



**NRMA - ACT
ROAD
SAFETY
TRUST**



ANNUAL REPORT 2015/2016



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NRMA - ACT ROAD SAFETY TRUST

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Mr Shane Rattenbury MLA
Minister for Justice and Consumer Affairs
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 2015 to 30 June 2016.

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

Yours sincerely

Professor Don Aitkin AO
Chairman

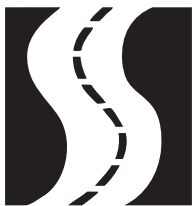
Mr Ian Edgell
Trustee

Dr Angus McIntosh OAM
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Ms Kerry Fitzgerald
Trustee

Dr Karl Alderson
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10 November 2016



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General Manager, CTP Portfolio
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Level 28
388 George Street
SYDNEY NSW 2000

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1. Chairman's Report



It is with sadness that I deliver the final Chairman's Report. The cessation of the Trust's activities on 30 June 2016 was the end of almost a quarter of a century of a road safety partnership that has no parallel in our country.

During the debate in the House of Assembly on the repeal of the legislation, which established the Trust, the Minister for Road Safety Mr Shane Rattenbury MLA placed on record the ACT Government's acknowledgement of the valuable and important contribution the

Trust has made to road safety in the ACT. The Minister also put on record the Government's appreciation of the dedicated service of all who had served as Trustees over the twenty four year life of the Trust. Over its lifespan the Trust committed close to \$21 million to some 450 projects and initiatives, which all made a valuable contribution to reducing road trauma on the region's roads.

At its closure the Trust had some \$2 million in uncommitted funds and the Trust will be having its final meeting within the next few months to allocate these monies to initiatives that will benefit the ACT's road using community. In accordance with legislative provisions establishing the Trust, the two Appointors (the ACT Government and NRMA Insurance) are required to endorse the disbursement strategy.

I would like to take this opportunity to pay tribute to Mr Paul Tys who retired as Chief Executive Officer of the Winston Churchill Memorial Trust in July this year. During his sixteen years at the helm, the two Trusts developed a strong and enduring partnership. That relationship produced a coterie of Road Safety Fellowships, from which the ACT and indeed, the whole of Australia, have been the beneficiaries.

As a final comment I would like to pay tribute to the commitment of my fellow Trustees over the fourteen years I was Chairman of the Trust. Their wisdom and expertise was invaluable and together we funded a range of exciting and innovative projects to enhance road safety.

Perhaps the last word in relation to the Trust should be left to Dr Soames Job, leading road safety consultant and Global Road Safety Lead with the World Bank in Washington. He conducted an independent review of the Trust in 2014 and concluded it was deservedly highly regarded in the road safety community. Furthermore, he was of the view that the value of the Trust in advocacy, education and leadership of road safety was nationally significant.

A handwritten signature in black ink, reading "Don Aitkin". The signature is written in a cursive, flowing style.

Emeritus Professor Don Aitkin AO
Chairman

2. Overview of the Year

2.1 2015/2016 Grant Program

Chairman Professor Don Aitkin announced the Trust's Final Round of Grants on 14 July 2015. It comprised thirteen projects with an allocation of almost \$700,000 covering a wide range of exciting initiatives. All approved projects were required to be completed by the end of June 2016.

Details of the individual projects approved are provided in Section 3.4 of this Report.

2.2 Cessation of the Trust

On 4 December 2014 the ACT Government announced that the Trust would cease operations as from 1 July 2016. On the same day, the Trust released a media statement, which noted the Government's decision and the contribution the Trust had made over its twenty four years of operation to the ACT's enviable best road safety record. The NRMA-ACT Road Safety Trust Act 1992 was repealed effective from 19 August 2015.

2.3 Speeding on Country Roads Campaign



Kate Lundy being interviewed by television at the launch of the program.

On 1 March 2016 Ms Kate Lundy, NRMA Director launched the *'You Don't Have to be Speeding – to be driving too fast on country roads'* campaign on Mulligan's Flat Road, Forde ACT close to the NSW/ACT border. Funded by a grant of \$105,400 from the Trust, this campaign is an extension of a previous one also funded by the Trust and undertaken by the Yass Valley Council. The primary campaign message urges motorists to drive to the conditions on country roads. The launch received extensive media coverage as did a second launch at Goulburn the following day.

2.4 PhD Postgraduate Road Safety Scholarships

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

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. The Trust agreed to a five month extension of her candidature to allow her to incorporate a rich vein of unlicensed driving data from the ACT and Queensland. Ms Clark expects to complete her research in late 2016.

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. His thesis is in final preparation.

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 study will record and analyse driving patterns of a sample (n=380) of community-based older drivers (75 years and over) in their vehicles, utilising an in-vehicle 'black box' monitoring system for one year. The study will examine older drivers' driving exposure, speed behaviour, and rapid deceleration behaviour (an indicator of near crash involvement). A global positioning system was installed in the participant's vehicles, which can capture speed and location data as well as acceleration data. Trip data are processed to detect speed events and rapid deceleration events. Ms Chevalier expects to submit her thesis in August 2016.

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 March 2009 as her initial research topic proved not to be feasible. Her new PhD topic is *Environmental factors affecting crash risk: Speed limits, road design, infrastructure and driver behaviour*. Ms Stephan graduated on 18 May 2016 at the Monash University Clayton Campus.



Ms Karen Stephan being presented with her PhD by Deputy Chancellor Mr Yehudi Blacher.

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

The Trust and the ACT and Region Chapter of the ACRS continued their long-standing partnership in staging the *ACT Road Safety Forum Moving Forward* at the National Arboretum on 23 September 2015. Opened by the ACT Minister for Road Safety Mr Shane Rattenbury MLA, the Forum attracted some 60 delegates and provided the opportunity for key stakeholders to come together to discuss the various challenges and possible solutions to road safety issues.

Speakers covered a range of topics including modal shifts that could improve road safety outcomes. In addition, presentations were delivered by Trust Chairman

Professor Don Aitkin AO, Professor Kaarin Anstey, Director, Centre of Research for Ageing, Health and Wellbeing at the ANU and Dr Reece Hinchcliff from the School of Public Health and Community Education UNSW. Dr Hinchcliff is a previous Trust funded PhD scholar and Winston Churchill Fellow. He spoke about his Fellowship research on how to improve Australian road safety policy processes by enhancing knowledge translation amongst key stakeholders.

With the assistance of Trust funding, the ACT and Region Chapter organised a forum for stakeholders in motorcycle safety at the Eastlake Football Club in Canberra on 18 February 2016. Some 30 delegates attended including the Road Safety Officers from Maitland, Port Stephens, Tumut, Yass and Queanbeyan.



Inside the Margaret Whitlam Pavilion - the venue for the Forum.
Photo courtesy of National Arboretum Canberra.

Informative presentations included those by:

- Associate Professor Kristen Pammer from the ANU who spoke about drivers sometimes not seeing motorcyclists;
- Rob Reynolds from the NSW Roads and Maritime Service (RMS) on the Southern RMS motorcycle program;
- Anthony Webb, RSO at Tumut Council who outlined the Safe Motorcycling Program in the Snowy Mountains; and
- Simon McAdie from Stay Upright Motorcycle Technique who explained how motorcyclists are trained.

2.6 Winston Churchill Memorial Trust Road Safety Fellowship



The Governor General His Excellency General the Honourable Sir Peter Cosgrove AK MC (Retd) presenting Nic Stuart (left) with his Churchill Fellowship. Photo by courtesy of Arthur Mostead.

The Winston Churchill Memorial Trust was given a grant of \$105,000 in April 1996 to establish a perpetual biennial Road Safety Fellowship. In May 2005, the Trust agreed to provide the necessary funding for a Road Safety Fellowship in the 'off year' providing a suitable candidate is selected by the Churchill Trust.

The 2015 NRMA-ACT Road Safety Trust Churchill Fellow is Mr Nic Stuart. He will be using his Fellowship to investigate the treatment of head injuries specifically concentrating on ways of reintegrating people into the local community. He will visit Thailand, Germany, Netherlands, the United Kingdom and the USA.

2.7 Mr Paul Tys, CEO Winston Churchill Memorial Trust



Paul Tys considering some Churchill Trust correspondence.

After guiding the Winston Churchill Memorial Trust in Australia for sixteen years, Paul Tys announced he would be retiring from the position effective from July 2016. Paul brought an energy to the position that was infectious and inspiring and the 50th Anniversary of the Churchill Trust was a fitting tribute to his commitment to the aims and ideals of the Trust.

The NRMA – ACT Road Safety Trust and the Winston Churchill Memorial Trust enjoyed a strong and unique partnership over twenty four years. That partnership was responsible

for the ACT and region being the beneficiary of the research efforts of the many Road Safety Fellowships. The Trustees wish him well for his future endeavours.

3. Grant Proposals and Approvals – 2015/2016

3.1 Proposals Received

While the Trust was due to cease operations as at 30 June 2016, Trustees agreed to have a final grant program with projects to be completed by that date.

Thirty six applications were received 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 of applications was similar to the number received in the previous four years.

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 135th Trust meeting on 28th of May 2015 finalised the Program, which was announced by the Chairman on 14 July 2015. The Program comprised grants for thirteen projects to the value of almost \$700,000. 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 2015/2016 Grant Program

a) New Community Projects

1. You Don't Have to be Speeding - to be driving too fast on country roads (Yass Valley Council)

This project is an extension of a NSW/ACT cross border education campaign first launched in 2014 in Yass, which focuses on motorist's driving behaviour, as well as their awareness of conditions on country roads. The primary campaign message addresses appropriate speed selection on country roads and urges motorists to slow down and drive to conditions. Utilising a combination of three road safety measures (education, enforcement and engineering) the campaign aims to reduce the amount and severity of road crashes on country roads. The project involves the following Councils: Yass Valley, Goulburn Mulwaree, Queanbeyan, Snowy River, Palarang, Eurobodalla, Tumut, Gundagai and Tumbarumba. A grant of \$105,400 was provided.

The campaign was launched by NRMA Director Ms Kate Lundy on Mulligan Flat Road Forde ACT on Tuesday 1 March 2016. The campaign was also launched the following day in Goulburn with both events being reported in print and on television as well as having significant coverage via social media. Project Manager Ms Melissa Weller, Road Safety Officer at Yass Valley Council was further interviewed on ABC radio on 28 March 2016.



Kate Lundy (third from the left) with local police, Mayors and Road Safety Officers at the launch of the program.

Easter 2016 was a key focus for the campaign and it tied into the various road safety campaigns by NSW police over that period. A paper on the campaign has been accepted for presentation at the Australasian Road Safety Conference in Canberra in September 2016.

2. Sustainable child car restraint support for vulnerable community groups *(Kidsafe ACT)*

The project extends Kidsafe's proven child car restraint services and road safety support to additional marginalised groups in the community, such as low income groups and young single mums. Funding of \$42,442 provided.

3. Road Safety Seminar Partnership - Trust and the ACT and Region Chapter of the ACRS

Funding of \$12,000 was provided to the ACT Chapter for the delivery of two seminars during the first half of 2016 on high-priority issues. Furthermore, the Chapter would organise a 'State of the Union' seminar for the ACT Government during September 2015.

As mentioned under Item 2.5 above, the Trust funding assisted the Chapter and the Justice and Community Safety Directorate stage a very successful road safety forum *Moving Forward Together* held at the National Arboretum on 23 September 2015.



Spectacular evening view of the Margaret Whitlam Pavilion at the National Arboretum Canberra – venue for the *Moving Forward Together* Forum. Photo courtesy of National Arboretum Canberra.



The advertising flyer for the forum.

Motorcycle safety on rural roads was the topic for a successful seminar the Chapter staged at the Eastlake Football Club in Canberra on 18 February 2016. A range of speakers delivered informative and educative presentations on issues such as (1) the NSW Motorcycle Strategy 2012-2021 and the use of under guard rail barriers to protect motorcyclists from sliding under the rail and colliding with a post (2) how inattentional blindness can cause motorists not to see motorcyclists and (3) strategies being developed by councils in the Snowy Mountains region to reduce motorcycle trauma in the area.

4. The Drive Study - risk factors for injury in young drivers *(George Institute for Global Health)*



This project involves linking survey data from 20,822 novice drivers to 12 years of follow-up data on licensing, crash, hospitalisation and death. The study will have significant power to examine risk factors for crash and serious injury, and will inform novice driver licensing policy and practice in the ACT. Grant of \$59,818 approved.

5. Risk and regret: Identifying modifiable factors that predict drink driving and texting among young adult drivers in the ACT region *(University of Canberra)*

This project will examine texting and drink driving as risky behaviours among young adults in the Canberra region. The influence of perceived risk and anticipated regret on these behaviours will be examined as these are modifiable factors and provide scope for targeted interventions to reduce the prevalence of these risky behaviours. A grant of \$48,242 provided.

6. Towards safer ACT roads, lessons from tragedy: an in-depth medico-legal examination of fatal transport crashes in the ACT *(Monash University)*

This Australia-first study will use coronial data to investigate all ACT road user deaths from 2000-2014. Using the Safe System approach, insights will identify patterns of road trauma crashes and in consultation with ACT experts, identify action to improve safety on ACT roads. Funding of \$97,424 approved.

7. Randomised Controlled Trial of interventions to enhance skills in Older Drivers

(Australian National University)

There has been only limited evaluation of interventions that purport to improve older drivers' safety. This project aims to evaluate the efficacy of a dedicated skill enhancing program through tailored driving lessons, and to examine its effect on immediate as well as long-term driving ability and safety. Grant of \$103,856.



Research Assistant Sidhant Chopra explaining aspects of the trial to the participants.

8. Crash Investigator Symposium - Future of crash reconstruction & impact on road safety

(ACT Police)

This symposium would concentrate on reviewing innovative technologies in the field of crash investigation. These innovative technologies will assist in analysing and understanding why collisions occur because it is those causal factors which ultimately have to be addressed by education and enforcement. The Trust offered a grant of \$10,000 towards the total cost. Unfortunately, ACT Policing was unable to attract additional funding sources and as a consequence the project lapsed.

9. Parental third party policing of graduated driver licensing restrictions

(Centre for Accident Research & Road Safety - Queensland)

Formal police enforcement of graduated driver licensing conditions may not be effective in ensuring compliance, and young-drivers believe enforcement by parents is stronger deterrent. This project would examine a form of third-party policing: parental limit-setting on young drivers. A grant of \$38,809.00 was provided.

10. MARSS Safe Driving Program

(Migrant and Refugee Settlement Services MARSS)

The program would offer a series of culturally appropriate driver safety information sessions, a 'Safe Driving' booklet published in several languages, and subsidized driving lessons, enabling Migrants and Refugees to access appropriate driving instruction. Grant of \$25,000.

11. RADD - Live For The Music

(RADD Australia Limited)



RADD would make a TV and Radio Community Service Announcement (CSA) featuring Canberra music duo, Peking Duk. The CSAs would reinforce the theme of how a great night out can be ruined and lives changed forever by the decision to drink and drive. Funding of \$36,334 would be provided.

The creative for the TV CSA featured the band meeting some of their loyal fans backstage after a show. It's clear that these fans had been – and still were - drinking. The band stops for a number of 'selfie' photographs with fans before the last photo morphs into a picture mounted on a roadside memorial. The implication behind this final scene is that a great night out can go horribly wrong when you drink and drive. The CSA was shown on WIN Television, Prime7 and Southern Cross Austereo Television between 17 December 2015 and 3 April 2016.

RADD produced and distributed 2 x 30-second CSAs featuring both members of the band Peking Duk for radio broadcast specifically within the ACT. The two most popular radio stations in Canberra for the under-40 market, Hit 104.7 and Mix 106.3 broadcast the CSAs between 17 December 2015 and 28 February 2016.

12. Preventing impaired driving: early identification and treatment of at-risk individuals in primary care environments

(Centre for Accident Research & Road Safety – Queensland)

To date, it is unknown whether impaired driving is routinely or adequately assessed in primary care environments where risky substance use is detected. This project will explore how assessment and treatment of impaired driving in primary care contexts may contribute to prevention of impaired driving. Funding of \$60,566.

13. How effective is the ACT Road Ready pre-licence driver education program at changing novice driver risk related attitudes and reducing the offence and crash involvement of novice drivers in the ACT?

(Centre for Accident Research & Road Safety – Queensland)



Road Ready is a mandatory pre-licence driver education program for obtaining a driver's licence in the ACT. Although process evaluations have been conducted to date the program has not been evaluated in terms

of effectiveness. This project proposes a prospective outcome (offences, crash involvement) evaluation of Road Ready. A grant of \$56,071.68 approved.

b) Projects Continuing From Previous Years

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

Kidsafe ACT is working 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) Program *(MRA ACT)*

In conjunction with StayUpright, the MRA is promoting and managing 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 \$8,000.



3. JOE Rider Motorcycle Awareness Campaign *(MRA ACT)*

Support for 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". A grant of \$10,000 provided.

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. Funding of \$51,814.36 approved.

6. 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. A grant of \$45,436 was provided for this research project.

A paper was delivered on this research at the 30th Annual Meeting of the Associated Sleep Societies in Denver Colorado and an accompanying poster was awarded the 'People's Choice' for best poster presentation.

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



A campaign related message in the lead up to the Canberra Day long weekend in March 2016.

This NSW/ACT cross border education campaign focuses on motorist's behaviour, as well as their awareness of conditions on rural roads. The primary campaign message addresses appropriate speed selection on rural roads and will urge motorists to slow down and drive to conditions. A grant of \$43,100 was made available to the Yass Valley Council for the project, which was officially launched in the main street of Yass on 5 December 2014.

The launch of the project marked the beginning of a three month radio advertising campaign that included over 600 scheduled announcements, news and talkback radio

coverage by five radio stations and one TV station evening news. The campaign also utilised social media and local community radio as further 'free' advertising. Editorial was published in the Canberra Times, Fairfax media's on-line network and the Yass Tribune.

NSW and ACT police both supported the campaign. Yass Highway Patrol increased their presence on country roads whenever possible and the campaign was timed to correspond with the NSW Police operations *Safe Arrival* over December 2014, *Safe Return* in January and *Operation Saturation* in February 2015. Speed enforcement campaigns on the Barton Highway since 2010 have seen a significant drop in the levels of speeding on that highway.

The campaign led to the completion of several road safety checks and the design of engineering treatments along certain road lengths for consideration by Yass Valley Council. Treatments included roadside clearing, signage and increases to guidepost frequency. In part, this led to Yass Council being successful in gaining National Black Spot funding for two of these sites.

One of the highlights of the project has been the level of stakeholder engagement and collaborative work between the Yass Valley Council, two police regions and eight additional councils (Queanbeyan, Palarang, Goulburn Mulwaree, Snowy River, Tumut, Gundagai and Tumbarumba).

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

This project is examining 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.

9. 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.

A grant of \$102,954.50 was provided for a pilot Program to be conducted at the Canberra Hospital in the first half of 2015. Seven schools participated involving 271 students aged between 14-16. Based on the overwhelming endorsement of the Program by students and teachers alike ACT Health has agreed to contribute \$250,000 towards the continued running of the Program in the ACT.

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

This project examines 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. A Grant of \$93,280 approved.

11. 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. Funding of \$46,704.70 agreed.

The laboratory studies provided the first objective measures of the thermoregulatory performance of the protective clothing commonly worn by Australian riders. The cognitive and psychophysical tests found significantly slowed reactions, increased perceptions of work load demand and mood disturbance associated with increasing thermal burden. Together these findings provide evidence that some types of motorcycle protective clothing may significantly compromise rider safety when worn in average Australian summer conditions.



The research team in action - Dr Liz De Rome (second from the right) with Dr Greg Peoples, School of Medicine, University of Wollongong (bike), Ms Liz Taylor, Research Assistant, Centre for Human and Applied Physiology and Professor Nigel Taylor, Centre for Human and Applied Physiology, University of Wollongong.

The on-road trial demonstrated the importance of vapour permeability even in cool weather. In addition to the differences between urban and rural riders in thermal comfort, those observed in workload and mood is also of interest. Those routes were selected in order to contrast low speed, high complexity urban riding with higher speed, but low complexity rural riding. These results suggest that the complexity of urban riding may place higher physiological demands on riders than less complex but higher speed rural roads.

The ABC's Catalyst program on Tuesday 29 March 2016 featured an extended segment on this issue. An ABC reporter who was a keen motorcyclist participated in a simulated motorcycle ride in hot conditions wearing popular protective clothing under the guidance of Project leader Dr Liz De Rome. It was a stark demonstration of the level of heat discomfort riders can experience and the potential for it to impact on rider safety.

A positive outcome from this study, and others, by Dr Liz De Rome is the fact that she and her research colleagues have just been appointed to develop the tests and protocols for the implementation of a national five star rating scheme for motorcycle protective clothing. Ratings will include thermal management as well as injury protection as two separate streams.

12. 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 behaviour they adopt when transporting children. A grant of \$68,544.50 provided.

13. Perceived risk of driving in NSW

(ARRB Group Ltd)

This project investigated how ACT drivers and riders perceived the risk of driving and the precautions they were 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. A grant of \$34,133 was provided for this purpose.

Some of the key findings in the ARRB Group's final report were:

- Almost two thirds of respondents felt there was a difference in travelling on NSW roads compared to ACT roads. These differences included speed limits (110 km/h roads); different road surfaces and higher traffic volumes on urban roads.
- A majority of respondents were aware of changes in their driving or riding when tired. Over a third reported drifting or nearly drifting off-lane or road in NSW.
- Main sources of distraction reported by males included talking to passengers; adjusting the car radio or using maps/GPS system. For female respondents, eating while driving was the leading factor.
- Some 45% of respondents felt just as safe on NSW country roads as on ACT roads, while 36% felt less safe and 5% much less safe.

The report suggests that improved safety for ACT drivers and riders in NSW could be achieved by focusing on a range of measures that include the following:

- Education/information resources on speed selection on different road types;
- Increased speed enforcement;
- Use of variable message signs for a range of messages e.g. speed, rest areas etc;
- Education/ information resources on safe overtaking behaviour;
- Education/advertising regarding distraction activities such as eating and drinking while driving; and
- Drug driving enforcement to be as widespread as alcohol enforcement.

14. 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. Funding of \$53,000 approved.

15. 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 UNSW 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.

In summary, the evaluation provided some evidence that *Safe Cycle* increased participation in cycling, confidence in performing cycling skills and knowledge relevant to cycling safety – including road rules. While the program appeared to address overconfidence effectively, there was a slight suggestion that students who participated may ride in a more risky manner.

The program was well received by students and teachers alike and the results suggest strategies for optimising the beneficial effects of the *Safe Cycle* program.



One of the school campaign banners advising motorists to slow down in school zones.

16. 40K for Kids - Stage 2 (Queanbeyan Road Safety Group)

The 40K for Kids road safety project specifically targeted speed around schools and a grant of \$5,500 was awarded for Stage 2. The project was very successful with speed infringements in school zones showing a significant decrease in the period covered by the project. It's objectives of the gaining media attention and educating the parents of students and the wider community about reducing their speed in school zones were achieved.

17. 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.

In relation to the four areas of further investigation, the following summarises the background and results.

1: Bicycle crashes in different riding environments

There is evidence that better cycling infrastructure increases participation, but whether it reduces the number of injured cyclists, is less clear. The new study examined the injury outcomes of the participants in the initial study who had crashed in transport-related areas (n=202 or 64.5%).

Findings: Percentages for crashes were: in-traffic (39.1%); cycle lanes (7.9%); on shared paths (36.1%) and on footpaths (16.8%). Over half (52%) were injured in single vehicle bicycle crashes with the remainder involving vehicles (20.8%) and other bicycles (18.8%).

Conclusion: Fewer cyclists were injured in on-road cycle lanes than other cycling environments, while a higher proportion of injuries were incurred on shared paths. The study highlighted an urgent need to determine appropriate criteria and management strategies for paths classified as suitable for shared or segregated usage.

2: Circumstances of on-road single-vehicle cyclist crashes

Little is known about the risk factors in relation to the large number of single-vehicle bicycle crashes. The lack of research is mainly due to the under-reporting of these crashes and the lack of such data in hospital records. The new study investigated the risk factors associated with 105 cyclists involved in this type of crash.

Findings: Just under 90% of riders were regular cyclists riding an average of over 30km a week. Almost three quarters reported losing control of the bike and about a quarter reported surface characteristics as contributing factors to the crash. Behavioural factors such as distraction (21%) and speeding (16.2%) plus bike failure (19.6%) also contributed to the crash.

Conclusion: The findings point to the importance of maintenance of roads frequently used by cyclists. Furthermore, there is a need for more research into the role of riding and bicycle handling skills training, as well as cyclists' education in preventing on-road single-vehicle crashes.

3: Bicycle crash injuries and the clothing worn by cyclists

Although a majority of cyclists' hospital presentations involved relatively minor soft tissue injuries, little attention has been paid to the potential for clothing to reduce these types of injuries. This study investigated the role of clothing in reducing the risk of such injuries in cyclist crashes.

Findings: Almost 90% were wearing helmets and 93% wore full cover footwear. Fewer wore long sleeve tops (43%), long pants (33%), full cover gloves (14%) or conspicuity aids (34%). The primary cause of injury for the majority of participants (76%) was impact with the ground. Wearing short pants and short sleeves and open type footwear significantly increased the risk of injury to arms, legs and feet. Furthermore, the lack of full cover gloves also significantly increased the risk of hand injury.

Conclusion: Clothing which fully covers a cyclist's body, substantially reduced the risk of injuries in a crash. In addition, coverage of skin was more important than fabric type. Further work is necessary to determine if targeted campaigns can improve cyclists' clothing choices and whether impact protectors can further reduce injury risk.

4: Factors associated with injuries from off-road cycling sport and recreation

Despite increasing popularity of off-road cycling, characteristics of injured off-road riders are rarely reported. This study examined the crash characteristics and injury outcomes for cyclists who crashed in different off-road cycling environments.

Findings: A very high proportion of bushland cyclists wore a helmet (95%). Those sustaining injuries were more likely than urban cyclists to sustain thoracic injuries. No other significant injuries were observed in the type of injury severity, hospital admission, days in treatment or off-work required, between bushland and urban cyclists.

Most cyclists were injured in falls (92%) and hitting the ground (80%) due to issues such as:

- avoiding an obstacle on the path (18%);
- jumping (17%); and
- riding too fast (13%).

The most common injuries were abrasions (70%), but 16% sustained serious internal organ injuries, 36% sustained fractures and 22% had facial injuries.

Conclusion: While most injuries sustained off-road were relatively minor, nonetheless there was a sizable proportion of seriously injured cyclists. The results provide strong evidence of the injury risks associated with off-road cycling. Further work is required to establish the prevalence of off-road injuries and the associated risk factors in a population-based study to understand how best to manage the risks associated with off-road riding.

18. 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.

Using innovation in Head Mounted Displays, the project will evaluate hazard perception and distraction in ambulance officers - one of the safest, yet demanding driving roles in the world. 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.

19. The John Kirby Memorial Road Safety Award



Emeritus Professor Mary Sheehan (left) with the winner of the John Kirby Memorial Road Safety Award Ms Dale Harris, Abley Transportation Consultants NZ.

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's road safety consultant Emeritus Professor Mary Sheehan AO presented the John Kirby award on the 16th of October 2015 at the Australasian Road Safety Research,

Policing and Education Conference at the Gold Coast. The award was won by Ms Dale Harris from Abley Transportation Consultants, New Zealand for her paper *A road safety risk prediction methodology for low volume rural roads*.

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);
- Ms Tariro Makwasha, ARRB *Evaluating the use of rural-urban gateway treatments in New Zealand* (2013); and
- Ms Cassandra Gauld, CARRS-Q *Effect of mobile phone use and aggression on speed selection by young drivers: A driving simulator study* (2014).

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.

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 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. 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 one media statement during the year, which was the announcement on 14 July 2015 of the final Grant Program for 2015-2016.

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. As a result of her sudden illness the Trust engaged former Secretary/Manager Eddie Wheeler to undertake the role during Linda's absence. The Trustees wish Linda a speedy recovery.

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, 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.

The annual audit of the Trust's accounts is undertaken by Synergy Group Australia and the Trust acknowledges the professionalism and skill of Nigel Fredericks and his team in this regard.

5.4 Banking Services

The Trust has used the National Australia Bank (NAB) Limited for its banking needs since it was established in 1992. The Trust appreciates the service and support provided by Ms Sandra Anderson and her team throughout the year.

5.5 Legal Advice

The Trust has retained the services of King & Wood Mallesons (formerly Mallesons) since 1992 and it is indebted to the firm for its wise counsel particularly that from Mr Paul Crawford and his team in relation to the cessation of the Trust.

6. Financial Statements and Audit Report

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Statement of Comprehensive Income for the year ended 30 June 2016

	2016 \$	2015 \$
INCOME		
Registration Levies	101,600	1,119,648
Grant Contributions	-	35,133
OTHER INCOME		
Interest Received	69,775	88,229
Expense Reimbursements	1,079	-
GROSS PROFIT/(LOSS)	172,454	1,243,010
EXPENSES		
Accountancy Fees	16,000	16,000
Advertising	-	3,049
ARC Linkage Funding	-	180
Auditing Fees	6,000	6,000
Bank Charges	154	142
Churchill Fellowship	111	25,000
Grant Project Funding	622,800	897,668
Insurance	1,506	1,565
Internet Fees	-	164
Legal Costs	1,310	-
PHD Scholarships	14,584	64,173
Personnel Expenses	111,242	161,143
Postage	-	412
Policy Position Papers	-	300
Printing & Stationery	2,774	2,841
Project Application Review	14,386	20,795
Road Safety Activity	2,818	9,085
Subscriptions	-	484
Sundry Expense	927	1,949
Travelling Expenses	-	4,569
Web Maintenance	18,987	18,435
	813,599	1,233,954
NET PROFIT/(LOSS)	(641,145)	9,056
Net Profit	(641,145)	9,056
Accumulated losses at the beginning of the financial year	(7,721,537)	(7,730,593)
Total available for distribution (loss)	(8,362,682)	(7,721,537)

The accompanying notes form part of these financial statements.

Statement of Financial Position as at 30 June 2016

	Note	2016 \$	2015 \$
ASSETS			
CURRENT ASSETS			
Cash and cash equivalents		409,412	714,415
Trade and other receivables	2	67,223	78,596
Financial assets	3	2,036,760	2,589,508
TOTAL CURRENT ASSETS		2,512,395	3,382,519
NON-CURRENT ASSETS			
Financial assets		-	-
TOTAL NON-CURRENT ASSETS		-	-
TOTAL ASSETS		2,512,395	3,382,519
LIABILITIES			
CURRENT LIABILITIES			
Trade Creditors	4	479,200	693,884
Accrued Charges		11,000	11,000
GST Payable		-	14,295
TOTAL CURRENT LIABILITIES		490,200	719,179
TOTAL LIABILITIES		490,200	719,179
NET ASSETS		2,022,195	2,663,340
EQUITY			
Settlement Sum		10,384,877	10,384,877
Accumulated losses		(8,362,682)	(7,721,537)
TOTAL EQUITY		2,022,195	2,663,340

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 2016

	2016 \$	2015 \$
2 Trade and Other Receivables		
Current		
GST Refund	23,023	14,335
GST Payable on Grant Funding	44,200	64,261
	<u>67,223</u>	<u>78,596</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	2,028,516	2,582,401
Accrued Interest - Term Deposit	7,244	7,107
	<u>2,035,760</u>	<u>2,589,508</u>
4 Trade and other payables		
Grant Liabilities	473,490	679,113
Creditors	5,710	14,771
	<u>479,200</u>	<u>693,884</u>
Accrued Expenses	11,000	11,000
	<u>490,200</u>	<u>704,884</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 2016 and its performance for the year ended on that date in accordance with Australian Accounting Standards and other mandatory professional reporting requirements;
and
- 2 In the Trustees' opinion there are reasonable grounds to believe that the trust will be able to pay its debts as and when they become due and payable.

This declaration is made in accordance with a resolution of the Trustees.

Trustee: 
Don Aitkin

Trustee: 
Angus McIntosh

Trustee: 
Kerry Fitzgerald

Trustee: 
Karl Alderson

Trustee: 
Ian Edgell

Dated: 4.11.16

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



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 2016, the statement of comprehensive income for the financial 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 in accordance with the financial reporting framework determined by the Trustees as set out in note 1 of the financial report, 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.




SYNERGY GROUP AUDIT PTY LTD

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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 applicable independence requirements of Australian professional ethical pronouncements as issued by the Accounting Professional and Ethical Standards Board.

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 2016, and of its financial performance for the financial year then ended in accordance with the financial reporting framework determined by the Trustees as set out in note 1 of the financial report.

Yours sincerely



Eric Hummer
Audit Director

4 November 2016

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. The Road Safety Contribution Determination was revoked by the ACT Government as from 30 June 2015 with NRMA Insurance also ceasing its contribution to the Trust from that date.

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
6.3.14 and ongoing



Mr Ian Edgell

NRMA Insurance Appointee
4.11.14 and ongoing

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