



NRMA - ACT  
ROAD  
SAFETY  
TRUST

The background is a nighttime photograph of a city skyline reflected in a body of water. A prominent tower with red and blue lights sits atop a hill in the distance. The lights from the city and the tower are reflected in the calm water in the foreground.

# ANNUAL REPORT 2016/2017



ISSN 1320-8799

**Publication management** Stripe Design  
**Cover photograph** Mark Reardon



**NRMA - ACT  
ROAD SAFETY TRUST**

**FINAL  
ANNUAL REPORT  
2016/2017**



## NRMA - ACT ROAD SAFETY TRUST

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Mr Shane Rattenbury MLA  
Minister for Justice, Consumer Affairs and Road Safety  
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 final annual report and financial statements for the NRMA-ACT Road Safety Trust for the period 1 July 2016 to 30 June 2017.

As you are aware, the Trust has now distributed its residuum and has ceased its operations.

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

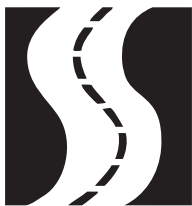
Mr Ian Edgell  
Trustee

Dr Angus McIntosh OAM  
Trustee

Ms Kerry Fitzgerald  
Trustee

Dr Karl Alderson  
Trustee

30 June 2017



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General Manager, CTP Portfolio  
Insurance Australia Group  
Level 15, 388 George Street  
SYDNEY NSW 2000

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Yours sincerely

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Chairman

Dr Angus McIntosh OAM  
Trustee

Ms Kerry Fitzgerald  
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Dr Karl Alderson  
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30 June 2017

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## 1. Chairman's report



In my report last year, I advised that following the ACT Government's decision to close the Trust, it would be necessary for Trustees to obtain the endorsement of NRMA Insurance and the ACT Government for the Trust's distribution strategy in relation to final uncommitted monies.

That endorsement was obtained in May this year and as a result, some \$1.93 million in residual funds has been allocated to road-safety related organisations – mostly ACT and region based. As I announced in my final media statement, the ANU's Centre for Research on Ageing, Health and Wellbeing and the University of Canberra each received funding gifts worth \$432,838.

The Winston Churchill Memorial Trust received a funding gift of \$250,000 for an additional Road Safety Fellowship while organisations such as Kidsafe ACT, the Council on the Ageing and the National Brain Injury Foundation received significant funding gifts. Details of all recipients are detailed within the body of this final report.

The NRMA – ACT Road Safety Trust was established as a statutory public charitable trust in 1992 with its principle objective being *to enhance road safety for the benefit of the ACT road-using community*. Over its twenty-five years of operation, the Trust committed \$21 million to some 450 projects and initiatives, which made a valuable contribution to reducing road trauma on the region's road,

These funding gifts will ensure the ACT road-using community continues to be the beneficiary of the nation's best minds in the field of road safety long after the Trust has closed.

The Trust was highly regarded in the broader road safety community, which saw it as an exemplar of the way to support road safety initiatives in our nation. Its independence of government, its focus on long-term additions to knowledge of road crashes, morbidity and healing, and its preparedness to train a new cohort of road safety researchers gave it a special status within Australia.

Current and former Trustees can be justly proud of their contribution to ensuring the Trust was an acknowledged high achiever in the context of its principle objective – *the enhancement of road safety*.

A handwritten signature in dark ink, appearing to read 'Don Aitkin', written in a cursive style.

Emeritus Professor Don Aitkin AO  
Chairman

30 June 2017

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## 2. Overview of the Year

### 2.1 PhD Postgraduate Road Safety Scholarships

Three PhD scholarships in road safety funded by the Trust continued throughout the past year.

Ms Belinda Clark, Monash University commenced her study in December 2012 to explore the risk factors and consequences associated with unlicensed driving. 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 submit her thesis in August 2017.

Mr Ian Faulks, Centre for Accident Research & Road Safety at the 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 recorded and analysed 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 full sample was monitored for one week and 190 for up to a year.



A happy Anna Chevalier after her graduation.

Her study examined 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 captured speed and location data as well as acceleration data. Ms Chevalier graduated on 21 April 2017.

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

Funding by the Trust assisted the Chapter manage a Drug Driving Forum for the ACT Government on 13 July 2016. ACT Road Safety Minister, Shane Rattenbury MLA chaired the Forum, which was attended by some 50 stakeholders. The Forum discussed the latest research in drug driving reduction and its relevance for adoption in the ACT.

On 21 February 2017 forty five delegates attended a workshop at the Sutton Road Training Centre, Majura on reducing the risk associated with the interaction of Cyclists and Pedestrians with Buses and Heavy Vehicles.

The Chapter played a key role in assisting with staging the 2016 Australasian Road Safety Conference held in Canberra between 6-9 September 2016. Some 600 delegates attended the Conference, which was universally acclaimed as being highly successful.

## 2.3 Winston Churchill Memorial Trust Road Safety Fellowship



Rod Hannifey with the NSW Governor His Excellency General The Honourable David Hurley AC DSC at NSW Parliament 10 March 2017. Photo courtesy Rob Tuckwell Photography.

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.

There was no ACT applicant for the 2016 NRMA-ACT Road Safety Trust Churchill Fellowship. Consequently the Churchill Trust awarded the Fellowship to Mr Rod Hannifey from Dubbo NSW. He will use his Fellowship to study how to improve heavy vehicle road safety in Australia by researching best practice in the USA, Canada and the UK.

## 2.4 Australasian College of Road Safety – New Custodian of Trust reports



For over ten years GKY Internet maintained the Trust's website – a task which included posting to the website the project reports related to the range of research initiatives funded by the Trust. The Trust was delighted with the offer by the National Office of the Australasian College of Road Safety to become the custodian of these reports. The reports can be accessed at <http://acrs.org.au/publications/nrmaact-trust-reports/>.

## 2.5 Distribution of Final Trust Monies

When the Trust's final grant program (the 2015/2016 Program) ceased at the end of June 2016, some \$1.9 million remained in uncommitted funds. In May 2017 the ACT Government and NRMA Insurance endorsed the Trust's disbursement strategy for this residuum. ACT organisations were the major recipients of funding gifts including the ANU's Centre for Research on Ageing, Health and Wellbeing and the University of Canberra. Each received a gift of \$432,838 for two PhD Road Safety Scholarships plus \$200,000 for road safety research relevant to the ACT.

The Winston Churchill Memorial Trust received a gift of \$250,000 for a second Road Safety Fellowship, thus allowing the Churchill Trust to offer this prestigious Fellowship annually. Other organisations to benefit from a funding gift included the Council on the Ageing, Kidsafe ACT and the National Brain Injury Foundation. Full details of the recipients are outlined later in the report.

### 3. Grant Programs - Final Reports on Projects Completed in the Year

#### 3.1 2015-2016 Grant Program

##### 1. You Don't Have to be Speeding - to be driving too fast on country roads (Yass Valley Council) - Grant of \$105,400

The primary campaign message addressed appropriate speed selection on country roads and urged motorists to slow down and drive to the prevailing conditions. Utilising a combination of three road safety measures (education, enforcement and engineering) the campaign aimed to reduce the amount and severity of road crashes on country roads. The project involved Yass Valley, Goulburn Mulwaree, Queanbeyan, Snowy River, Palarang, Eurobodalla, Tumut, Gundagai and Tumbarumba Councils and was launched by NRMA Director Ms Kate Lundy on Mulligan Flat Road Forde ACT on Tuesday 1 March 2016.



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

A key outcome of the campaign has been the promotion of working relationships between regional councils, ACT and NSW Police and a range of other stakeholders. Further afield councils such as Bathurst and Shoalhaven expressed interest in being involved in future campaigns.

The project was reported on at the 2016 Australasian Road Safety Conference in Canberra in September 2016 and was one of the 26 finalists for the 3M Diamond Award.

##### 2. Sustainable child car restraint support for vulnerable community groups

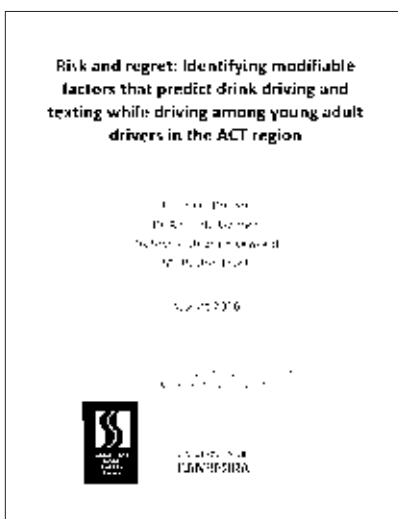
*(Kidsafe ACT) - Grant of \$42,442*

The project met its stated aim of extending 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.

##### 3. The Drive Study - risk factors for injury in young drivers (George Institute for Global Health) - Grant of \$59,818

This project involved 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. This project will contribute a significant body of new data to the current literature on young drivers - nationally and internationally.

#### 4. Risk and regret: Identifying modifiable factors that predict drink driving and texting among young adult drivers in the ACT region (University of Canberra) – Grant of \$48,242



This project examined 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 was examined as these are modifiable factors and provide scope for targeted interventions to reduce the prevalence of these risky behaviours.

The high levels of reading and sending texts found in this study was a concern. Furthermore, it was apparent the risk of being caught by police is not a deterrent to engaging in such behaviour. This suggests that road safety awareness campaigns need to go beyond providing drivers with the rules.

#### 5. Towards safer ACT roads, lessons from tragedy: an in-depth medico-legal examination of fatal transport crashes in the ACT (Monash University) – Grant of \$97,424

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

While the ACT has the lowest fatality rate in Australia, this study has demonstrated that many are preventable. Further road trauma reduction is achievable as the causal chain of events can be disrupted by action taken at government, community and individual levels. The study has demonstrated the value of coronial data to understanding the risk factors for fatality crashes for all road user types by the Safe System approach.

#### 6. Randomised Controlled Trial of interventions to enhance skills in Older Drivers (Australian National University) – Grant of \$103,856

There has been only limited evaluation of interventions that purport to improve older drivers' safety. This project aimed 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.

The results of this study indicate that a single class-based Road Rules refresher course alone does not improve the on-road safety ratings of older drivers when tested 12-13 weeks later. The addition of two driving lessons targeting specific areas of skill deficit leads to significant improvement of on-road safety, as well as reduction in critical errors in the same period.

## 7. Parental third party policing of graduated driver licensing restrictions (Centre for Accident Research & Road Safety – Queensland) – Grant of \$38,809

Formal police enforcement of graduated driver licensing conditions may not be effective in ensuring compliance, and young-drivers believe enforcement by parents is a stronger deterrent. This project would examine a form of third-party policing, i.e. parental limit-setting on young drivers. Some of the finding included:

- Two thirds of parents surveyed indicated that mobile phone restrictions were one of the most important restrictions and they would support any government strategies to further restrict mobile phone use by young drivers while driving; and
- Parental awareness of zero alcohol restrictions on provisional licences was very high.

One of the report's recommendations was that consideration should be given to the introduction of a more developed graduated driver licensing system in the ACT.

## 8. MARSS Safe Driving Program (Migrant and Refugee Settlement Services MARSS) – Grant of \$25,000

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.

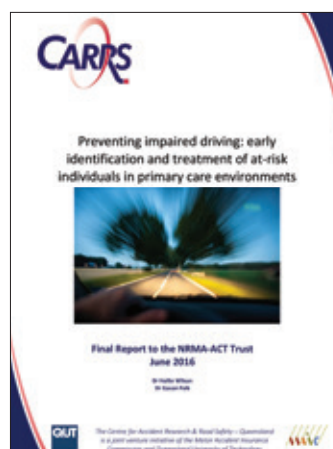
The Road Safety Booklet was published in B5 format and printed in the following five languages – Arabic, Dinka, Chinese, Farsi, Karen as well as an English version. Some 1,034 driving lessons were conducted with seventy nine clients involved in the Program with a view to obtaining their licence.



## 9. Preventing impaired driving: early identification and treatment of at-risk individuals in primary care environments (Centre for Accident Research & Road Safety – Queensland) – Grant of \$60,566

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 explored how assessment and treatment of impaired driving in primary care contexts may contribute to prevention of impaired driving.

The Study was conducted in two phases. Phase 1 involved in-depth telephone interviews with ten healthcare practitioners from different parts of Australia who engage with clients with AOD problems. Participants comprised seven registered psychologists, one psychiatrist, one nurse and one medical doctor. Phase 2 involved an online questionnaire with forty six primary care providers Australia wide participating.



Overall the results for Phase 1 showed that impaired driving was a fairly regular component of participants' clinical practice. When impaired driving was addressed, it was done by drawing on established counselling principles. In relation to Phase 2, 54% of the providers identified alcohol and other drugs as their primary type of clinical service. Two thirds of the respondents confirmed they included an assessment of impaired driving and 90% indicated they were willing to treat impaired driving.

## **10. 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) -  
Grant of \$56,072*



*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 proposed a prospective outcome (offences, crash involvement) evaluation of *Road Ready*.

Pre-licence drivers in the ACT were invited to participate via email promotion of the study through *Road Ready* Centres. Eligibility criteria were that participants be aged 16-20 years and enrolled in the *Road Ready* program.

The results presented a mixed picture of the potential effects of the *Road Ready* program. Strong positive intentions once on their P plates to obey the road rules, speed limits and to voluntarily adopt reduced exposure to some riskier driving conditions were reported.

However, while exposure to the *Road Ready* program appears to be associated with promising intentions, there was no apparent increase in ACT learners' perceptions of the risks of driving, and these were significantly lower than those of NSW or Queensland learners. This suggests that some key messages of the program are not being absorbed.

## 3.2 Projects From Previous Grant Programs

### 1. Extend Kidsafe's restraint services to Non-English speaking Communities (Kidsafe ACT Inc) – Grant of \$35,980

Kidsafe ACT continued to work with Multi-Cultural Affairs, 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.

### 2. Mature Aged Skills Transfer (MASTERS) Program (MRA ACT) – Grant of \$8,000

In conjunction with StayUpright, the MRA continued to promote and manage the highly successful education and skills-based development program for mature-aged returning riders returning to riding after a lengthy break from riding.



### 3. Effects of sleep loss on change detection while driving (ANU) – Grant of \$51,814

The predominantly urban roads of the ACT create a complex environment in which drivers must quickly detect and react to changing hazards. This project assessed how driver sleepiness impairs drivers' ability to detect and respond to changes in visual information while driving.

Overall the research findings provided only limited evidence that change detection while driving is impaired by sleep loss. The findings suggest that attentional lapses are considerably more common in urban environments. The report suggests that future research should carefully examine how road signs are designed and placed with the aim of identifying conditions that enhance drivers' attentiveness to signs.

### 4. Sleepiness and other driving risks in young adults (Centre for Accident Research and Road Safety-Queensland) – Grant of \$45,436

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

The study utilised (1) in-vehicle monitoring technologies to measure driving performance (2) 24-hour ambulatory assessment of sleep-wake and stress behaviours (3) sleep and driving diaries and (4) questionnaires in order to understand the relationship between sleepiness, stress and driving related risks in young adults. Continuous, day-to-day ambulatory assessment of sleep, stress and driving were collected over the course of 7 days. Eighty three young drivers participated.

This study identified a discrepancy between subjective and objective impacts of sleep duration and other sleep characteristics on safety-related driving behaviours. A key message from the study was that sleep duration, quality and regularity be promoted to reduce driving risk.

## **5. Driving home drowsy: Driver fatigue and performance deficits on commuter trips**

*(UNSW) – Grant of \$96,462*

This project examined the nature and extent of fatigue on commuter trips, and how it may affect driving performance. Driver fatigue is estimated to be implicated in 15-20% of fatal crashes. Drowsiness is the aspect of fatigue most akin to sleepiness - feelings of tiredness and that one is about to fall asleep. Commuting crashes are the largest single cause of work-related fatalities in Australia, accounting for almost one third of them.

The project involved three groups of 15 participants who would drive for two 45 minute sessions in a driving simulator. Group 1 would be rested. Group 2 would stay awake for 2 hours longer than normal and wake at the normal time and Group 3 would stay awake for 4 hours longer than normal and wake at the normal time. These periods of deprivation are consistent with what could reasonably be expected to regularly occur to people who commute regularly. Driving performance data from the simulator would include lane deviation and percentage of time spent speeding. Lane deviation is typically seen as a reliable measure of drowsiness.

Significantly higher ratings of tiredness were observed in the afternoon compared to the morning. For lane deviation, the performance was significantly worse for all participants in the morning. The most sleep deprived participants (Group 3) performed worse overall, across morning and afternoon sessions.

## **6. Learning to drive with bikes: identifying ways to increase safe driving practices**

*(Monash University) – Grant of \$93,280*

This project examined the level and nature of motorists' knowledge of interacting with cyclists. It targeted motorists who had collisions or near-collisions with cyclists and sought to understand these incidents from the motorists' viewpoint. The insights gained from this study will inform the development of driver training materials.

The study identified that cycling and cyclists are largely absent from the driver licensing process and the few references to cyclists are problematic, highlighting or reinforcing negative attitudes. Improvements are required in the inclusion of positive portrayals of cyclists and cycling, including in the documentation provided to students, teachers and supervising drivers (e.g. parents, other family members, and friends).

## **7. Transportation of children with bicycle seats, trailers and other carriers: considerations for safety.**

*(University of Adelaide) – Grant 68,544*

The safety of transporting young children by bicycle was explored focusing on causes and mechanisms of injury associated with child carriers. The research also explored parents' attitudes and motivations for transporting by bike, perceptions of the risks involved, and any safety-related behaviour they adopt when transporting children.

The outcomes of the investigation demonstrated that there is a real risk of injury to child passengers, although there are a number of strategies that can be employed by cyclists, road managers, and society to mitigate these risks.

Appendix A to the report provided useful examples of child transportation education material. The report, like all other reports, is now available on the ACRS website at <http://acrs.org.au/publications/nrmaact-trust-reports/>

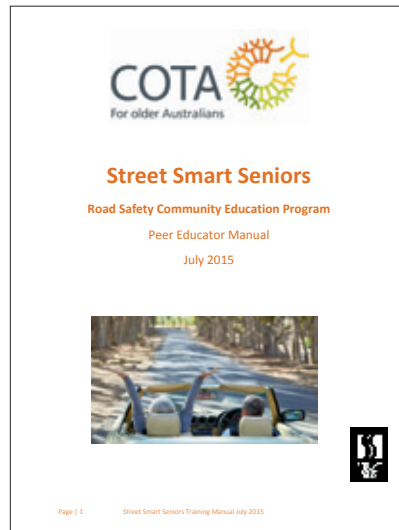
## 8. Street Smart Seniors

*(Council on the Aging ACT) – Grant of \$53,000*

Through a peer education program for seniors, COTA aimed to increase road safety in the ACT and region. The program would 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.

COTA delivered thirty six sessions to a total number of 1,013 participants and by the end of each session 70% of participants had an increased awareness of road safety issues, as demonstrated through pre and post session questionnaires.

A Street Smart Peer Educator Manual was developed as part of the program. It included a comprehensive range of material on issues that included (1) the changes of ageing and the impact on driving (2) medications and driving and (3) driver self assessment.



## 4. Distribution of Final Monies

In December 2014 the ACT Government announced the impending closure of the Trust and the necessary legislation passed the Legislative Assembly in August 2015. Following the completion of final projects and the payment of outstanding commitments some \$1.9 million in uncommitted funds remained.

The Trust Deed required Trustees to distribute remaining funds to entities with goals similar to those of the Trust. Furthermore, the Trust was required to obtain the written approval of the ACT Government and NRMA Insurance to its proposed distribution of the residuum. Such approvals were obtained in May 2017 and the following organisations are the beneficiaries of Trust's funding gifts as announced by the Chairman on 26 May 2017:

- ANU – Centre for Research on Ageing, Health and Wellbeing – funding gift of \$432,848 for two Road Safety PhD Scholarships at a cost of \$232,848 and \$200,000 for road safety research activities relevant to the ACT.
- University of Canberra – funding gift of \$432,848 for two Road Safety PhD Scholarships at a cost of \$232,848 and \$200,000 for road safety research activities relevant to the ACT.
- Winston Churchill Memorial Trust – funding gift of \$250,000 for a second perpetual Road Safety Fellowship to allow the Churchill Trust to be able to now offer such a Fellowship annually.
- Monash University Accident Research Centre – funding gift of \$200,000 to undertake road safety research relevant to the ACT.
- The George Institute for Global Health – funding gift of \$200,000 to undertake road safety research relevant to the ACT.
- Queensland University of Technology: Centre for Accident Research and Road Safety – funding gift of \$200,000 to undertake road safety research relevant to the ACT.
- Council on the Ageing – funding gift of \$37,000 for road safety initiatives, which have regard to the ACT Road Safety Action Plan 2016-2020.
- Kidsafe ACT – funding gift of \$32,000 for road safety initiatives, which have regard to the ACT Road Safety Action Plan 2016-2020.
- Australasian College of Road Safety: National Office Canberra – funding gift of \$37,000 to assist with the costs of hosting the Trust website now that it has ceased to operate.
- National Brain Injury Foundation: Dorothy Sales Cottages, Hughes – funding gift of \$68,000 to (1) convert a room into a Multi-Sensory Room to enhance the wellbeing of residents the majority of whom suffer from Acquired Brain Injury (\$62,000) and (2) replace a range of white goods (\$6,000).
- Kings Highway Road Safety Partnership (Eurobodalla Shire Council) – funding gift of \$15,000 for assistance for holiday road safety campaigns on the Kings Highway involving organisations such as NSW and ACT Police, regional councils, NSW Roads and Maritime Services and the ACT Government.

This final Media Statement announcing the funding gifts is reprinted below:

## **MEDIA STATEMENT FROM CHAIRMAN**

### **26 May 2017**

#### *FUNDING GIFTS FOR ROAD SAFETY IN THE ACT*

It is my sad duty to announce that after twenty-five years of funding road-safety research initiatives the NRMA – ACT Road Safety Trust has come to the end of its life. It is marking its closure by announcing \$1.9 million in funding gifts to mainly ACT-based organisations.

The Trust came into existence in 1992 as a trust-based partnership between the ACT Government and NRMA Insurance. When NRMA Insurance ceased to be the sole provider of compulsory third party insurance that partnership necessarily came to an end, foreshadowed by the ACT Government in 2014. It was then the task of the Trustees to dispose of remaining funds in accordance with the provisions of the Trust Deed, meaning that the money was to go to entities whose goals were similar to those of the Trust, especially the furtherance of road safety within the ACT.

It has taken the Trustees a few years to wind down what was an active and productive existence, supervising several dozen projects at any time. But all remaining projects have now been finalised, and the Trustees have decided, and the ACT Government and NRMA Insurance have agreed, that the distribution of the residual funds of the Trust should be as set out in the attachment. Most of the money goes to organisations within the ACT, and the rest to universities and research organisations that have done outstanding work in road safety in the interests of the road users of the ACT.

The ANU's Centre for Research on Ageing, Health and Wellbeing, and the University of Canberra, will each receive funding gifts of \$432,838 for two PhD Road Safety Scholarships and to fund road- safety initiatives relevant to the ACT.

In addition, a gift of \$250,000 to the Winston Churchill Memorial Trust for a second Road Safety Fellowship, will allow the

Churchill Trust to now offer this prestigious Fellowship annually.

Other local organisations, including Kidsafe ACT, the Council on the Ageing and the National Brain Injury Foundation, will benefit significantly from these funding gifts.

Other beneficiaries are the Monash University Accident Research Centre, the George Institute for Global Health and the Queensland Centre for Accident Research and Road Safety. Each will receive \$200,000 for road safety initiatives relevant to the ACT.

These funding gifts will ensure the ACT road-using community continues to be the beneficiary of the nation's best minds in the field of road safety, long after the Trust has closed. All initiatives will need to be developed in consultation with the Justice and Community Safety Directorate of the ACT Government.

Over its lifespan the Trust committed \$21 million to some 450 projects and initiatives, and all made a valuable contribution to reducing road trauma on the region's roads. Perhaps better known outside the ACT than within it, the Trust was seen by the Australian road-safety community as an exemplar of the way to support road-safety initiatives in our nation. Its independence of government, its focus on long-term additions to knowledge of road crashes, morbidity and healing, and its preparedness to train a new cohort of road safety researchers gave it a special status within Australia.

My special thanks go to my past and present colleagues on the Trust, which I served as Chairman for sixteen years, and to two devoted and diligent Secretary-Managers, Linda Cooke and Eddie Wheeler.

**Media Contact:**  
Emeritus Professor Don Aitkin AO

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## 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 was 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 as from July 2015.

The Trust Secretariat's accommodation, office equipment and communication facilities have been 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 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. Previously Dr Peter Vulcan AM, former Foundation Director of the Monash University Accident Research Centre filled that role. The Trust was fortunate to have benefitted from the wisdom and knowledge of these two eminent and highly distinguished road safety experts.

The Trust had also sought specialist advice from other professionals, particularly staff of the Justice and Community Safety Directorate and their advice and support was greatly valued. Geoff Davidson, Director Road Safety and Transport Regulation and Naveen Wijemanne, Manager Road Safety were particularly generous with their time.

### 5.3 Accounting and Financial Advice

The Trustees have been assisted in financial matters by the accounting firm Crowe Horwath, which prepared a range of financial reports including the quarterly BAS statements and provided general accounting services. The Trustees greatly appreciated the advice and support readily provided by Elvis Glavinic, particularly in relation to the complexities associated with the winding up of the Trust.

In recent years, the annual audit of the Trust's accounts has been undertaken by Synergy Group Australia. The Trust acknowledges the professionalism and skill of Nigel Fredericks, Eric Hummer and Elyn Lee in this regard especially with regard to the final audit and the preparation of the financial statements.

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## 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 over recent years. The Trust is particularly grateful for Sandra's assistance in relation to the range of banking issues related to closing the Trust bank account after twenty five years of operation.

## 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

### Statement of Comprehensive Income for the year ended 30 June 2017

	2017 \$	2016 \$
<b>INCOME</b>		
Registration Levies	-	101,600
Grant Contributions	-	-
<b>OTHER INCOME</b>		
Interest Received	39,588	69,775
Grant Savings	67,147	1,079
<b>GROSS PROFIT/(LOSS)</b>	<b>106,735</b>	<b>172,454</b>
<b>EXPENSES</b>		
Accountancy Fees	16,000	16,000
Auditing Fees	6,500	6,000
Bank Charges	39	154
Churchill Fellowship	-	111
Funding Gifts	1,935,067	-
Grant Project Funding	-	622,800
Insurance	1,448	1,506
Internet Fees	-	-
Legal Costs	7,604	1,310
PHD Scholarships	-	14,584
Personnel Expenses	139,893	111,242
Postage	-	-
Policy Position Papers	-	-
Printing & Stationery	5,182	2,774
Project Application Review	-	14,386
Road Safety Activity	-	2,818
Subscriptions	-	-
Sundry Expense	867	927
Travelling Expenses	-	-
Web Maintenance	16,330	18,987
	<b>2,128,930</b>	<b>813,599</b>
<b>NET PROFIT/(LOSS)</b>	<b>(2,022,195)</b>	<b>(641,145)</b>
<b>Net Profit</b>	<b>(2,022,195)</b>	<b>(641,145)</b>
Accumulated losses at the beginning of the financial year	(8,362,682)	(7,721,537)
<b>Total available for distribution (loss)</b>	<b>(10,384,877)</b>	<b>(8,362,682)</b>

The accompanying notes form part of these financial statements.

## Statement of Financial Position as at 30 June 2017

	Note	2017 \$	2016 \$
<b>ASSETS</b>			
<b>CURRENT ASSETS</b>			
Cash and cash equivalents		-	409,412
Trade and other receivables	2	-	67,223
Financial assets	3	-	2,035,760
<b>TOTAL CURRENT ASSETS</b>		-	2,512,395
<b>NON-CURRENT ASSETS</b>			
Financial assets		-	-
<b>TOTAL NON-CURRENT ASSETS</b>		-	-
<b>TOTAL ASSETS</b>		-	2,512,395
<b>LIABILITIES</b>			
<b>CURRENT LIABILITIES</b>			
Trade Creditors	4	-	479,200
Accrued Charges		-	11,000
GST Payable		-	-
<b>TOTAL CURRENT LIABILITIES</b>		-	490,200
<b>TOTAL LIABILITIES</b>		-	490,200
<b>NET ASSETS</b>		-	2,022,195
<b>EQUITY</b>			
Settlement Sum		10,384,877	10,384,877
Accumulated losses		(10,384,877)	(8,362,682)
<b>TOTAL EQUITY</b>		-	2,022,195

The accompanying notes form part of these financial statements.

## Notes to the Financial Statements for the year ended 30 June 2017

### 1 Basis of Preparation

NRMA-ACT Road Safety Trust (the "Trust") was a Charitable Trust domiciled in Australia established under the NRMA – ACT Road Safety Trust ACT 1992. The Trust was primarily involved in a grant funding program to 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 their financial obligations as outlined in the Trust Deed. 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 would 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 by *NRMA – ACT Road Safety Trust Act 1992 (repealed)* effective 20 August 2015.

During 2016-17, the appointers and the Trustees determined that Trust be wound up on the distribution date of 19<sup>th</sup> May 2017. The appointers and the Trustees have vested the whole of the Trust Fund including all income accrued up to the date of payment less all of the costs and expenses of winding up, to societies or organisations whose objects and purposes are consistent and empathetic with those of the Trust.

The Goods and Services Tax (GST) has been cancelled effective from 31 March 2017.

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.

## Notes to the Financial Statements for the year ended 30 June 2017

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### **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 2017

	2017	2016
	\$	\$
<b>2 Trade and Other Receivables</b>		
Current		
GST Refund	-	23,023
GST Payable on Grant Funding	-	44,200
	<u>-</u>	<u>67,223</u>
The Trust does not hold any financial assets whose terms have been renegotiated, but which would otherwise be past due or impaired.		
<b>3 Financial Assets</b>		
Current		
Term Deposit	-	2,028,516
Accrued Interest - Term Deposit	-	7,244
	<u>-</u>	<u>2,035,760</u>
<b>4 Trade and other payables</b>		
Grant Liabilities	-	473,490
Creditors	-	5,710
	<u>-</u>	<u>479,200</u>
Accrued Expenses	-	11,000
	<u>-</u>	<u>490,200</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 2017 and its performance for the year ended on that date in accordance with Australian Accounting Standards and other mandatory professional reporting requirements;  
and
- 2 The Trust has been wound up and all debts have been paid.

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

Trustee:

Don Altin



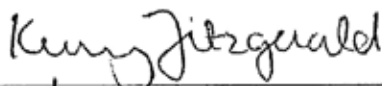
Trustee:

Angus McIntosh



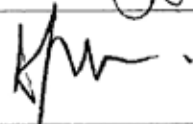
Trustee:

Kerry Fitzgerald



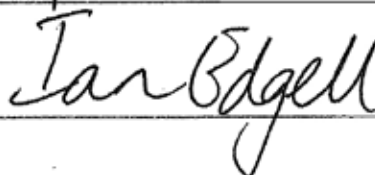
Trustee:

Karl Alderson



Trustee:

Ian Edgell



Dated:

20 July 2017

## Independent Auditor's Report to the Trustees of the NRMA – ACT Road Safety Trust



### Report on the Audit of the Financial Report



#### *Opinion*

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 2017, the statement of comprehensive income for the financial year ended on that date, notes to the financial statements and other explanatory notes.

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 2017, 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.



#### *Basis for Opinion*

We conducted our audit in accordance with Australian Auditing Standards. Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Report* section of our report. We are independent of the Trust in accordance with the ethical requirements of the Accounting Professional and Ethical Standards Board's APES 110 Code of Ethics for Professional Accountants (the "Code") that are relevant to our audit of the financial report in Australia. We have also fulfilled our other ethical responsibilities in accordance with the Code.



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

#### *Trustees' 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.




In preparing the financial report, the Trustees are responsible for assessing the ability of the Trust to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the Committee members either intend to wind up the Trust or to cease operations, or has no realistic alternative but to do so.



#### SYNERGY GROUP AUDIT PTY LTD

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### *Auditor's Responsibilities for the Audit of the Financial Report*

Our objectives are to obtain reasonable assurance about whether the financial report as a whole is free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with the Australian Auditing Standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of this financial report.

A further description of our responsibilities for the audit of the financial report is located at The *Auditing and Assurance Standards Board* website at: [http://www.auasb.gov.au/auditors\\_files/ar3.pdf](http://www.auasb.gov.au/auditors_files/ar3.pdf). This description forms part of our auditor's report.

**Eric Hummer**  
**Audit Director**

24 July 2017

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## 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 was a statutory public charitable trust and was 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 was 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, had 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 comprised 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 were appointed to hold office until a date determined by the relevant Appointor or Appointors or until the Trust was wound up. At the time of the Trust's cessation the following were the appointed Trustees



**CHAIRMAN**

**Professor Don Aitkin AO**

NRMA Insurance Ltd and ACT Government Joint Appointee  
(22.6.01 until 19.5.17)



**Dr Angus McIntosh OAM**

NRMA Insurance Appointee  
(6.7.01 until 19.5.17)



**Ms Kerry Fitzgerald**

ACT Government Appointee  
(26.8.03 until 19.5.17)



**Dr Karl Alderson**

ACT Government Appointee  
(6.3.14 until 19.5.17)



**Mr Ian Edgell**

NRMA Insurance Appointee  
(4.11.14 until 19.5.17)

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## Secretariat Contact Details

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CANBERRA ACT 2601

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CIVIC ACT 2601

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Secretary/Manager

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