		
<b>3 Financial Assets</b>		
<b>Current</b>		
Term Deposit	1,383,865	1,133,482
Accrued Interest - Term Deposit	36,571	10,136
	1,420,436	1,143,618
<b>4 Trade and other payables</b>		
Grant Liabilities	499,779	671,952
Creditors	21,153	13,643
	520,932	685,595
Accrued Expenses	10,725	10,725
	531,657	696,320

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## TRUSTEES' DECLARATION

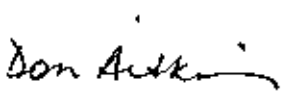
The trustees declare that the trust is not a reporting entity and that this special purpose financial report should be prepared in accordance with the accounting policies outlined in Note 1 to the financial statements

The trustees declare that:

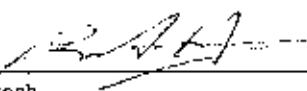
- 1 The Statement of Comprehensive Income, Statement of Financial Position and notes, present fairly the trust's financial position as at 30 June 2010 and its performance for the year ended on that date in accordance with Australian Accounting Standards and other mandatory professional reporting requirements;  
and
- 2 In the trustees' opinion there are reasonable grounds to believe that the trust will be able to pay its debts as and when they become due and payable.

This declaration is made in accordance with a resolution of the trustees

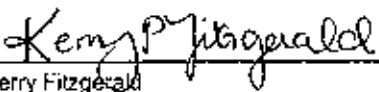
Trustee:

  
\_\_\_\_\_  
Don Aitkin

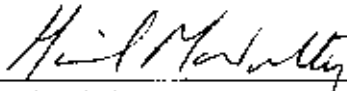
Trustee:

  
\_\_\_\_\_  
Angus McIntosh

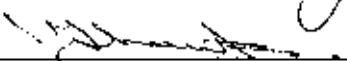
Trustee:

  
\_\_\_\_\_  
Kerry Fitzgerald

Trustee:

  
\_\_\_\_\_  
Hamish McNulty

Trustee:

  
\_\_\_\_\_  
Julie Thornton

Dated: 18 October 2011

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



Synergy Group Australia Limited  
ABN: 65 119 369 827

4/1 Gordon Street, Canberra City ACT 2601  
PO Box 5085, Braddon ACT 2612

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Liability limited by a scheme approved  
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 statement of financial position at 30 June 2011, the statement of comprehensive income, for the year ended on that date, notes to the financial statements 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 of the financial report that gives a true and fair view in accordance with Australian Accounting Standards (including Australian Accounting Interpretations) and the reporting requirements of the *NRMA – ACT Road Safety Trust ACT 1992* and for such internal control as the Trustees determines is necessary to enable the preparation of the financial report that gives a true and fair view and is free from material misstatement, whether due to fraud or error.

#### *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 Trust'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 trust'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 note 1 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 gives a true and fair view, in all material respects, of the financial position of the NRMA ACT Road Safety Trust as of 30 June 2011, and of its financial performance 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

A handwritten signature in black ink, appearing to read "Stephen Holmes".

Stephen Holmes  
Registered Company Auditor  
Canberra, ACT

Date: 18 October 2011

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## **8. SECRETARIAT CONTACT DETAILS**

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

**Business Address:** 2nd Floor, Macarthur House,  
12 Wattle Street,  
LYNEHAM ACT 2602

**Secretariat:** Ms Linda Cooke      Tel: (02) 6207 7151  
Secretary/Manager      Fax: (02) 6207 7160  
Email: [linda.cooke@act.gov.au](mailto:linda.cooke@act.gov.au)

