



NRMA - ACT
ROAD
SAFETY
TRUST

ANNUAL
REPORT
2014/2015



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NRMA - ACT ROAD SAFETY TRUST

ABN 43 348 311 547

GPO Box 2890
Canberra ACT 2601

T (02) 6207 7151
F (02) 6205 0937

Mr Shane Rattenbury MLA
Minister for Justice
ACT Legislative Assembly
London Circuit
CANBERRA ACT 2601

Dear Mr Rattenbury

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 2014 to 30 June 2015.

A copy of the report has also been sent to Mr Ian Edgell, General Manager CTP Portfolio, Insurance Australia Group, Sydney.

Yours sincerely

Professor Don Aitkin AO
Chairman

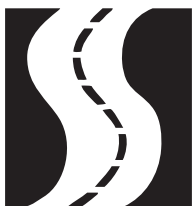
Mr Ian Edgell
Trustee

Dr Angus McIntosh OAM
Trustee

Ms Kerry Fitzgerald
Trustee

Dr Karl Alderson
Trustee

26 November 2015



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ABN 43 348 311547

GPO Box 2890
Canberra ACT 2601

T (02) 6207 7151
F (02) 6205 0937

Mr Ian Edgell
General Manager, CTP Portfolio
Insurance Australia Group
Level 28
388 George Street
SYDNEY NSW 2000

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Table of Contents

Page No.

1. Chairman's Report	5
2. Overview of the Year	6
2.1 2014/2015 Grant Program.....	6
2.2 Winding-down of the Trust.....	6
2.3 PhD postgraduate road safety scholarships.....	8
2.4 Support for ACT and region Australasian College of Road Safety (ACRS) Chapter.....	9
2.5 Policy Position papers.....	9
2.6 Winston Churchill Memorial Trust Road Safety Fellowship.....	9
2.7 Road Safety Week.....	10
2.8 Meetings.....	10
2.9 Visit to Dorothy Sales Cottages, Hughes.....	11
2.10 Senate Inquiry into aspects of road safety in Australia.....	11
3. Grant Proposals and Approvals	12
3.1 Proposals Received.....	12
3.2 Assessment of Applications.....	12
3.3 Eligibility Criteria and Guidelines.....	13
3.4 2014/2015 Grant Program.....	14
a) New Community Projects.....	14
b) Projects Continuing From Previous Years.....	18
4. Promotion and Liaison Activities	26
5. Secretariat Staff, Support Services and Financial Arrangements.....	28
5.1 Secretariat	28
5.2 Special Consultants.....	28
5.3 Accounting and Financial Advice.....	28
5.4 Banking Services	28
6. Financial Statements and Audit Report	29
7. Appendix	
Objectives, Membership and Functions of the Trust	38
7.1 Establishment of the Trust.....	38
7.2 Functions and Objectives of the Trust.....	38
7.3 Membership.....	39

1. Chairman's Report



As mentioned in my report last year the ACT Government came to the view that the Trust could no longer continue in its present form, given that more than one CTP insurer was now present in the ACT CTP market.

That decision resulted in an announcement by the then responsible Minister, Simon Corbell on 4 December 2014 that the Trust would be brought to an end.

The Trust's media release on the same date is included in the section 2.2 of this report.

After the Minister's announcement, the Trust took note of its finances and agreed to call for a final round of grant applications for 2015-2016 with the condition that successful projects would normally be able to be completed by mid 2016.

Before the Trust terminates, a decision will need to be taken regarding the disbursement of any funds remaining after the completion of projects funded by the Trust, consistent with the provisions of the Trust Deed. Such a process will involve multiple stakeholders and at the time of writing this report some initial consultation has occurred.

The Trust is pleased to have been offered the opportunity to provide comment to the former Minister on the body which will follow on from the Trust and all members of the Trust wish that body well. On 28 May 2015 Minister Rattenbury announced the establishment of a new ACT Road Safety Fund that will ensure the continuation of innovative road safety initiatives in the ACT. Minister Rattenbury tabled legislation to repeal the Trust Act on 4 June 2015. Following the repeal of the Act, the Trust will continue to operate in accordance with its existing Deed of Trust – for the purpose of managing funded projects and expending any residual Trust funds.

A handwritten signature in black ink, which appears to read "Don Aitkin". The signature is fluid and cursive, with a long horizontal stroke at the end.

Emeritus Professor Don Aitkin AO
Chairman

2. Overview of the Year

2.1 2014/2015 Grant Program

Trust Chairman Professor Don Aitkin announced the Trust's 2014/2015 Grant Program on 3 July 2014 which took the form of a record allocation of almost \$1m for 18 projects. In making his announcement, Professor Aitkin commented that it was wonderful for the Trust to have so many varied and interesting first rate projects to support.

Details of the individual projects approved to commence in 2014/2015 are provided in Section 3.4 of this Report.

2.2 Winding-down of the Trust

In 2014 the ACT Government came to the view that the Trust could no longer continue in its present form, given that more than one CTP insurer was now present in the ACT CTP market.

That decision resulted in an announcement by the then responsible Minister, Simon Corbell on 4 December 2014 that the Trust would be brought to an end.

On that date the Trust issued the following media release:

"The ACT government has announced that the NRMA –ACT Road Safety Trust is to be brought to an end.

The Trust has served ACT and region road safety for more than two decades. The Trust saw itself as having four main roles: an awareness role; an educative role; a training role, and a research support role.

Its \$12 million in original funding was fully committed to projects by 30 June 1998 and the Trust was expected to be wound up by the year's end. During that year, however, 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 contribution to be raised in association with ACT motor vehicle registration fees and matched by the then NRMA Insurance. The ACT Government increased the Road Safety contribution by fifty cents to \$2 as from 1 July 2003, again matched by NRMA Insurance.

The Trust's principal objective was to enhance road safety for the benefit of the ACT road-using community. It has met this objective in a number of ways.

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. As the Chair was established 'in perpetuity' the ACT community is guaranteed continuing benefits from this initiative.

Other landmark projects funded by the Trust include \$750,000 towards the building and equipment of the Dorothy Sales Cottages in Hughes for people with acquired brain injury, many of whom are road trauma victims. The Road Ready and Road Ready Plus courses were introduced in 2000 to enhance the ACT's novice driver education programs. The NRMA-ACT Road Safety Trust made significant contributions towards the funding, development and implementation of these courses with an initial contribution of \$1.96 million followed by various grants between 2000 and 2003. Many Canberra drivers will have completed a Road Ready course on their way to gaining an ACT driving licence.

In nearly 23 years since its inception, the Trust has funded over 400 projects, many of which have assisted the government in its management of road safety. Some years ago the Trust and the insurer undertook a large and expensive study of how those injured in road crashes might be steered into getting back quickly into good health rather than in delaying that process through seeking financial compensation.

In addition, the Trust, recognising the need for experts in the field of road safety, began to support postgraduate students who wished to work in the area. So far ten students have been assisted with postgraduate scholarships, of whom seven have been successful in completing their degrees and the remainder (three) are currently enrolled. PhD scholarship recipients have generally stayed in, or returned to, road safety. The Trust has also funded a perpetual and biennial Churchill Fellowship in road safety within the ACT, and the funding of a second award in the intermediate year, should there be a good candidate.

Over the more than two decades of its existence, the Trust has developed strong relationships with local government bodies in the ACT region, with ACT Policing, with motoring organisations and local businesses, especially those connected with road transport, and with Canberra media outlets.

The Trust has also developed strong partnerships with ACT and regional NSW stakeholders including Kidsafe ACT, the Australasian College of Road Safety (ACRS), in particular the ACT and Region Chapter, and the Council on the Ageing (COTA), the Queanbeyan Road Safety Group, Kings Highway Partnership and Yass Shire Council.

The Australian Capital Territory has the lowest rates for deaths and serious injuries on the roads in our nation, and the work of the Trust, in education, research, advice and encouragement, has been an important component of the ACT's significant record.

Trust Chair, Don Aitkin who has been in the Chair since 2001, and was the Chair of the committee supervising the Road Ready initiative, said "Over my time as Chair, I have been privileged to work with Government Ministers, senior members of NRMA Insurance, fellow Trustees, and members of the road safety community and the public, all of us wanting to contribute to improved road safety in the ACT and region, in a variety of ways. I take this opportunity to thank in particular all those who have served in a voluntary capacity as Trustees over the period of the Trust's existence."

Until further details became available, regarding its winding-down the Trust agreed to make a final call for applications for grants in 2015 for projects to be completed by mid 2016.

2.3 PhD postgraduate road safety scholarships

The two PhD scholarships in road safety funded by the Trust from 2012/2013 continue.

Ms Belinda Clark, Monash University commenced her study in December 2012 to explore the prevalence of, and risk factors and consequences associated with, unlicensed driving in Australia in respect to road safety. In the period December 2012 to December 2014 the following major milestones have been achieved:

1. Literature Review: An extensive review of the recent national and international literature addressing the issues surrounding unlicensed driving has been conducted. This has also included a review of the development of driver's licensing and licensing sanctions in Australia and a review of theories and conceptual frameworks relevant to road safety, unlicensed driving and associated 'systems'. This has been undertaken through searches of relevant databases to identify published literature as well as accessing 'grey' literature in the form of reports and papers from government and road safety organisations and their associated websites.
2. Research design: The design of the research program has been developed. This research program is exploratory in nature and much of the study design is dependent on findings obtained from previous phases. These phases were outlined in the 'Confirmation of Candidature' report provided with the twelve month progress report.
3. Monash University formal Confirmation of Candidature.
4. Preparation for formal Mid Candidature review to take place 28 May 2015.

Mr Ian Faulks, Centre for Accident Research & Road Safety, Queensland University of Technology commenced his study in May 2013 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.

At meeting 134 held in December 2014 the Trust approved an additional scholarship for Ms Anna Chevalier of the George Institute for Global Health to complete her PhD *on In-vehicle monitoring of older drivers to investigate driving behaviour and exposure*. Ms Chevalier's planned submission date is August 2016. She is focusing on the device data for which the University of Sydney has 12 months of live driver monitoring for 362 drivers in the suburban outskirts of Sydney.

A PhD scholar supported by the Trust in an earlier round of scholarships, Ms Karen Stephan of MUARC, had to begin a new research topic in approximately March 2009 because her initial research topic proved not to be feasible. She hopes to have a full draft thesis finished by the end of June. After that she will address feedback from her supervisors before submitting.

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

The Chapter, in conjunction with the ACT Branch of the Motorcycle Riders Association (MRA) held a successful seminar as part of Motorcycle Week on 22 October 2014. This event, ***Whose responsibility is it?*** focussed on the recommendations of the ACT Assembly's Inquiry into Vulnerable Road Users report as they related to motorcycle safety. The outcomes of the seminar were fed into the Vulnerable Road User Forum held on 23 February 2015. The Chapter planned and managed the Vulnerable Road User Forum and produced a report on the outcomes for the meeting for the Minister for Municipal Services, Justice and Sport and Recreation, Mr Shane Rattenbury.

Over the past two or three years the Chapter has adopted the advice of the Trust to integrate its program with a wide section of the community. It will continue this policy into the future as a means of promoting road safety and informing the community on a wide range of important road safety issues.

In November 2014 the Chapter held its first meeting in its regional areas. This was held at the Yass Valley Council Chambers. The Chapter provided advice on ***You don't have to be speeding – to be driving too fast on country roads*** campaign launched by Yass Valley Council prior to Christmas 2014 and supported by Trust funding.

2.5 Policy Position papers

Even though the Trust is winding-down, it has been for sometime developing policy position papers on a range of road safety topics. The first two papers on Driver Distraction and Drink Driving were published in February 2015. The papers were sent to the two Appointors, to all ACT MLAs and are published on the Trust's website.

They were also made available at the ACRS stand during Road Safety Week (see 2.7 below).

2.6 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 2014 there was no applicant in the ACT for the Fellowship. However, Dr Reece Hinchcliff, NSW, a previous Trust funded PhD scholar, former academic and staff member of the NSW Centre for Road Safety was awarded the Fellowship to undertake a study tour to improve Australian road safety policy processes by enhancing knowledge translation amongst key stakeholders.

2.7 Road Safety Week

ACT Road safety week was launched at Garema Pl on 4 May 2015 from 12.30pm. Public space near the merry-go-round was booked for related stalls, including invitations to take a road safety pledge. The pledge event involved asking the community to take the 'Share the Road' pledge by signing pre-printed pledge cards and posting these in a pledge box. The Trust supported the pledge by providing raffle prizes to the value of \$309.24 (2 fit bits, a sports watch and a pedometer as the theme was active transport and this would suit cyclists or walkers).

Other events during the week included lighting of national buildings in yellow at night and a second pledge event in Woden.

The wording of the pledge was as follows:

Top of pledge card:

*It doesn't matter whether you're driving a car or riding a bicycle or a motorcycle – all road users need to act responsibly, be courteous and respectful to each other, and share the road.
Take the Share the Road pledge during this year's National Road Safety Week to make Canberra's roads a safer and friendlier place to be.*

Trust material was made available at the ACRS stall for interested members of the public.

2.8 Meetings

Between 1 July 2014 and 30 June 2015 the Trust held meetings as follows:

131st meeting	Monday 18 August 2014
132nd meeting	Friday 5 September 2014
133rd meeting	Monday 13 October 2014
134th meeting	Monday 8 December 2014
135th meeting	Thursday 28 May 2015



Geoffrey Davidson, Manager Road Safety, ACT Justice and Community Safety Directorate (left) with Ms Jessica Frazer SARAH Group, Keith Wheatley, Secretary ACT Chapter of the ACRS and Chris Lazzari, JACS outside the road safety stall in Garema Place.

2.9 Visit to Dorothy Sales Cottages, Hughes



Trust Chair Don Aitkin, Dorothy Sales and Trustee Karl Alderson.

Trust members were invited to visit the Dorothy Sales Cottages, Hughes on Tuesday 21 April 2015. The Cottages were funded by the Trust in 1997 to the amount of \$750,000 as a part of the Trust's landmark projects.

A number of other groups were present at the time of the visit including representatives of Catholic Care, Hartley Lifecare and the National Brain Injury Foundation. The original grant by the Trust was made to the latter organisation and the Trust understands that National Brain Injury Foundation assets including the Cottages are in the process of transfer to Hartley Lifecare.

2.10 Senate Inquiry into aspects of road safety in Australia

In February 2015 the Trust responded to an invitation to make a submission to the above inquiry. The Trust's comments focused on the different considerations affecting road safety in urban, regional and rural areas and drew on three recent Trust funded projects. 1) the ACT and Region Chapter of the Australasian College of Road Safety's seminar on: *Trauma on ACT and surrounding NSW roads: How do we reduce it?* held on 7 May 2013 2) *ARRB study Updating crashes involving ACT vehicles and controllers in NSW: 2006 to 2010* and 3) *You Don't Have to*

Be Speeding – to be driving too fast on rural roads. The full submission can be viewed at http://www.aph.gov.au/Parliamentary_Business/Committees/Senate/Rural_and_Regional_Affairs_and_Transport/Road_safety/Submissions

The date for report by the Rural and Regional Affairs and Transport References Committee is 9 September 2015.

3. Grant Proposals and Approvals – 2014/2015

3.1 Proposals Received

The Trust operates an annual grant program with paid advertisements normally in January – with applications closing in early March. The Trust usually meets in May to assess the merits of the applications.

Thirty applications were received (one of which was subsequently withdrawn) in response to the Trust's advertisements with a total value of around \$1.7m. Applicants were required to include GST in the amount sought so this total amount represented the total funds sought from the Trust. The number was slightly less than the 35 applications received in 2012 and 2013. In line with comments by Dr Job in his review of the Trust, paid advertisements regarding the call for applications were limited and advertising costs were reduced considerably from the previous year's expenditure.

While there were no priority topics established for the 2014/20145 round, a high number of applications dealt with vulnerable road users aligning with the ACT government Inquiry into Vulnerable Road Users.

The Trust is once again grateful to the Australasian College of Road Safety for including the call for applications notice in its weekly newsletter to members and to the Justice and Community Safety Directorate for publishing the call for grants on its website.

The 130th Trust meeting on 26th of May 2014 finalised the Program, which was announced by the Chairman on 3 July 2014. The Program comprised grants for 18 projects to the value of almost \$1m. Details of the projects are provided later in this Section at 3.4.

3.2 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.

3.3 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);
- 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.

3.4 2014/2015 Grant Program

a) New community projects

1. Extend Kidsafe's restraint services to Non-English speaking Communities
(Kidsafe ACT Inc)

Kidsafe ACT will work with Multi-Cultural Affairs, MARSS (Migrant and Refugee Settlement Services) and communities to develop community-specific resources and to extend the Kidsafe restraint and road safety Program to these communities. Grant of \$35,980.

2. Mature Aged Skills Transfer (MASTERS) which is a rider training program for returning or mature aged motorcycle riders
(MRA ACT)

In conjunction with StayUpright, the MRA will promote and manage a successful education and skills-based development program for mature-aged returning riders who are returning to riding after a break of many years. Grant of \$8,800.

3. JOE Rider Motorcycle Awareness Campaign
(MRA ACT)

Support for advertising the "Joe Rider" an awareness program where Canberra motorists are encouraged to spot "Joe", a motorcycle or scooter rider wearing a brightly coloured vest bearing the word JOE on the back. This campaign is held during Motorcycle Awareness Week where other road users are asked to spot "Joe". Grant of \$10,000.

4. Extend multi-year agreement for delivery of road safety initiatives
(Kidsafe ACT Inc)

Extend for a further two years Kidsafe's existing multi-year agreement with the Trust. This supports the sustainability and continuing extension of Kidsafe's work in preventing serious injury and death of children on the roads, especially through its car restraint services to the community. Grant of \$130,000.

5. Effects of sleep loss on change detection while driving
(ANU)

The predominantly urban roads of the ACT create a complex environment in which drivers must quickly detect and react to changing hazards. This project will assess how driver sleepiness (which is commonly reported by ACT drivers) impairs drivers' ability to detect and respond to changes in visual information while driving. Grant of \$51,814.36.

6. Do whatever it takes to stop your mates from drink driving
(RADD - Recording Artists, Actors and Athletes Against Drink Driving)

RADD will make a Television Community Service Announcement using Australian cricketer and ACT-associated personality Brad Haddin (or similar high profile sportsperson). RADD will also produce some radio messages. The theme of the TV and radio messages is “Do whatever it takes to stop your mates from drink driving”. Grant of \$34,328.

7. Sleepiness and other driving risks in young adults
(Centre for Accident Research and Road Safety-Queensland)

Young adults are at particular risk for sleepiness-related crashes, but few strategies address this risk. This study aims to identify the causes of sleepiness in young adults, and the impact of sleepiness on safe driving. Knowledge gained will provide the evidence required to design effective interventions to reduce crashes. Grant of \$45,436.



Trust Chair Professor Don Aitkin and Mayor Councillor Rowena Abbey at the launch of the campaign in Comur Street Yass.

8. You Don't Have to Be Speeding – to be driving too fast on rural roads
(Yass Valley Council)

This NSW/ACT cross border education campaign will focus on motorist's behaviour, as well as their awareness of conditions on rural roads. The primary campaign message will address appropriate speed selection on rural roads and will urge motorists to slow down and drive to conditions. Grant of \$43,100.

9. Driving home drowsy: Driver fatigue and performance deficits on commuter trips
(UNSW)

This project will examine the nature and extent of fatigue on commuter trips, and how it may affect driving performance. The approach adopted in this project is to first examine the effects of drowsiness (as an index of fatigue) on driving performance in simulated driving, before moving to examine drowsiness and performance in natural driving conditions in an instrumented vehicle. Grant of \$96,462.

10. Prevention of Alcohol Related Trauma in Youth (P.A.R.T.Y.) at Canberra Hospital and Health Services

(ACT Health – Shock Trauma Services)

The P.A.R.T.Y. Program provides young people with information about injury/trauma enabling them to: recognise potential injury producing situations, make prevention-oriented choices and adopt behaviours that minimise unnecessary risk. This program is a vital component of the growing community effort to reduce death and injury in alcohol and risk-related crashes and other incidents. Grant of \$102,954.50.



Physiotherapists Margot Green and Katie Urwin with Caroline Chisholm High School students log rolling a student with simulated spinal injuries.

11. MARSS Driver Instructor Program

(Migrant and Refugee Settlement Services of the ACT Inc)

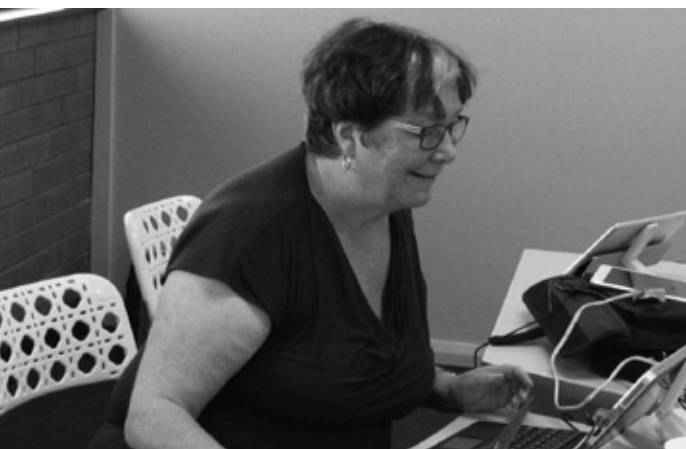
The project will train 2 driving instructors to obtain their qualifications as ADIs in the ACT. The training of the driving instructors is required for MARSS to continue to facilitate accessible and affordable driving lessons for the refugee and migrant community. Grant of \$12,738.



MARSS new accredited driving instructors Chris Jones and Niran Karaeni.

12. Learning to drive with bikes: identifying ways to increase safe driving practices *(Monash University)*

This project will examine the level and nature of motorists' knowledge of interacting with cyclists. It targets motorists who have had collisions or near-collisions with cyclists and seeks to understand these incidents from the motorists' viewpoint. The insights gained from this study will inform the development of driver training materials. Grant of \$93,280.



Project Manager Dr Liz de Rome at her work station at NeuRA.

13. Motorcycle protective clothing: heat discomfort and physiological strain *(Neuroscience Research Australia)*

Protective clothing can induce heat strain by trapping metabolic heat. Heat strain causes physiological strain and impairs cognitive function. Motorcyclists report thermal discomfort with use of protective clothing but little is known about motorcycle clothing and heat strain. This project will establish features of motorcycle clothing that influence heat strain. Grant of \$46,704.70.

14. Transportation of children with bicycle seats, trailers and other carriers: considerations for safety. *(University of Adelaide)*

The safety of transporting young children by bicycle will be explored focusing on causes and mechanisms of injury associated with child carriers. This research will also explore parents' attitudes and motivations for transporting by bike, perceptions of the risks involved, and any safety-related behaviours they adopt when transporting children. Grant of \$68,544.50.

15. NRSPP - National Road Safety Benchmarking Project *(ARRB on behalf of National Road Safety Partnership program)*

Provide a user-friendly online benchmarking tool which will provide organisations with a securely stored online analysis and summary of fleet performance, road safety cultural maturity and trends over time which is annually repeatable and can be utilised directly for corporate reporting. This project will interlink with the NRSPP website. Grant of \$99,688 for Stages 1 and 2 only.

16. Driving Safe with Kids (in Auslan) *(The Deaf Society of NSW)*

This project will create accessible information in Auslan on the child restraint regulation(s) for young deaf families in ACT and the rest of Australia, using a factsheet from Kidsafe ACT. Grant of \$9,474.96.

17. Perceived risk of driving in NSW *(ARRB Group Ltd)*

This project will investigate how ACT drivers and riders perceive the risk of driving and the precautions they are prepared to take when driving in NSW, with a view to providing better and more targeted advice to reduce crashes involving ACT vehicles, drivers and riders in NSW. Grant of \$34,133.

18. Street Smart Seniors *(Council on the Aging ACT (Inc))*

Through a peer education program for seniors, COTA ACT aims to increase road safety in the ACT and region. The program will provide local and practical information to seniors on: driver safety; pedestrian safety; planning for a successful transition from driver to non-driver; and alternative transport options. Grant of \$53,000.

b) Projects continuing from previous years

1. Champions ACT - Road Safety Champion *(Youth Coalition of the ACT)*

In October 2013, Champions ACT developed a new road safety 'Champion', which was funded by the NRMA-ACT Road Safety Trust, and aimed to promote responsible decision-making among young people with regard to travelling to and from drinking venues. More specifically, the Champions ACT campaign expanded to provide health and safety promotion messages about drink driving, intoxicated pedestrians, road hazards, alternative methods of transportation (including taxis), and broader issues relating to getting home safe. This 'Champion' was named 'The Chauffeur'.

In-venue promotion of "The Chauffeur" began in December to coincide with the launch of the TV and Cinema commercials. The Champions ACT promotional team of young people visited seven venues on six different nights in December, engaging with over 330 people within the target demographic. The main focus of these engagements was promoting the Chauffeur, by talking to young people about the new champion, taking their photo while holding the Chauffeur poster, discussing safe ways to get home, and promoting the Nightrider Bus service, which provides free transport for people to get home throughout the Christmas and New Year's party season. Promotions of the Chauffeur, along with the other Champions, continued until the end of the campaign.

Due to funding limitations the Champions ACT campaign has ceased but the online resources that were developed for the campaign continue to be available, including the campaign website, YouTube channels, and Facebook page. The project is now completed and the report is available from the Trust's website (reports section).

2. Helping ACT kids to cycle safely: Evaluation of the Safe Cycle program *(UNSW)*

"Safe Cycle" is an innovative program being implemented within the ACT Government's "Ride or Walk to School" initiative. The project received funding of \$85,682 to evaluate Safe Cycle in terms of effects on safety and participation over 1 year. This would be the most comprehensive scientifically rigorous evaluation of cycle training to date. The project is progressing well and the researcher expects to complete in the second half of 2015.

3. Know Before You Go - Confident travel for people with a disability *(Nican)*

Funding of \$5,010 for Nican to use its successful Know Before You Go approach to build the confidence of people with disabilities and mobility barriers to go out and safely interact with roads, buses, taxis and bike paths in Canberra. The workshop was held on Saturday 12 April 2014 at the Canberra Southern Cross Club in Woden. This venue was chosen due to its proximity to public transport, its accessibility and its familiarity with the target audience.

The workshop was divided into three sections:

- an initial focus on building personal confidence through activities addressing anxiety, planning and goal-setting techniques
- short presentations from a range of organisations focusing on different aspects of mobility, shaped by the information from the Travel Risk Assessment completed at the start of the session (see Attachments A and B)
- a mini trade fair where participants could seek further information from the presenters to address their specific needs, including an Action bus for participants to practice getting on and off and using the MyWay card.

Nican was able to adapt the presentation to the group to deliver the workshop in a very personalised and informal way that specifically addressed each of the participant's needs or concerns. The project is now completed.

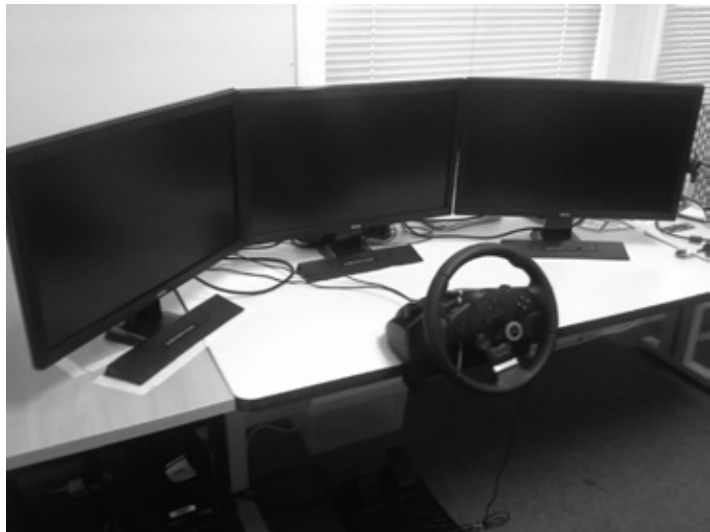
4. Validation of a virtual driver assessment tool for older drivers *(Australian National University)*

A grant of \$85,903 for this project to develop a simulated driver assessment and validate it against on-road assessment, and long-term driving performance in a large sample of ACT older drivers. A validated virtual driving assessment will significantly increase capacity for research on driving safety and substance use, and rehabilitation and training. The final draft report is with the Trust's road safety consultant for comment.

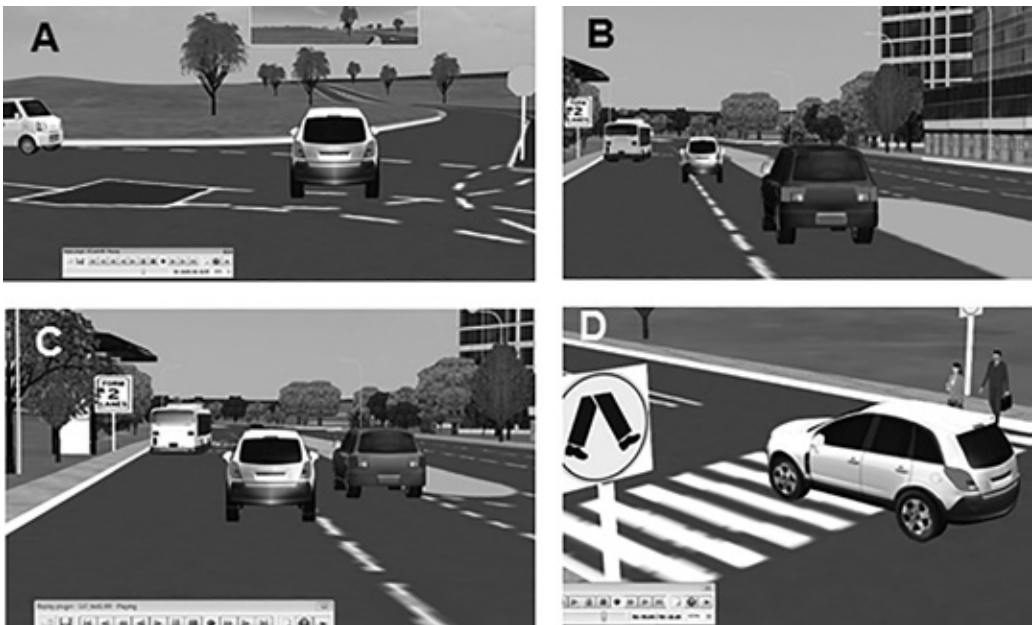
The virtual driving assessment was developed by creating a virtual environment modelled on the Curtin-Woden area of Canberra where the standardised on-road driving assessment is set. Five scenarios were developed based on areas of the on-road driving route that contained challenging intersections or were identified as most discriminative of at-risk drivers. Four of the five scenarios were accompanied by audio directions ('driver instructed'), and the final scenario required self-navigation using road signs to reach a hospital. The scenarios were piloted on a small number of older adults, and a scoring protocol developed to match the criteria and scoring methods used in the standard on-road driving test.

A sample of 44 older adults who were already enrolled in a larger driving study volunteered to take part in the simulator study. All participants were screened as having low susceptibility to motion sickness, as simulator exposure can induce discomfort akin to motion sickness. Nevertheless, 5 of these participants withdrew after commencement, due to discomfort. The remaining 39 participants completed the virtual driving assessment.

Analysis of the data indicated that performance on the simulator significantly predicted performance on the standard on-road assessment. The virtual assessment had a sensitivity of 67% and specificity of 79% in predicting failure on the on-road assessment. Performance on the on-road test was also highly correlated with other measures linked to driving ability and older driver screening tests including: the Multi-D, the Useful Field of View test (UFOV), the DriveScore test, the OT-Dora Test, Trail Making Test, as well as participant age and weekly driving exposure. Correlation with cognitive assessments indicated that the virtual assessment relied particularly on participants' spatial skills and learning.



Set-up of the desktop simulator.
Logitech driving force steering wheel and pedals.
Screens arranged to subtend 90° field of view.



Screen captured examples of errors during virtual assessment (participant = white hatchback).
A. Gap selection error at a non-traffic light controlled intersection in scenario 3 (NTLCIS);
B and C. Gap selection errors during lane change in Scenario 1.
D. Failure to brake at a pedestrian crossing.

5. Learn to Drive with MARSS

(Migrant and Refugee Settlement Services of the ACT Inc.)

Funding of \$60,341 for the MARSS Learn to Drive Program which provides discounted practical driving lessons to migrants and refugees on no or low (less than \$18,000 a year) income. The Program has removed the financial barrier to clients from CALD backgrounds accessing driving lessons. This was done by MARSS subsidising the cost of the Accredited Driving Instructors (ADIs) providing lessons to help clients obtain their driving license in the ACT using the log book method. Clients are charged \$30 per lesson. Clients learn in a dual pedal automatic vehicle. There were 115 clients from Culturally and Linguistically Diverse (CALD) backgrounds who had paid lessons and were scheduled to take driving lessons between May 2013 and June 2014. There were a total of 1087 lessons taken by clients between May 2013 and June 2014.

There was an average of 17 lessons per client among the clients who obtained their driving license through the Program. Of the clients who took lessons, 62 per cent were female and 38 per cent were male. The top 5 countries that clients were from were Sudan, Sri Lanka, Afghanistan, Sierra Leone and Iran. The program has been successful. MARSS is receiving referrals from other community services for clients to receive driving lessons as there is strong demand in the migrant and refugee community for subsidised lessons. Clients have consistently commented that without the MARSS Learn to Drive program it would be much too difficult and expensive for them to get their licence. See also 11 above.

Clients were asked how well do you feel this program has prepared you to drive in Canberra?

All of the clients said they felt okay to very good when asked how well did they feel the program had prepared them to drive in Canberra.

Some other comments:

One client said that the MARSS Learn to Drive program had helped her become a safer driver. She said her instructor described and explained very well the road system. "She made me a good driver," the client said. The client came to Australia with a full license from her country, so she was aware of the road signs. However, sometimes in her home country she would go faster because, even though there were speed limits, there were no traffic lights. But in Australia there are speed limits so she now pays attention to the speed limit and also when she merges into lanes and overtakes.

Another client said she pays more attention to road signs and notices them more, since completing the MARSS Learn to Drive program.

One client said that since completing MARSS' Learn to Drive, he was paying more attention to road signs and other motorists, and was therefore more conscious of the importance of road safety. He is more confident on the road because of this.

6. 40K for Kids - Stage 2

(Queanbeyan Road Safety Group)

The 40K for Kids road safety project specifically targets speed around schools. A grant of \$5,500 was awarded for Stage 2. An evaluation report is to be submitted to complete the project. This has been delayed due to change in office holders.

7. Two-Year Road Safety Seminar/Forum Partnership - Trust and the ACRS ACT and Region Chapter *(ACT and Region Chapter, Australasian College of Road Safety)*

A two-year road safety partnership between the Trust and the ACRS ACT and Region Chapter for the delivery of a mixture of seminars and lunch time forums by the Chapter on high priority issues relevant to the ACT funded by a grant of \$12,000. See details at 2.4 above. The project is now completed.

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 was made for additional analysis of the data in consultation with key stakeholders in the ACT. A summary of findings from the initial report and their policy implications was sent to the ACT Vulnerable Road Users Inquiry. The project is now completed. The final report has been submitted and will be published on the Trust's website (reports section).

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. Courses were held in November 2014 and March 2015. See also 2 above for continuation of funding now that earlier grant has been expended.



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. The overall aim of the study was to gain an in-depth understanding of the behaviour of cyclists as they ride in various traffic environments in the ACT. Three specific objectives were to:

- understand how adult ACT cyclists used on-road and off-road paths, interact with other road users;
- identify the key risk factors for ACT cyclists and compare these to risks identified for Melbourne cyclists;
- make recommendations to improve cyclist safety that address how crashes and near-crashes involving cyclists and drivers can be avoided.

Data collection was conducted from September 2011 to April 2012, during the daylight savings period. The initial start date for the study was September 2010, however, this was delayed as the GPS plug-in module for the compact video camera was delayed by the importers and was not available until 2011.

The study had three components: 1) video recordings of cyclists' commuter trips using helmet mounted cameras; 2) in-depth, semi-structured exit interviews of participants' experiences and attitudes, and; 3) an online survey.

In total, 36 participants completed the study. The participants were experienced cyclists, the average number of years participant had been cycling was 26.6 years (range: 5-51 years). Every participant rode three or more times per week.

Cyclists' home and work locations were spread across the ACT and across the border into New South Wales (Queanbeyan, Jerrabomberra). The density of the GPS points clearly identified the major routes for participants. As would be expected, there was considerable cyclist traffic linking the north and south areas of the ACT via Northbourne Avenue with major routes from the north west approach being Ginninderra Drive and Belconnen Way/Barry Drive; Adelaide Avenue from the south west and Canberra Avenue from the south east. These routes are representative of the routes that link people to major employment areas in Civic, Belconnen, Parkes and Woden.

In total, 91 events were identified: 0 collisions, 1 near-collision and 90 incidents. Prior to each identified event, the majority of cyclists (97.8%) were riding in a safe and legal manner. All cyclists maintained control of their bicycle before, during and post-interactions.

The study investigated the behaviour of cyclists and their interactions with other road users and the cycling environment in the ACT. Findings showed that in the main, cyclists have positive experiences cycling in the ACT. The territory has extensive on-road and off-road facilities and in the main, drivers were considered courteous and afforded cyclists adequate space on the road. However, the safety of vulnerable road users is a major road safety and community concern, particularly given the increase in the popularity of cycling.

Insights from this study offer two major contributions. First, the findings identified areas that need to be addressed to improve safety for cyclists. Second, there are many benefits to cycling in the ACT and these advantages may offer insights into how cyclist safety can be improved in other jurisdictions.

A key finding from this study is the travel speed of cyclists and how this directly impacts how cyclists and drivers safely interact on the road. The findings from this study provide the ACT with a unique profile of their commuter cyclists and could contribute to the further enhancement of a safer cycling environment in the ACT. Reference to the study was made in the Trust's submission to the ACT Inquiry into Vulnerable Road Users. The project is now completed and the report is available from the Trust's website (reports section).

11. 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 - A PhD researcher was recruited to complete the project which aimed to undertake an economic evaluation of a strategic multidisciplinary treatment programme (the Accident Care Evaluation Trial – ACE) to deliver improved health outcomes for people injured in motor vehicle accidents in the ACT.

The Trust approved a request to transfer the remaining project funds to UQ due to the closure of the Centre at ANU where the project was administered originally. A public lecture was held on 25 February 2015 at ANU by the PhD candidate prior to the submission of her thesis. Copies of the lecture were sent to IAG representatives for information.



PhD candidate Ms Ghada Gleeson speaking at her presentation on the ACE project.

12. ARC Linkage project

The Trust agreed to support the ARC Linkage project administered by the ANU entitled *Attention and hazard perception while driving: How experts see the scene* over three years with a grant of \$82,759. The project will investigate the mechanisms of visual attention underlying hazard detection and distraction when driving, providing the cohesive theoretical framework currently lacking in the literature. Then using innovation in Head Mounted Displays, it will evaluate hazard perception and distraction in ambulance officers - one of the safest, yet demanding driving roles in the world, and from this the researchers will determine the potential to develop new hazard perception training regimes for young drivers so as to create safer Australian roads. The project involves the ACT Ambulance Service, Ambulance Victoria, and UWA, the ANU and the Trust as partner organisations. The project commenced on 30th June, 2014 and is due to complete on 30th June, 2017.

13. The John Kirby Memorial Road Safety Award

In 1999 the Trust agreed to provide an annual award of \$1,000 for the 'Best Paper by a New Researcher' to be presented at the annual Australasian Road Safety Research, Policing and Education Conference. The award was renamed the John Kirby Memorial Road Safety Award in 2002 in memory of the late John Kirby who was Trust Chairman between 1996 and 2001. The Trust Chair, Professor Don Aitkin, presented the John Kirby award on November 14, 2014 at the Australasian Road Safety Research, Policing and Education Conference in Melbourne. The award was won by Cassandra Gauld, CARRS-Q for her paper *Effect of mobile phone use and aggression on speed selection by young drivers: A driving simulator study*.

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);
- Dr Lisa Keay, Sydney *Direct observations of child restraint use to evaluate a pre-school based education and restraint distribution program* (2011);
- Stephen Cantwell, University of Waikato, *Pushing New Zealand roads to the limit: Chosen speeds of young and inexperienced drivers across differing road conditions* (2012); and
- Ms Tariro Makwasha, ARRB *Evaluating the use of rural-urban gateway treatments in New Zealand* (2013).

4. Promotion and Liaison Activities

The objective of the Trust's Promotion and Liaison Strategy is to inform the ACT community and relevant specialist groups of the role, objectives and work of the Trust and its achievements, and of the availability of Trust funding for road safety projects.

Improving road safety requires an integrated and co-operative effort between the public and private sectors and the community, including the following key groups:

- the community, especially road users;
- the motoring industry;
- all levels of Government;
- road safety authorities and regulators;
- police and the legal system;
- education authorities;
- business organisations; and
- health services and non-profit community groups.

While the Trust's main avenue for improving road safety is through its project grants, it also contributes to this goal by disseminating information about the results of the projects and by encouraging co-operation amongst the above groups.

Advertising

The Trust advertised during the year for applications to be considered for funding for the 2015/2016 Grant Program. Print advertisements appeared in the Canberra Times on Saturday 31 January and Saturday 14 February 2015. ACRS included the call for grants in its weekly news alert and it was circulated electronically via a group email to community organisations.

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.

Media Coverage

Given the decision to wind down the Trust, there was a conscious decision by the Trust to maintain a low public profile. As a consequence the Trust released only two media statements on the following matters during the year:

- NRMA-ACT Road Safety Trust to be wound down (4 December 2014)
- Final call for Applications for Trust grants for road safety (27 January 2015).

The Chairman was interviewed about both these releases as well as other road safety matters by local radio and television and print media.

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 relationships with NRMA Insurance, NRMA Motoring & Services, the ACT Justice and Community Safety Directorate, the ACT Department of Territory and Municipal Services (TAMS), the Australian Federal Police (ACT Policing), 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.

5. Secretariat, Support Services and Financial Arrangements

5.1 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.

5.2 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 been the 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 generous with their time and this has been much appreciated.

5.3 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.

5.4 Banking Services

The Trust has used the National Australia Bank (NAB) Limited for its banking needs since it was established in 1992.

6. Financial Statements and Audit Report

Contents	Page No
Statement of Comprehensive Income	30
Statement of Financial Position.....	31
Notes to the Financial Statements.....	32
Trustees' Declaration.....	35
Auditors' Report.....	36

Statement of Comprehensive Income for the year ended 30 June 2015

	2015 \$	2014 \$
INCOME		
Registration Levies	1,119,648	1,109,795
Grant Contributions	35,133	-
OTHER INCOME		
Interest Received	88,229	91,182
Copyright Income	-	-
Donation	-	2,500
GROSS PROFIT/(LOSS)	1,243,010	1,203,477
EXPENSES		
Accountancy Fees	16,000	16,000
Advertising	3,049	3,903
ARC Linkage Funding	180	82,579
Auditing Fees	6,000	6,000
Bank Charges	142	117
Churchill Fellowship	25,000	-
Conference Costs	-	1,378
Grant Project Funding	897,668	257,714
Insurance	1,565	1,582
Internet Fees	164	230
PHD Scholarships	64,173	5,000
Personnel Expenses	161,143	160,828
Postage	412	561
Policy Position Papers	300	552
Printing & Stationery	2,841	3,062
Professional Services	-	48,655
Project Application Review	20,795	30,630
Road Safety Activity	9,085	28,928
Subscriptions	484	484
Sundry Expense	1,949	1,826
Travelling Expenses	4,569	1,121
Web Maintenance	18,435	17,069
	1,233,954	668,219
NET PROFIT/(LOSS)	9,056	535,258
Net Profit	9,056	535,258
Accumulated losses at the beginning of the financial year	(7,730,593)	(8,265,851)
Total available for distribution (loss)	(7,721,537)	(7,730,593)

The accompanying notes form part of these financial statements.

Statement of Financial Position as at 30 June 2015

	Note	2015 \$	2014 \$
ASSETS			
CURRENT ASSETS			
Cash and cash equivalents		714,415	553,057
Trade and other receivables	2	78,596	53,068
Financial assets	3	2,589,508	2,503,175
TOTAL CURRENT ASSETS		3,382,519	3,109,300
NON-CURRENT ASSETS			
Financial assets		-	-
TOTAL NON-CURRENT ASSETS		-	-
TOTAL ASSETS		3,382,519	3,109,300
LIABILITIES			
CURRENT LIABILITIES			
Trade Creditors	4	693,884	428,449
Accrued Charges		11,000	12,518
GST Payable		14,295	14,049
TOTAL CURRENT LIABILITIES		719,179	455,016
TOTAL LIABILITIES		719,179	455,016
NET ASSETS		2,663,340	2,654,284
EQUITY			
Settlement Sum		10,384,877	10,384,877
Accumulated losses		(7,721,537)	(7,730,593)
TOTAL EQUITY		2,663,340	2,654,284

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 the NRMA – ACT 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.

On 4 December 2014 the ACT Government announced that the Trust would cease operations from 1 July 2016. As a result of this decision the Trust will no longer receive Road Safety Contribution funding from the ACT Government or from NRMA Insurance Ltd (IAG) from 1 July 2015. The NRMA – ACT Road Safety Trust Act 1992 was subsequently repealed effective 19 August 2015.

While the Trust will cease operation by 30 June 2016, it has approved a final grant program for 2015-2016, conditional upon projects being completed by 1 July 2016.

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 2015

	2015 \$	2014 \$
2 Trade and Other Receivables		
Current		
GST Refund	14,335	13,526
GST Payable on Grant Funding	<u>64,261</u>	<u>39,542</u>
	<u>78,596</u>	<u>53,068</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	2,582,401	2,471,529
Accrued Interest - Term Deposit	<u>7,107</u>	<u>31,646</u>
	<u>2,589,508</u>	<u>2,503,175</u>
4 Trade and other payables		
Grant Liabilities	679,113	413,678
Creditors	<u>14,771</u>	<u>14,771</u>
	<u>693,884</u>	<u>428,449</u>
Accrued Expenses	<u>11,000</u>	<u>12,518</u>
	<u>704,884</u>	<u>440,967</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 2015 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: Karl Alderson
Karl Alderson

Trustee: Ian Edgell
Ian Edgell

Dated: 2.11.2015

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



Synergy Group Australia Pty
Limited
ABN: 65 119 369 827

Suite 1, Boeing Building, 55 Blackall
Street BARTON ACT 2600
PO Box 4789, Kingston ACT 2604

Telephone: 02 6260 7477
Facsimile: 02 6260 7499
Email: admin@synergysgroup.net.au
www.synergysgroup.net.au

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 2015, 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 (repealed)* 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 2015, 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 (repealed)*.

Emphasis of Matter

We draw attention to Note 1 in the financial report, which indicates the Trust will cease operation by 30 June 2016. Our opinion is not modified in respect of this matter.

Nigel Fredericks

Chartered Accountant
Canberra, ACT

Date: 06 November 2015

7. Appendix

Objectives, Membership and Functions of the Trust

7.1 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 \$1,109,795 was raised during 2013/2014 from the two contributors.

7.2 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.

7.3 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. Ms Mary Maini was replaced as NRMA appointee to the Trust in November 2014 by Mr Ian Edgell when she left NRMA insurance to take up a new position.



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



Dr Karl Alderson

ACT Government Appointee
6.3.13 and ongoing



Mr Ian Edgell

NRMA Insurance Appointee
4.11.14 and ongoing

Secretariat Contact Details

Postal Address: GPO Box 2890
CANBERRA ACT 2601

Business Address: Level 2,
12 Moore Street,
CIVIC ACT 2601

Secretariat: Ms Linda Cooke
Secretary/Manager

Tel: (02) 6207 7151

Fax: (02) 6205 0937

Email: linda.cooke@act.gov.au

