



**NRMA - ACT
ROAD SAFETY TRUST**

**ANNUAL REPORT
2012/2013**



NRMA - ACT ROAD SAFETY TRUST

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Canberra ACT 2601

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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 2012 to 30 June 2013.

A copy of the report has also been sent to Ms Mary Maini, General Manager CTP Portfolio, Insurance Australia Group, Sydney.

Yours sincerely

Professor Don Aitkin AO
Chairman

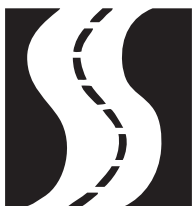
Ms Mary Maini
Trustee

Dr Angus McIntosh OAM
Trustee

Ms Kerry Fitzgerald
Trustee

Mr Hamish McNulty
Trustee

7 October 2013



NRMA - ACT ROAD SAFETY TRUST

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Ms Mary Maini
General Manager, CTP Portfolio
Insurance Australia Group
Level 28
388 George Street
SYDNEY NSW 2000

Dear Ms Maini

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1. Chairman's Report



It is once again my privilege as Chairman to present this report on the Trust's activities for the year 2012/2013.

The UN Decade of Action for Road Safety 2011-2020 presents an excellent opportunity to build on evidence based road safety research and experience available in the ACT and other Australian jurisdictions.

The Trust has seen a change in Trustees during this period with Ms Mary Maini, General Manager, CTP Portfolio, Insurance Australia Group replacing Ms Julie Thornton as an NRMA appointed Trustee.

Ms Thornton was a Trustee since July 2008 and her contributions to the Trust during the term of her appointment are gratefully acknowledged.

I have indicated to the ACT government and NRMA in April 2013 my intention to retire from the position of Chair of the Trust. It is eleven years since I took on the role, and I have enjoyed them all. Consequently this will be my last annual report as Chair.

The annual grant program continues to underpin the Trust's activities, and on 5 July 2012 I announced the 2012-2013 Grant Program. The Trust funded nine projects to the value of \$394,569. Other road safety initiatives supported by the Trust are referred to elsewhere in this report.

From fifteen years experience in road safety I have seen much progress but significant progress takes time. It took about a generation for seatbelt use, and avoiding drink if you were driving, to become more or less accepted as normal behaviour. Seatbelt use is now nearly universal, and it is worth noticing that 30 per cent of the deaths in vehicle crashes occur in the 3 per cent who don't wear seatbelts. Avoiding alcohol and observing the rules about that is much less universal, but so far as we can tell, the level of compliance in the ACT has stayed pretty high for quite a while, after a generation in which people got used to these restrictions.

The ACT faces challenges involving multiple road users, each with their own set of concerns. By working co-operatively with all road users (and shared path users) those challenges can be met. No doubt the time necessary to meet road safety challenges will be unacceptable to some but I am sanguine about the future.

The ACT also faces the challenges presented to ACT drivers and other road users while they are driving interstate. The Trust, through its support for projects and road safety activities, will continue to explore ways of addressing these and other road safety challenges.

A handwritten signature in dark ink, appearing to read 'Don Aitkin', with a stylized flourish at the end.

Emeritus Professor Don Aitkin AO
Chairman

2. Overview of the Year

2.1 2012/2013 Grant Program

Trust Chairman Professor Don Aitkin announced the Trust's 2012/2013 Grant Program on 5 July 2012. The Program comprised grants for nine projects to the value of \$394,569. As in previous years, the number of applications exceeded the funds available for project support. Of the nine grants awarded, three were concerned with speed and one each with drink, drug and unlicensed driving, which are areas of serious concern in the ACT and region and were nominated as priorities for the funding round. The remaining projects were extensions or continuations of previous successful Trust funded work.

Details of the individual projects approved to commence in 2012/2013 are provided in Section 4.4 of this Report.

2.2 PhD postgraduate road safety scholarships

As mentioned in the previous annual report in view of the success of previous scholarships, the Trust agreed to again offer PhD postgraduate road safety scholarships. Up to five scholarships would be offered to the two main ACT universities and Australian universities with road safety specialist expertise. At the 123rd Trust meeting held on 17 May 2012 the Trust agreed that two rounds of applications would be called – one at the end of July (scholarships to commence in 2012) and one at the end of October (scholarships to commence in 2012 or 2013). Depending on responses received, the Trust might wish to consider offering additional scholarships in 2013.

Trustees agreed that the following criteria would apply to selection of the scholarships to be awarded:

- Provided all applications are of similar calibre, the Trust would aim to fund not more than one from each institution invited to participate (seven institutions)
- Potential practical benefits to ACT a consideration
- Perceived ability to successfully complete a consideration
- Evidence that the applicant can access the necessary data

Where more than one application was submitted by a university, the university was asked to provide a ranking of the applications.

Six applications were considered for the first round of funding at the 124th Trust meeting held on 18 September 2012. Of these, two were made conditional offers. Nine applications were submitted for the second round of funding and were considered at the 125th Trust meeting held on 6 December 2012. Two of these applications were re-submitted after not being successful in the first round of scholarships. After careful consideration by the Trust none of the applications in the second round were supported.

The conditional offers made in the first round were for Ms Belinda Clark, Monash University to explore the prevalence of, and risk factors and consequences associated with, unlicensed driving in Australia in respect to road safety and for Mr Ian Faulks, Centre for Accident Research & Road Safety, Queensland University of Technology for the development and trial of a web-based

intervention to improve road safety of young P-Plate drivers who are in breach of provisional driving requirements and of general traffic law. It is intended that the outcomes of the study undertaken by Mr Faulks will be a thesis by publication. Both Ms Clark and Mr Faulks were able to satisfy the Trust that the conditional offers could be confirmed. Ms Clark commenced her study in December 2012. Mr Faulks commenced his study in May 2013.

A PhD scholar supported by the Trust in an earlier round of scholarships, Ms Karen Stephan of MUARC, is still working on her thesis, analysing data. She recently collected some extra data with which she can partly address one of the main limitations of her study, which was a lack of exposure data for pedestrians and cyclists. Extra time has of course been necessary to produce this improvement. While Ms Stephan's progress is slower than she would have hoped she would like to be finished by the end of this year.

2.3 Office move

In November 2012 the Trust office was relocated from Macarthur House, Lyneham to Level 2, 12 Moore St, Civic. The relocation was due to a structural re-organisation of some sections of ACT government. The Trust office is now located in the same physical location as the staff in Road Safety Policy who are part of the Justice and Community Safety Directorate, Legislation, Policy and Programs Branch. The Trust is grateful to the ACT government for the continuing support it provides by way of provision of office space and facilities for the Trust's Secretary/Manager. As a result of smooth planning for the office move, there was very little disruption to office services. The new office location has required a change to Trust meeting location. The Trust is very grateful to Trustee Hamish McNulty who has made available an alternative meeting venue with more convenient access.

2.4 Support for ACT and region Australasian College of Road Safety (ACRS) Chapter

The Trust provided \$4,000 towards the cost of two seminars (1) A Culture of Speed in the ACT held on 14 March 2013 and (2) Trauma on ACT & surrounding NSW rural roads held on 7 May 2013. The ACT Chapter contributed \$2,000 towards the seminars in addition to an 'in kind' contribution of some \$3,000 in relation to arranging the seminars. Regional councils provided significant 'in kind' support also. The Trust was delighted with the success of both seminars which brought together local and interstate road safety professionals and the general public.

The first seminar on **A Culture of Speed** was held in the East Lounge at Canberra Stadium on 14 March 2013. Professor Don Aitkin, Chair NRMA-ACT Road Safety Trust opened the seminar and provided opening remarks. Professor Aitkin spoke about the fast-paced culture in developed western nations and noted that there are real links between this culture and people's need to travel as fast as possible on the road. Other topics covered in the seminar included:

ACT Road Safety Strategy 2011-2020

Mr Geoffrey Davidson, Manager Road Safety ACT Government, discussed the Government's Road Safety Strategy with a particular focus on speed management measures. Mr Davidson said that the ACT Road Safety Strategy is based on the Safe System approach and includes the Vision Zero policy which aims to have no one killed or seriously injured on the road transport system.

Addressing the culture of speed

Dr James Warn gave a presentation on previous research he had completed which was supported by the NRMA-ACT Road Safety Trust. Dr Warn's presentation covered social connectedness and provided an interesting insight into the links between sustainable transport, health, environment, transport planning and the culture of speed.

An engineering approach to speed

Mr David Quinlan, Manager Traffic Safety ACT Government, provided an overview of key engineering programs managed by Roads ACT, including the reduced speed limits at town centres and local area traffic management treatments. In relation to reduced speed limits, Mr Quinlan noted the results of community surveys which showed that community support for the reduced speed limits increased from around 50% to over 75% after implementation.

Enforcement

Sergeant Craig McPherson gave a presentation on ACT Policing's approach to speed enforcement and included historical information about road safety and speed enforcement.

How to overcome barriers to addressing speed

Dr Soames Job, Principal Global Road Safety Solutions, and former Director of the NSW Centre for Road Safety, gave a presentation on the issue of speed and various measures that were effective in NSW such as mobile speed cameras. Dr Job discussed potential options for overcoming resistance to speed management measures and provided supporting comments on the ACT Road Safety Strategy.

Expert panel

An expert panel comprising each of the speakers was convened at the conclusion of the presentations. The audience was invited to ask questions of the panel over a 15 minute period.

The seminar was well attended, with over 50 guests. Some members of the public also attended in response to advertising in The Canberra Times.

The second seminar **Trauma on ACT & surrounding NSW rural roads** was held on 7 May 2013 at Eaglehawk Resort. Eric Chalmers, the ACT Chapter Chair and CEO Kidsafe ACT, represented the College in several radio and TV interviews, and appeared on WIN Television and local radio throughout the day.



The collages & photos were provided by the ACRS and printed in the ACRS Weekly Alert No.64

Eric Chalmers provided the following summary of the seminar:

The ACT Chapter held our second seminar in 2013 on 7th May. 46 people attend a lively discussion of the issue of Trauma on ACT and surrounding NSW rural roads: how do we reduce it? Presentations by Prof Mary Sheehan AM; Victoria Pyta of ARRB; local Council representatives and members of the NSW and Qld Police and NSW RMS provided a good opportunity to review the good work being done in the region and to discuss how we can best move forward. In particular the seminar had the benefit of a new draft report from the ARRB, funded by the NRMA ACT Road Safety Trust, on crash data analysis that provided a strong focus on where our priorities should lie in the next few years.

The Seminar provided all the key stakeholders present with some clear messages and evidence to help focus their work together in the next few years. There was a strong recognition of the need to strengthen our work across the ACT / NSW borders, in particular to encourage ACT drivers to drive to the road conditions in areas they are unfamiliar with on roads off the main highway corridors.



The collages & photos were provided by the ACRS and printed in the ACRS Weekly Alert No 72

2.5 Contribution to development of ACT Road Safety Action Plan

A series of workshops was held in May 2013 to assist with the development of the ACT Road Safety Action Plan 2014-17, as the current action plan expires at the end of 2013. The Trust was invited to attend all of the workshops on Safer Vehicles, Safer People, Safer Speeds, Safer Roads & Roadsides and Governance Arrangements & Data. All workshops in the period covered by this annual report were attended by the Secretary/Manager and some by Trustees. The final workshop on Governance Arrangements & Data will be held in August 2013. The main purpose of the workshops was to “brainstorm” measures that could be considered for inclusion in the next action plan. The workshops provided a valuable opportunity for information sharing, discussion and networking.

2.6 Review

During the Trust's review of its activities which took place in 2011 the possibility of an evaluation of Trust funded projects was raised. A review was conducted in 1998 by Dr Michael Henderson which took the form of an evaluation of the first six years of the Trust's activities which resulted in the continuation of the Trust. In December 2012 the Trust agreed it should seek independent advice on the appropriate format for a review. It was agreed that Dr Soames Job, if available, should be invited to provide advice on appropriate terms of reference.

Dr Job, former Executive Director of the National Road Safety Council accepted a two step process from the Trust: first to provide advice on the TOR and secondly if Trust was happy with the advice, to quote on conducting the review. On 13 March 2013 Dr Job made a presentation to the Trust, suggesting terms of reference for a review. Following the presentation, the Trust agreed to invite Dr Job to quote for undertaking the review. Advice was sought as to whether the Trust was subject to the *Government Procurement Act 2001* (ACT). On receipt of that advice the Trust proceeded to engage Dr Job. The Trust looks forward to receiving the review findings in due course.

2.7 Policy Position papers

As reported in the previous annual report the Trust engaged Monash Accident Research Centre (MUARC), Monash Injury Research Institute to draft policy position papers on Driver Distraction, Speed Cameras, Drug Driving, Drink Driving and Unlicensed Driving. The position papers are intended to help interested citizens, public servants and journalists learn quickly about the Trust's position on a variety of road-safety issues. The intention was that the papers should be short, accessible, based on current evidence and data, and directly relevant to the ACT. As a result of an iterative process the original first draft papers were refined, following initial feedback on the drink driving draft from the Chair and Trustee Kerry Fitzgerald. The Trust is now exploring the best options to produce the papers in a format suitable for the intended audience.

2.8 Donation by Kmart

In May 2013 the Trust was the recipient of a donation of \$50,000 by Kmart as a result of the finalisation by the ACT Office of Regulatory Services of a court enforceable undertaking involving alleged contraventions of the Australian Consumer law. The unexpected funds were gratefully received.

2.9 National Health and Medical Research Council

On 21 and 22 February 2013 the Trust Chair, Professor Aitkin, co-facilitated a workshop to discuss the National Road Safety Research Strategy hosted by the National Health and Medical Research Council (NHMRC) and the Australasian College of Road Safety. The preliminary report from the workshop is available at <http://acrs.org.au/wp-content/uploads/RS-Workshop-Report-v.03-25-March-Preliminary-Report.pdf>. The main outcomes of the workshop included consensus on the need for a research framework that could be monitored and updated on an annual basis – possibly at the annual ACRS conference. Outcomes also included the need to look closely at implementation of the framework, including the possibility of a joint NHMRC/NRMA-ACT Road Safety Trust Fellowship and a NHMRC Partnership Centre. NHMRC subsequently advised that a decision had been taken to close the Partnership Centres scheme.

2.10 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.

In preparation for the 2012 call for applications for the Fellowship the Trust agreed in October 2011 to broaden the criteria in the hope of attracting suitable applicants, given that the previous call had not resulted in any applications. The previous wording “for the study of road safety” was amended to: ‘for contributions to research and/or policies leading to a reduction in deaths and suffering caused by road crashes, from any perspective, including education, health, engineering, regulation and administration.’



Photo courtesy of Winston Churchill Memorial Trust

Additionally, the Secretary/Manager circulated the call for applications notice to ACT residents with whom the Trust had had recent contact advising them of the availability of the Fellowship rather than relying solely on the Churchill Trust’s advertising campaign.

Mr Terry Eveston of Melba Copland Secondary School, a previous Trust grant holder, was awarded the 2012 Road Safety Fellowship for a study tour to observe cycling and road awareness programs in countries that have a long and successful history delivering this curriculum; to compare approaches to delivering this curriculum in Denmark and Holland to Canberra Australia; to engage in professional dialogue with

teachers and other professionals working with this curriculum and to use the knowledge and experience gained to provide positive direction for further curriculum development in Australia.

2.11 ACT compulsory third party (CTP) insurance

On 19 June 2013 ACT Chief Minister Katy Gallagher and Treasurer Andrew Barr announced that Territory motorists will have a choice of providers for compulsory third party (CTP) insurance. Three additional insurers: AAMI, GIO and Apia (the Australian Pensioners Insurance Agency) have been granted licences to offer CTP insurance to ACT motorists. The licences will become effective on 1 July 2013. There is currently only one provider of CTP in the ACT (NRMA Insurance). Given the history of the Trust (see Section 3 following) the Trust will monitor any developments which may ensue from the change to CTP arrangements.

3. Objectives, Membership and Functions of the Trust

3.1 Establishment of the Trust

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

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

The \$12 million in funding was fully committed to projects by 30 June 1998 and the Trust was expected to be wound up by the year's end. However, during that year the ACT Government and NRMA Insurance jointly announced the Trust would be able to continue its role as a result of a new funding source. Income would come from a \$1.50 Road Safety Fee to be raised in association with ACT motor vehicle registration fees and matched by NRMA Insurance. The ACT Government increased the Road Safety Fee by fifty cents to \$2 as from 1 July 2003 and \$1,084,002 was raised during 2012/2013 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.

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 Mary Maini

NRMA Insurance Appointee
13.08.12 and ongoing

3.4 Meetings

Between 1 July 2012 and 30 June 2013 the Trust held meetings as follows:

124 th meeting	18 September 2012
125 th meeting	6 December 2012
126 th meeting	13 March 2013
127 th meeting	23 May 2013

4. Grant Proposals and Approvals – 2012/2013

4.1 Proposals Received

The Trust operates an annual grant program with paid advertisements normally in early December – with applications closing in the first week of the following March. The Trust usually meets in May to assess the merits of the applications and sometimes in June to finalise the grant program for the up-coming financial year.

In line with recommendations stemming from the previous year's communications review, some new advertising media were utilised for the call for grants advertisements. Advertisements were placed in the local Canberra print in the Canberra Times and the City News, in the Australian (weekend and Wednesday higher education papers), and a feature advertisement in the social media via RiotAct. A question was added to the call for applications application form to enable analysis of the source of applications. The vast majority of applicants were either previous applicants or had knowledge through colleagues rather than responding to paid advertisements. The Trust is grateful to the Australasian College of Road Safety for including the call for applications notice in its weekly newsletter to members.

Thirty five applications were received in response to the Trust's advertisements with total value of almost \$2m. The number was lower than the 47 applications in 2011 and 53 in 2010. This may be a reflection of the fact that in its Guidelines for Applicants the Trust nominated only five priorities, while indicating "other topics will be considered subject to availability of funding". Of the 35 applications, 24 were considered to be linked to at least one of the five priority areas, though in some cases the link was somewhat tenuous. The five priority areas nominated by the Trust were Drink Driving; Drug Driving; Driver Distraction; Speed and Unlicensed Drivers.

The 123rd Trust meeting on 17th of May 2012 finalised the Program, which was announced by the Chairman on 5 July 2012. The Program comprised grants for nine projects to the value of \$394,569. Details of these projects are provided later in this Section at 4.4.

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 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);
- Projects 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 2012/2013 Grant Program

a) New community projects

1. Recording Artists, Actors and Athletes Against Drink Driving (RADD)

Funding of \$37,400 to produce two (2) ACT-specific RADD Television Community Service Announcements (TV CSAs) with an anti-drink drive message using talent originally from the ACT or that is associated with the ACT for use on Canberra/ACT TV. The aim of these videos is: to instil in younger people (but to audiences that skew older as well) the importance of planning ahead; planning ahead can include sharing a cab, public transport, and taking it in turns to be the designated driver; to focus on drink driving as socially unacceptable behaviour and to make young audiences in particular realise that drink driving is 100% preventable and can have dire consequences.

2. Deterrence of Drug Driving: The Impact of the ACT Drug Driving Legislation and Detection Techniques (Centre for Accident Research and Road Safety (Queensland University of Technology))

Research has shown that driving whilst influenced by drugs has deleterious consequences for road safety. In May 2011, random roadside drug testing was introduced to the Australian Capital Territory (ACT). This project which received funding of \$68,978 will collect survey data and develop a baseline for evaluating the deterrent effect of ACT's drug driving legislation.

3. Strengthening the Effectiveness of Intersection Safety Cameras (La Trobe University)

Funding of \$69,503 to develop, test and evaluate on-site communications that are based on proven behaviour change approaches with demonstrated evidence to strengthen the effectiveness of intersection cameras. In particular, this project will design, implement and evaluate on-site communications using posters and/or variable message signs and other innovative communication methods like roadside memorials. The effectiveness of these communications will be evaluated using the before-after study with comparison group method.

4. Update on crashes involving ACT drivers in NSW (ARRB)

A grant of \$49,403 for an update on characteristics of casualty crashes involving ACT drivers in NSW; time series modelling of crashes against relevant interventions over the last 10 years; and analysis of the frequency and nature of casualty crashes on popular commuter routes around Canberra (e.g. the Barton and Kings Highways).



5. ACT Policing research on unsafe driving behaviours in the ACT (ACT Policing)

A grant of \$75,900 to ACT Policing for research on speeding in the ACT. The project will be conducted through TNS Social Research, a commercial company. The information will also be reviewed from an operational perspective to help ACT Policing's traffic enforcement strategies.

6. Drive while Disqualified Program [DWD] – A Road Safety Challenge (Freebott Pty Ltd)

Funding of \$19,250 by way of a contribution to the stage one costs of a comprehensive literature review and "see who's doing what" research phase. This would also involve an investigation of the factors motivating DWD behaviour.

7. Translation of validated driver screening tools for clinical, assessment and research use (Centre for Research In Ageing, Health & Wellbeing Mental Health Research, Australian National University)

A grant of \$44,520 to translate a newly developed driver screening battery (Multi-D) to clinical and driver assessment settings. The battery is well validated and accurately discriminates safe from unsafe drivers. Funding is required to produce hardware, software, instructions and normative data to be packaged for use by clinical and research groups. The project aims to produce a prototype of the multi-D battery; produce 5 copies of the battery, produce a training DVD and produce norms from existing datasets.

8. The Pedal Study Further Analysis, Consultation and Policy Implications (George Institute for Global Health)



The Pedal study previously funded by the Trust and referred to in previous annual reports interviewed 313 injured cyclists presenting to hospitals in the ACT. The study raised important policy implications in relation to the management of cycling. A further grant of \$21,615 for additional analysis of the data in consultation with key stakeholders in the ACT.

9. Mature Aged Skills Transfer (MASTERS) *(Motorcycle Riders Association of the ACT)*

MASTERS is Motorcycle Rider Training for mature riders who did not have formal training for their licensing process, and for riders who are returning to riding after a break of several or more years. Funding of \$8,000 to support a previously supported project for a further period.

b) Projects continuing from previous years

1. Youth Driver Awareness (RYDA) Program in the ACT *(Rotary Club of Canberra)*

Funding of \$18,513 to assist with up to 10 courses in the ACT. The program targets high school students and provides practical and realistic information to 16-17 year olds about road safety as they approach the period in their life when they start driving a car and ride as a passenger in a car driven by a peer. The program costs rose in 2013 with an increase in venue charges. Two one day programs were run in June 2013.

2. Develop primary school road safety support infrastructure within Kidsafe ACT *(Kidsafe ACT Inc)*

Funding of \$46,589 to assist Kidsafe ACT re-develop and implement a program called Schoolsafe which will improve preschools' and primary schools' capacity to address road safety issues within the school and support ongoing road safety initiatives within the curriculum. School Safe and the associated curriculum activities are in place, and schools are now being recruited into the program and curriculum activities.

Kidsafe ACT is also working with ACT health in their Ride and Walk to school program. Kidsafe provides three activities as part of that program and in turn has access to a number of other ride to school programs for the School Safe program. This in effect doubles the potential rate of up-take of Kidsafe's curriculum activities and substantially strengthens the support for School Safe identified activities.

Kidsafe ACT will be approaching schools that initially join the Health program to subsequently set up School Safe as a mechanism for the school to improve its oversight of its road safety activities, to integrate them into the broader needs of the school, and in particular to improve the potential sustainability of the whole effort.

Sustainability and scope of the program will also be further enhanced through the CEO of Kidsafe ACT's concurrent involvement with the ACT School Sports Council. As CEO of both organisations, he is now visiting a broader range of school principals more regularly and more often. The Trust's support for School Safe is now completed.

3. Seniors Driving Longer, Smarter, Safer.

(Monash University Accident Research Centre).

A grant of \$39,529 to develop a one-day educational course aimed at enhancing older driver safety with assistance from COTA ACT. A presentation on the study was made at the 22nd Canadian Multidisciplinary Road Safety Conference in Banff in June 2012 and a further presentation at the Australasian Road Safety Research, Policing and Education Conference, October 2012 in Wellington, New Zealand. Draft program materials were received by the Trust in May 2013.

4. Improving passenger safety among youth: developing a web-based strategy

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

Funding of \$28,981 to develop and test the feasibility of a web-based module for promoting passenger safety through 'understanding risks and looking out for mates.' Evaluation of the website involved ACT high school students and staff. The project is completed and the report is available electronically from <http://www.roadsafetytrust.org.au>. The research provides an evidence base for the development of a web-based passenger program for young people.

5. Do cognitive and sensory measures predict driving outcomes and driving cessation in older drivers? A five year validation study.

(Centre for Mental Health Research, the Australian National University).

Funding of \$73,683 for a 5-year validation study of three screening measures developed to assess older drivers who may be at risk of crashes or unsafe driving. The follow-up study consisted of a mailed questionnaire plus a brief telephone interview. The questionnaire included items on self-reported crash history since 2006, information on current driving status (still driving, driving frequency, change in driving, self-regulation behaviour) as well as examine participants' plans to give up driving. The questionnaire also included a new tool for assessing readiness to give up driving in older adults. The phone interview involved a brief cognitive assessment.

The study built on the large investment of funds and expertise in the original study, funded by the Trust, the ARC linkage grant and the ANU, about 8 years ago. 173 older (65+) drivers in the ACT took part in the study. Of those only eight had ceased driving in the five years since the original study. 30% of those still driving were the only driver in the house. Most respondents still drove their car every day. The average driving distance was 161 km a week. The project is now completed and the report is available from the Trust's website (reports section).

6. Motorcycle Roadcraft Course for Female Riders

(Girls Education and Rider Safety (GEARS))

A grant of \$4000 for up to six courses designed to improve women's motorcycle handling and defensive riding on the road. The grant followed previous support by the Trust for previous GEARS courses which had seen 15 courses conducted between November 2007 and January 2012. The Advanced GEARS course runs with minimum 4/maximum 6 people - for those spots not filled the full amount of the course is debited to Girls On The Move (GOTM) and subsequently the grant. A total of 23 women participated in Advanced GEARS courses during the 12-month grant period March 2012 – March 2013.

In 2013 GOTM decided to 'unincorporate' itself, due to a reduction in membership numbers. Consequently GOTM was unable to take up the second instalment of the 2012 grant funds. The project is therefore completed. The last course was held on 23 February 2013. Information gained or skills improved include: cornering techniques, low speed control, emergency stopping at speed, increased confidence when entering corners, better line in corners, importance of practising, observation and thinking as you ride, unlearning bad habits. Participants rated the skill of the instructors as very high. There was also a call for a more advanced course to be run for women. Overall, participants were very happy with the course and felt more confident as a result of the training received.

7. Book support

(Monash University Accident Research Centre)

Financial assistance of \$5000 towards a book which will provide state-of-the-art information in the area of when behavioural adaptation occurs in response to road safety interventions. The grantee entered into an agreement with Taylor & Francis (CRC Press) to co-edit a book entitled "Behavioural Adaptation and Road Safety: Theory, Evidence, and Action". MUARC and the Auto CRC each provided \$5,000 towards editing the book. The NRMA - ACT Road Safety Trust provided a matched contribution for writing time. The book was published in June 2013 and the project is now completed.

8. Understanding interaction between Two Wheelers and car drivers in a driving simulator

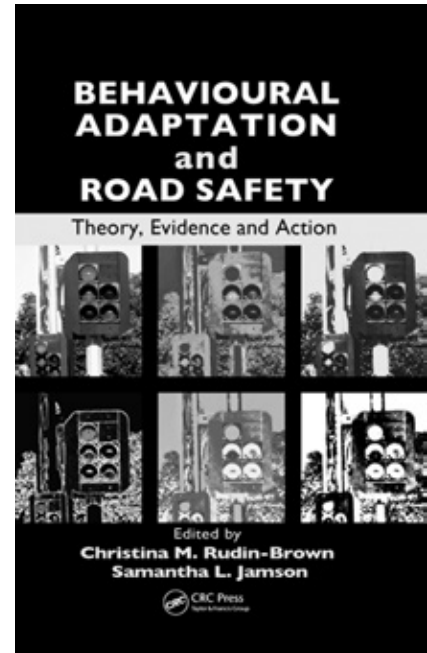
(Centre for Accident Research and Road Safety (Queensland University of Technology)).

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. Driving simulator scenarios were developed based on an analysis of the most frequent types of ACT police-reported crashes that involved Two Wheelers (TWs) and cars. The research examined the effects of previous experience as a TW rider on driver attitudes, self-reported behaviours and behaviour in the simulator, and the perceptual aspects involved in drivers detecting TWs, using a mix of questionnaires and simulation. A draft final report was provided to the Trust in May 2013.

9. 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) for a study to investigate the driving behaviours and transportation needs of older adults within the Australia Capital Territory. The sample comprised 78 older drivers living within the ACT (aged 65 years and over), using a combination of survey and in-car technology over a two-week prospective study. This study aimed to provide information for two research questions: 1) understand older drivers' driving beliefs and attitudes, and 2) understand their actual driving behaviours, and the relationship between self-reported and objectively measured driving behaviours. A draft final report was received by the Trust in May 2013.



10. 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 36 commuter cyclists over a six month period. A draft final report was provided to the Trust in April 2013.

11. 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. A Workshop was held in March 2011. Personnel from Roads ACT and the Transport Planning Business Unit already had a working knowledge of Safe System, and were actively trying to apply Safe System to the work of their groups. Many of the actions required to implement Safe System depended on changes which were outside the groups' everyday work and would take a long time to implement. In this context, the idea of each work group devising its own plan to introduce Safe System did not seem realistic. Instead, a possible strategy to advance the uptake of Safe System for Roads ACT and the relevant sections of the Transport Planning Business Unit was developed. The scale of the plan and the time required for its implementation put it beyond the scope of the evaluation proposed for the project. The project is now completed and the report is available from the Trust's website (reports section).

12. Reducing motorcycle trauma in the ACT *(University of New South Wales (Transport and Road Safety))*



A grant of \$77,000 was provided to the University of New South Wales Injury Risk Management Research Centre to investigate the incidence of and causal factors in fatal and non-fatal motorcycle crashes in the ACT during the period 2001 – 2010, and propose strategies to reduce road trauma amongst this group. The project involved two stages of data collection and analysis, in which detailed fatality and injury data was analysed respectively. Forensic reconstruction analysis of fatal crashes was performed. Injury data was collected and used to identify crash characteristics and injury profiles. The results were used to propose road safety strategies to reduce motorcycle trauma on ACT roads. A draft final report was provided to the Trust in May 2013.

13. **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. *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 is now completed and the booklet is available in both traditional hard copy and e-format via the Trust's web site. The e-version at <http://www.roadsafetytrust.org.au/c/rtt?a=da&did=1009651> is linked to translation services and allows updates to service provider and authority information as websites and addresses change over time. Hard copies are available on request to the Trust. Since publication there has been steady interest in the booklet as word of mouth spreads about its existence.

14. **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. Taking a brief nap or stopping for a rest break are two highly publicised countermeasures for driver sleepiness. However, the relative benefits of a nap break and an active rest break have never been directly evaluated. The aim of the study was to determine the relative magnitude of improvement of the two break types. Driver sleepiness contributes substantially to road death and trauma. The proportion of fatal and severe crashes attributed to driver sleepiness is estimated to be approximately 20%. Effective countermeasures to reduce driver sleepiness are critical to reducing this risk factor. The current studies have several theoretical and practical implications. The first key finding was that a nap break provided meaningful benefit for reducing driver sleepiness compared with an active rest break (although hazard perception performance changes were similar for both interventions). The second key finding was that drivers displayed a capacity to perceive increasing sleepiness and self-regulate their behaviour to take a break. While this is encouraging, the challenge is to encourage drivers to actually take a break in the real driving situation, where there are several real world pressures not to stop, which were absent in the laboratory situation. The project is now completed and the report is available from the Trust's website (reports section).

15. **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. Results from the project suggest that the familiarity of the driving situation "may be important in the way in which we tune attentional mechanisms such that we become more vigilant in an unfamiliar environment, but because we lack an attentional template for items that should exist in the environment, this vigilance does not manifest behaviorally into an increased tendency to spot unexpected items

on the road. Conversely, in a familiar environment we may be less vigilant, but counter-intuitively, more likely to detect an unexpected item particularly when it matches the semantic context. Older drivers judge the driving situations differently and are generally less likely to experience IB. Those who do experience IB are less likely to be influenced by the type of driving situation. Judging driving situations as unsafe appears to make older drivers more vigilant in the driving situation. Thus although older drivers may show decreased visuo-spatial perception, they appear to be better than younger drivers in terms of the detection of unexpected objects in the driving situation. This finding is very preliminary and requires further research.” The project is now completed and the report is available from the Trust’s website (reports section).

16. 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. The project aims were to educate the Queanbeyan and ACT community about the importance of complying with the 40km/h speed limit in school

zones. NSW police had advised there are approximately 150 speeding infringements handed out around Queanbeyan schools annually. The banner was displayed at the launch at Queanbeyan Public School in December 2012 and over the Queens Bridge for the first week of the 2013 school terms. The Queens Bridge is the key entry to Monaro Street in the Queanbeyan CBD. A significant number of road users will view the banner. Stickers and fridge magnets showing a similar message were distributed at the launch and were made available to the public from the Queanbeyan City Council and were also distributed to schools early in 2013 for issue to parents and carers. The project is now completed.



17. 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 primary purpose of the Linkage project is to conduct an economic evaluation of the costs and outcomes of the ACE Study. The clinical study on which this economic evaluation is based investigates an intervention to deliver improved health outcomes for people injured in motor vehicle accidents. The trial investigated whether a rapid assessment and rehabilitation program delivered in a multidisciplinary outpatient clinic would both shorten the duration of illness, and decrease the length and costs of compensation claims. The economic evaluation concerns itself

with the costs of the intervention and the health effects of the intervention so as to undertake cost-effectiveness and cost-benefit analyses of this intervention. The collection of the data for this economic evaluation is now complete. The researchers are grateful to NRMA Insurance for providing data on claims made by trial participants, including undertaking a second extraction of the data to allow the researchers to get data on claims after all claims had been finalised. Data on hospitalisations have been obtained from ACT Health, and data on the cost and utilisation of medical services and drugs by trial participants have been obtained from Medicare Australia. Unfortunately, despite persisting for some time, the researchers were unable to obtain data from private health insurers on the costs and utilisation of services by trial participants who were covered by private health insurance. The researchers were also unable to obtain any information on the use of ancillary services by trial participants at publicly funded health clinics, e.g. services supplied by allied health professionals such as physiotherapists. While these data gaps are unfortunate, the passage of time and the need to close off the data collection phase of the project has meant that the researchers will be proceeding without these data.

18. Kidsafe ACT support

In October 2011 the Trust approved a proposal from Kidsafe ACT Inc for the support of Kidsafe's capsule and restraint program. Historically Kidsafe had been successful in having a number of individual grants funded by the Trust prior to this decision. This project directly supports Kidsafe's proven restraint program, designed to provide ongoing practical support for parents and carers to enable them to carry children safely in cars and to support safe independent behaviour on and near roads. Funding of \$46,000 pa commencing in January 2012 for a three year period was approved. The capital item replacement component will see 120 capsules a year being replaced.



19. 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.

20. 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 6 October 2012 Mr Lauchlan McIntosh AM, President of the Australasian College of Road Safety kindly presented the Trust award for “Best Paper by a New Researcher” on behalf of the Trust, to Stephen Cantwell, University of Waikato, at the 2012 Australasian Road Safety Research, Policing and Education Conference held in Wellington, New Zealand. The paper was on *Pushing New Zealand roads to the limit: Chosen speeds of young and inexperienced drivers across differing road conditions*.

Previous winners have been as follows:

- Chief Inspector Chris Bult from the NSW School of Traffic and Mobile Policing in Goulburn for a paper *Police Pursuits – A Safety Education Perspective* (1999);
- Ms Eve Mitsopoulous, Monash University for 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 a 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 a paper on *Relationships between age, executive function and driving behaviour* (2008)
- 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);
- James Thompson from the Centre for Automotive Safety, University of Adelaide for a paper on *Older drivers in rural and urban areas: comparisons of crash, serious injury and fatality rates* (2010); and
- Dr Lisa Keay, Sydney *Direct observations of child restraint use to evaluate a pre-school based education and restraint distribution program* (2011).

21. 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.

c) Road safety initiatives

1. Cinema Advertising

After production by RADD of the first advertisement funded by a 2012 grant (see section 4.4 A 1 above) the Trust ran a campaign in Hoyts and Dendy cinemas in Belconnen, Woden, Canberra City and Batemans Bay featuring that advertisement. The period chosen covered school holidays and new movie releases in January and March 2013. It was the first time the cinema campaign had covered Batemans Bay and was chosen to extend coverage of the road safety message to Canberrans at the coast. It was also timed to align with police enforcement and the road safety calendar shared by ACT Police and ACT Justice and Community Safety Directorate.

RADD produced a 30-second advertisement which was tailored specifically to an ACT audience, featuring a range of local talent that had a connection with the Canberra community. The participants were:

- Lauren Jackson (ACT Capitals)
- Kim Crowe (Olympic silver and bronze medallist in rowing)
- Pat McCabe (ACT Brumbies)
- Atlantis Awaits (Canberra band)
- Terry Campese (Canberra Raiders)
- Tom Learoyd-Lahrs (Canberra Raiders)
- The Aston Shuffle (Canberra DJs/musicians)

The talent came together to deliver a positive and engaging message, prompting viewers to consider the personal choice they had to make before going out drinking: whether to drink or drive, and how this could help prevent road trauma. Audiences were encouraged to plan ahead and consider alternate ways of getting home after a night out, such as catching an Action Bus, getting a taxi, or arranging a designated driver. The reference to an Action Bus was deleted in the Batemans Bay screening. The total cost of the nine week screening was \$24,660. The Trust is very grateful to Val Morgan cinema network for its very generous support of this campaign by the inclusion of much appreciated bonus screenings taking the advertisement to a total of 267 cinema screenings and an audience of 219,438.

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

The Trust agreed to be a Bronze Sponsor of the 2012 Australasian College of Road Safety (ACRS) Conference held in Sydney 9-10 August 2012 at a cost of \$5,500. The conference theme was “*A Safe System: Expanding the Reach.*” The conference was very well attended with over 200 registrations and national and international delegates.

ACRS Patron, the Governor-General of the Commonwealth of Australia, provided an opening video. There was a presentation from Hon Catherine King, Parliamentary Secretary for Infrastructure and Transport, and keynote speakers, including Anne McCartt from USA, Mr Nigel Robinson, Mr David Healy and Emeritus Professor Mary Sheehan.

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

Dr Peter Vulcan, the former road safety consultant to the Trust had suggested before he stepped down that there would be merit in inviting Dr Max Cameron to summarize his expertise on the development, evaluation and placement of road safety advertising materials. Dr Cameron was involved in evaluation of the original TAC publicity campaigns and had been advising the New Zealand Transport Safety Agencies on this area since 1995 (including a recent update of a 1996 report by Cameron and Vulcan). Dr Cameron met with the Trust on 18 September 2012 and gave a presentation and played DVDs of some road safety advertisements from Victoria and New Zealand. The presentation was also attended by ACT police media staff involved in the ACT Policing research on unsafe driving behaviours in the ACT supported by the Trust and referred to above at section 4.4 A 5.

The Trust advertised during the year for applications to be considered for funding for the 2013/2014 Grant Program (which will be reported on in next year's annual report as the funding does not become available until after 1 July 2013). Print advertisements appeared in the Canberra Times on Sunday 27 January and Saturday 2 February 2013, the Canberra Chronicle on 22 January, the Braidwood Tallaganda Times on 30 January, Bungendore Mirror on 30 January and Queanbeyan Age on 1 February thus spanning ACT and region newspapers. Two story type articles about the Trust appeared in the Memo section of the Canberra Times also. In a further trial of new types of media advertising, advertisements were also placed via Facebook, Google search and MIX 106.33 FM radio. ACRS included the call for grants in its weekly news alert and it was circulated electronically via a group email to community organisations. Additionally the call for applications was included in the Justice and Community Safety Directorate website and this resulted in an application.

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.

The Chairman was interviewed throughout the year on radio and television in relation to a range of road safety issues as well as by local print media.

Media Coverage

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

- ANU and NRMA-ACT Road Safety Trust continue older driver study (9 October 2012);
- Kings Highway Road Safety Partnership Summer Road Safety Launch 2012 (30 November 2012); and
- NRMA-ACT Road Safety Trust brings back popular information booklet in new format (March 2013- *Wheels within Wheels Re-visited*)



In addition the Trust was mentioned in a Canberra Weekly article on 19 January 2012 about PhD Trust funded scholar Lucienne Kleisen and her work on young drivers and safe driving styles.

There was good media interest in the official launch of the Kings Highway Road Safety Partnership summer road safety campaign on Friday 30 November 2012 at the corner of Kings Highway and Malbon Street, Bungendore.

Trust Website

Information on the Trust can be found on the Trust's website at www.roadsafetytrust.org.au. Details related to the various reports released by the Trust are also available and reports can be downloaded.

Community and Professional Liaison

The Trust continues to enjoy co-operative and fruitful relationships with NRMA Insurance, NRMA Motoring & Services, the ACT Department of Territory and Municipal Services (TAMS), the ACT Justice and Community Safety Directorate, the Australian Federal Police (ACT Region), the Australian Department of Infrastructure, Transport, Regional Development and Local Government and the Australasian College of Road Safety (local Chapter and national Canberra office). 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.

Together with Mr Garry McDonald, JACSD Road Safety Officer, the Secretary/Manager was a guest speaker in road safety education for a group of undergraduate students enrolled in the first year unit *Praxis in Adult and Community education* as part of their Bachelor of Community Studies degree at University of Canberra on 10 September 2012. The students' second assignment was to design and deliver a road safety intervention and to write a submission.

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 available on the Trust's website www.roadsafetytrust.org.au

6. Secretariat, Support Services and Financial Arrangements

6.1 Secretariat

The Trust engaged the services of Ms Linda Cooke as its Secretary/Manager from mid June 2011 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 Justice and Community Safety Directorate, for which the Trust is extremely 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.

Emeritus Professor Mary Sheehan, formerly Director of CARRSQ, Queensland University of Technology has acted as road safety consultant to the Trust since July 2012.

The Trust has also sought specialist advice from other professionals, particularly staff of the Justice and Community Safety Directorate and their advice and support in a co-operative manner is valued. The Road Safety Manager, Geoffrey Davidson and his staff have been very generous with their time and provision of images for Trust publications and this has much appreciated.

6.3 Accounting and Financial Advice

The Trustees have been assisted in financial matters by the accounting firm Crowe Horwath (formerly WHK and prior to that 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 ongoing 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 provided a range of banking and investment services with the necessary flexibility to suit the Trust's needs. Sandra Forbes from the nabEducation and Community Business Centre has provided helpful and friendly service throughout the year.

7. Financial Statements and Audit Report

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Statement of Comprehensive Income for the year ended 30 June 2013

	2013 \$	2012 \$
INCOME		
Registration Levies	1,084,002	1,064,901
Grant Contributions	-	7,045
OTHER INCOME		
Interest Received	89,271	94,743
Copyright Income	460	-
Donation	50,000	-
GROSS PROFIT/(LOSS)	1,223,733	1,166,689
EXPENSES		
Accountancy Fees	15,750	15,750
Advertising	9,263	10,908
Auditing Fees	6,000	6,000
Bank Charges	56	64
Communication Audit	-	9,900
Conference Costs	1,150	723
Grant Project Funding	362,308	307,366
Grant Project - Kidsafe	-	125,455
Insurance	1,922	1,945
Internet Fees	354	982
Minor Equipment Purchases	-	5,116
PHD Scholarships	220,000	-
Personnel Expenses	157,366	155,500
Printing & Stationery	2,766	3,290
Professional Services	8,151	3,116
Project Application Review	28,105	13,860
Road Safety Activity	53,587	41,361
Refund Overpaid Levy	-	1,000
Subscriptions	440	400
Sundry Expense	3,472	2,068
Travelling Expenses	668	3,224
Web Maintenance	15,482	19,826
	886,840	727,854
NET PROFIT/(LOSS)	336,893	438,835
Net profit	336,893	438,835
Accumulated losses at the beginning of the financial year	(8,602,744)	(9,041,579)
Total available for distribution (loss)	(8,265,851)	(8,602,744)

The accompanying notes form part of these financial statements.

Statement of Financial Position as at 30 June 2013

	Note	2013 \$	2012 \$
ASSETS			
CURRENT ASSETS			
Cash and cash equivalents		394,876	511,173
Trade and other receivables	2	65,663	58,625
Financial assets	3	2,193,285	1,658,277
TOTAL CURRENT ASSETS		<u>2,653,824</u>	<u>2,228,075</u>
NON-CURRENT ASSETS			
Financial assets		-	-
TOTAL NON-CURRENT ASSETS		<u>-</u>	<u>-</u>
TOTAL ASSETS		<u>2,653,824</u>	<u>2,228,075</u>
LIABILITIES			
CURRENT LIABILITIES			
Trade Creditors	4	509,964	421,150
Accrued Charges		10,931	10,931
GST Payable		13,903	13,861
TOTAL CURRENT LIABILITIES		<u>534,798</u>	<u>445,942</u>
TOTAL LIABILITIES		<u>534,798</u>	<u>445,942</u>
NET ASSETS		<u>2,119,026</u>	<u>1,782,133</u>
EQUITY			
Settlement Sum		10,384,877	10,384,877
Accumulated losses		(8,265,851)	(8,602,744)
TOTAL EQUITY		<u>2,119,026</u>	<u>1,782,133</u>

The accompanying notes form part of these financial statements.

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 statement of financial position.

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.

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 statement of financial position are shown inclusive of GST.

Trade Creditors and Accruals

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

Notes to the Financial Statements for the year ended 30 June 2013

	2013 \$	2012 \$
2 Trade and Other Receivables		
Current		
GST Refund	17,516	19,345
GST Payable on Grant Funding	48,147	39,280
	<u>65,663</u>	<u>58,625</u>
The trust does not hold any financial assets whose terms have been renegotiated, but which would otherwise be past due or impaired.		
3 Financial Assets		
Current		
Term Deposit	2,183,985	1,617,412
Accrued Interest - Term Deposit	9,300	40,865
	<u>2,193,285</u>	<u>1,658,277</u>
4 Trade and other payables		
Grant Liabilities	495,539	421,150
Creditors	14,425	-
	<u>509,964</u>	<u>421,150</u>
Accrued Expenses	10,931	10,931
	<u>520,895</u>	<u>432,081</u>

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 2013 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
Don Aitkin

Trustee: Angus McIntosh
Angus McIntosh

Trustee: Kerry Fitzgerald
Kerry Fitzgerald

Trustee: Hamish McNulty
Hamish McNulty

Trustee: Mary Maini
Mary Maini

Dated: 27 August 2013

Independent Auditor's Report to the Members of NRMA ACT Road Safety Trust



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Limited

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INDEPENDENT AUDITOR'S 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 2013, 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 2013, 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*.

Nigel Fredericks

Chartered Accountant
Canberra, ACT

Date: 28 August 2013