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RoadWise



*Australia's First Road Safety Journal.
4th year of publication.*



ROADWISE

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Editorial

The viability of rail passenger operation, which is a land transport alternative to coach service and private vehicle use, may be studied in detail. This would be a flow-on from the recent development of the National Rail Corporation which will integrate interstate rail freight services. The topic is on the agenda of the Australian Transport Advisory Council, for discussion in Darwin on October 4.

Depending on the reaction at the meeting, a study will follow into the centralised management of passenger services. The deregulated airlines, with concomitant lower fare prices, as well as Federal Government policies on micro-economic reform and new federalism are the key motives for this trend in thought.

The recent elimination of the "institutional" service between Melbourne and Sydney, the closure of many branch railway lines, the set-back for the Very Fast Train project, the reallocation of XPT services in New South Wales and Federal Government review of Australian National Railways are all indicative of a system in change.

The change in passenger numbers on coaches during the long pilot's strike gave evidence of the impact which one part of the transport system can have on another mode. In a deregulated system, this interaction is simply competitive forces in the market place and customer demand as a reaction to availability and quality of a service and its price.

In this case, the competition is between private and public services and it involves the ultimate proportional use of air, road (coach and car) and rail transport. In our system, Governments are expected to moderate economic criteria with a social concept of the "common good". Hopefully, when considering the future economic competitiveness of public railways and private airlines, decision makers will include in their cost and benefit analysis the physical and social effects which a "leaner" rail system will have on road use, with likely increased pressure on the road toll.

GUEST LECTURE TOUR

The guest lecturer invited to Australia in 1991 by the Australian College of Road Safety was Dr Amarjit Singh. His tour involved presentations and discussions at meetings and workshops in Sydney, Canberra, Melbourne and Brisbane during August. The British Council assisted with the tour.

Dr Singh is the Director of the Centre for Alcohol and Road Safety Education and Community Studies, University of Reading, U.K. He has been a champion for the professional status of people working in the field of road safety. Connected with this objective, he has been an external examiner for tertiary courses in road safety studies used for professional training of practitioners and administrators.

Apart from his involvement in developing the Centre which he now directs, Dr Singh has primarily worked for the implementation of road safety programmes in schools.

He was able to describe the steps taken and the barriers encountered in the development of road safety education in schools.

The aim of this work has been to develop a national approach in which road safety education is integrated with the overall curriculum and taught by teachers in the system.

The starting point from which this aim was approached is best understood from the surveys which were carried out and which revealed:-

- a general lack of coherent planning of road safety education programmes in many schools and colleges.

- that teachers are often not aware of the range of curriculum materials available for road safety education.

- that there are relatively few in-service training courses specifically on road safety education.

- that there is a need for better co-ordination of road safety education across the curriculum.

Good Practice Guidelines were developed by a working party of educationists, organised by the Department of Transport. The guidelines were intended for local education authorities, to assist in planning and co-ordination of road safety education in schools.

The *Curriculum Guidance Document 5* states that "schools have the responsibility to provide all pupils with accurate information about health matters (including safety)". Dr Singh has given the advice that the ability to accept this responsibility is facilitated when each school prepares a clear statement of its policy for road safety education. A clear policy statement can do much to ensure the

place of this topic in the curriculum.

The main value of a policy statement is that it engenders a commitment to road safety education and the policy is a record of what has been agreed upon in reaching this commitment. Furthermore, it is both the basis for the plans used to reach the overall goals and also the standard by which programmes can be evaluated.

Dr Singh, in advising schools to focus on a policy statement, suggests that it will contain:-

- The aims and objectives of road safety education which will be specific to and appropriate for the school.

- The concepts, information, skills and attitudes to be addressed.

- The methods of teaching, learning and organisation which will be most effective.

- The key member of staff who will take responsibility for co-ordination and planning the implementation of road safety education throughout the school so as to ensure progression and continuity.

Pilot projects with the authority of the Departments of Transport and Education and Science have been set up in Sheffield and Hertfordshire. This will provide the opportunity for the guidelines to be evaluated and revised.

[cont'd p.4]

[continued from page 3]

Guest Lecture Tour

The project in Sheffield began in September 1990 and inservice training was in progress in Hertfordshire to enable implementation of teaching programmes in September 1991.

It is anticipated that full evaluation of the pilot projects will require a period of several years. The evaluation of the planning process will be followed by assessment of the operation of the resultant programmes in schools, using as criteria the improvement achieved in knowledge, skills and understanding of school students.

Many road safety practitioners, administrators and persons in the education system in Australia have benefited from the information and insights provided by Dr Amarjit Singh concerning the British experience in road safety education.

SSHFI

Mr William H Franey is one of four nominees who will be inducted in the class of 1991 at the Safety and Health Hall of Fame International. The ceremony was held on October 7, 1991 in New Orleans, Louisiana, U.S.A. Mr Franey is being acknowledged for his work on uniform traffic safety codes, standards and enforcement in the United States of America.

TRAFFIC CALMING

This is an excerpt of a briefing document prepared by Ray Brindle BE, M Eng Sc, Dip T & RP, MRAPI, (Australian Road Research Board) for the Australian College of Road Safety in their current efforts to develop "position papers" on key road safety topics.

"Traffic calming" is the term which now is frequently mentioned in discussions on urban traffic policy, yet two or three years ago was almost unheard in Australia. It has been promoted as the panacea for urban traffic ills, and the way out of the environmental dilemma into which urban traffic has led us. Nevertheless, it is not well defined.

Australia has been a (largely unacknowledged) world leader in implementation of measures to moderate the impacts of traffic in lower-density living areas. In Germany, measures to improve street environments have been described as "verkehrsberuhigung" (traffic pacification or traffic calming).

A review at ARRB identified three levels of discussion about "traffic calming" :-

LEVEL 1

Actions to restrain traffic speed and lessen traffic impacts at the local level, where traffic volumes, levels of service and network capacity are not an issue.

LEVEL 2

Actions to restrain traffic speed and lessen traffic impacts at the corridor (intermediate) level, where traffic volumes, levels of service and network capacity are an issue.

LEVEL 3

Actions at the macro-level, to lessen traffic levels and impacts city-wide, (suppression of traffic demand).



Ursula College, Australian National University, Canberra, is the venue for the Australasian Traffic Education Conference (4th biennial) to be held on February 14 and 15, 1992)

The Depths and Despair of Road Trauma

In the words of Dr Brian Connor, President of the Australian College of Road Safety, the book *Cry of a Damaged Man* is compulsory reading. Indeed, there is value for many people in this reading. Lessons can be learned from the book by other doctors. There is advice for victims of road trauma who must come to terms with its lasting effects. A better appreciation of the devastating effects of road trauma and a greater commitment to its reduction can be obtained by everyone.

The author is Dr Tony Moore, a well known Melbourne surgeon and rehabilitation specialist. Prior to his traumatic experience, he was athletically fit and he had a high level of self assurance and self esteem. He had always tried to carry out his work from the patients point of view.

It is a truism that no aspect of life is really understood until one has personally experienced it. This is the essence of the book.

Dr Moore was driving to work some seven years ago, when a thirty tonne truck, driving through a red light, crushed both his car and him within it. He recalls "a siren seemed to be screaming inside my head. There was damage everywhere. Broken bits of my body and the car were twisted together in a gruesome embrace. Nothing would let go. I could not move".

The medical report showed that he suffered twenty bone fractures, a ruptured lung and flail chest, as well as obvious bruises and lacerations. But the medical report did not show the emotional and psychological effects. Intensive care and hospitalisation lasted three months

thirteen weeks of which his body was in plaster. But recovery has taken years and some medical problems still linger.

Dr Moore writes "the process of recovery involves the challenge of reclaiming damaged capacities, the acceptance of those which have been lost and the joy of exploring new ones. This book reveals my personal experience of that journey". The incident dramatically changed Dr Moore's life in many ways. He considers he is now a better doctor. He has learned things about illness which no amount of sympathy can heal and no textbook mentions. His attitudes to life have changed and he has rebuilt relationships with the members of his family

Cry of the Damaged Man

T. Moore, Picador, 1991, paperback, \$12.99.

ACRS Executive

A meeting of the Executive Committee of the Australian College of Road Safety is being held in Brisbane on October 11, 1991.

Cover Photograph

This is an example of traffic calming at Victor Harbor, South Australia.

(Also refer to articles "Traffic Calming", page 4 and "Pedestrianisation", page 10).



SAFETY SIGN SERIES

This is No. 8 in a series of interesting safety signs. It has been erected by the Lions Club on the Pacific Highway, just north of Coffs Harbour, NSW.

NEW MEMBERS

Corporate

National Injury Surveillance Unit (Dr J Harrison).
ABC Driving School (Mr John Roddick)

Personal

Sgt. Ted Wilson (State Bicycle Co-ordinator,
Victorian Police).
Mr Tony Heathcote (Diamond Valley Driver Training).
Ms S Mann (Driving Instructor)
Mr Stan Bishop (Road Safety Co-ordinator,
Queensland Department of Transport).
Mr Mike Rutherford (Driving Instructor).
Chief Supt. David Axup (Victorian Police).
W/O Richard Grosseibl (Australian Army).



New South Wales Traffic Education Centre

Training For Survival

COURSES:

- Car Driver Update (1 day) – improve basic driving skills
- Car Control (3 days) – more extended training
- Professional Driver (3 days) – occupational drivers
- 4WD Off-Road Course (2 days) – professional & recreational drivers
- 4WD Vehicle Recovery (1 day) – jacks, chains, winches, etc.
- 4WD On-Road Course (3 days) – specialised professional driver course
- Motorcycle, including pre-licence training courses
- Enquiries are invited from school groups about road safety courses, including bicycle education, pedestrian and passenger behaviour and other pre-driver training.
- General enquiries are invited about new courses being developed and about use of facilities for corporate product trials, demonstrations and marketing promotions.

Some of the courses have "eligible training status" when included in a staff training program.

Certificates are issued on satisfactory completion of courses.

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OVERSEAS

Surveys show that people with sleeping difficulties are more than twice as likely as those without this problem to be involved in vehicle crashes. The most recent evidence of this comes from a Gallup poll of 1,000 adults, commissioned by the U.S.A. National Sleep Foundation.

Other confirmation of this problem has been provided by data from the U.S.A. Department of Transportation. According to this evidence, 200,000 car crashes each year are attributed to drowsiness of the driver.

Insomnia is apparently not taken as a serious medical problem. The research shows only 5% of insomniacs seek medical advice. Related to this, 40% of people with sleeping difficulties use medication not prescribed by doctors, some of which could be inappropriate.

Conferences

Australasian Traffic Education Conference (4th National University), Canberra, A.C.T., February 14 & 15, 1992. The Annual General Meeting of the Australian College of Road Safety will be held in conjunction with the conference.

16th ARRB Conference, "Technology for Transport Productivity"; Perth, W.A., November 8-12, 1992.

Transport and Greenhouse Solutions, a national conference of the Office of the Environment, Victoria; Melbourne, November 18-20, 1991 (Secretariat, ICMS, PO Box 329, Parkville, 3052)

LOSS OF MOTOR CO-ORDINATION

According to neuro-psychologist, Dr Richard Gates, of the University of New England, many victims of closed head injury are not properly assessed.

"General practitioners and even some specialists lack knowledge of the higher order processes of the brain and are unable to diagnose the sometimes subtle symptoms of brain injury", said Dr Gates.

According to the Motor Accidents Authority of New South Wales, there are approximately 1,000 new cases of brain injury each year in New South Wales alone, the majority of which are received in road accidents. This is often the case for brain injury patients in the younger age groups.

Difficulties in assessment can have serious medico-legal implications for the patient such as being denied adequate compensation.

However, there are also further implications when head injury patients wish to return to driving.

The effects of closed head injury viz., reduced motor co-ordination, slower reaction times, visual impairment, etc., can be so subtle as to defy detection without specialised training or equipment.

When judgements of normality are made on superficial signals such as "whether a patient can walk or talk", Dr Gates believes errors can be made.

Dr Gates advocates a proper neurological examination for

all head injury victims. This has special implications for such patients who wish to return to driving or who wish to apply for a first licence.

The subtleties of head injury, as they affect a victim's capacity to drive safely, can be detected using driving simulation equipment. In so doing, a person's *desire* to behave responsibly on the road can be measured against their *ability to do so*, eg., the equipment has demonstrated that a person may know that application of the brake is necessary but cannot actually take the action or make it quickly enough.

Driving skills can then be tested further in a safe environment using off-road facilities such as those at the New South Wales Traffic Education Centre. Here, patients can be tested with no threat of injury to themselves or others.

Dr Gates comments came as a result of his participation in a recent seminar organised by the Motor Accidents Authority of New South Wales. The purpose of this seminar was to discuss the medico-legal implications of head injury in order to stimulate better conditions for head injury victims.

The General Manager of MAA, Mr Martin McCurrah, said that his organisation was keen to work for the improvement of conditions for brain injury victims, partly because head injury is often a result of road trauma. He said that the MAA is directing \$30 million to brain injury projects over the next few years.

STOP-REVIVE-SURVIVE

Driver impairment is recognised as a major cause of road crashes. Knowledge, skills and roadcraft may be insufficient when a driver is suffering stress, inebriation or fatigue.

The STOP, REVIVE, SURVIVE campaign, to reduce fatigue, has much to commend it. Various organisations contribute to it throughout Australia. Governments, businesses, service clubs and community groups provide the service at roadside rest areas.

The editor recently took a break on the Highway-Route 15, between Warwick and Cunningham's Gap. "Driver Survivor Kits" and refreshments were being distributed to drivers and riders. The obvious participants in the provision of this service were Queensland Police, Department of Transport, suppliers of Nescafé and Kit Kat and local friendly people.

The plastic jacket containing the "Driver Survivor Kit" carried the message "Wake Up to Fatigue-Fatigue Can Kill". There were also lists under the captions of "Fatigue's Early Warning Signs" and "Fatigue: How to Prevent It". The kit contained three publications: "Surviving the Drive"(RACQ),"A Guide to Queensland Roads and Rest Stops","Road Safety is a Family Affair".

Those who provide the resources for this programme should be congratulated. Those who provide the service, often voluntarily, should be thanked. Those who do not use the opportunity to stop should be encouraged.

RESEARCH

Approximately 400 deaths, 1700 injured persons and an estimated cost of \$500 million result each year in Australia from reported truck crashes. Statistics show that the number of crashes per distance travelled is approximately twice as great in Australia when compared with other developed countries. Following some improvement during the 1982 to 1985 period, there has been no improvement since, despite recent changes to legislation.

Now special research into truck safety has been initiated and sponsored by the Australian Road Transport Federation. The study was divided into five research tasks and organised through the Australian Road Research Board, from which progress reports are now available.

1. Safety Audits - the key to improving truck routes? (K W Ogden, Monash University and R A Pearson, R A Pearson and Associates).

2 Action on B-Doubles, bull-bars and belt wearing: key ways to improve truck safety. (PSweatman)

3. No proven solutions to complex issues; some promising countermeasures suggested (K W Ogden, Monash University and R A Pearson, R A Pearson and Associates).

4. Accidents involving trucks may cost twice as much as other accidents. (P T Cairney).

5. No drop in fatal truck crashes. (N L Haworth, P Vulcan and F C Wai).

The recommendation from the sectional reports, in the areas of road and traffic; vehicle; driver; and organisational factors, have been summarised by Peter Cairney in special Report No 46. "Improving Truck Safety in Australia". This report also covers other related factors from previous discussions and studies. The report also allocates likely responsibilities for action and further research among the road transport industry, the road authorities, the unions, enforcement agencies and the motor vehicle industry.

ABOUT PEOPLE

Mr John Catchpole is an experimental Scientist at the Australian Road Research Board in Melbourne.

He completed a B Sc in Mathematics at the University of Melbourne in 1977. His earlier work was as a Computer Programmer for Department of Defence, GMH, IBM (UK) and the MMBW. From 1984 until 1988 he was a Research Assistant in the Department of Psychology at Monash University. He completed a B Sc (Hons) in Psychology at Monash University in 1987.

In April 1988 he took up his current position. Working on the road safety/human factors team at ARRB, his research is focussed on the fields of road design factors, road user behaviour and road crashes involving young drivers.

Mr R John Howard, who is an engineer with the Devonport Council in Tasmania, was awarded the Ted Hooper medal at the sixth National Local Government Engineering Conference. John has had a special interest in road safety. The pre-school training area at the New South Wales Traffic Education Centre is named in recognition of his efforts. John is the Tasmanian correspondent for the Australian College of Road Safety.

Dr Peter A Leggat is President of the Australian Chapter of the World Safety Organisation. He made a visit, earlier this year, to the Anton Breinl Centre for Tropical Health and Medicine, in Townsville, North Queensland. He discussed with the Director, Dr Richard Speare, future joint health, safety and environmental programmes for developing countries in the region.

MOTOR SPORT SAFETY

In the sport of motor racing, safety is an issue which officials recognise.

Pre-race scrutiny encompasses the checking of unsafe matters. The sport is controlled by national competition rules which are administered by the Confederation of Australian Motor Sport (CAMS).

Included in these checks is the wearing apparel of competitors. Driving suits must be manufactured with approved material. In the event of fire, aged and deteriorated suits, which probably have absorbed oil and flammable substances, are also unsafe. Worn footwear is considered to be a hazard, not only to the driver, but also to others.

(CAMS is a member of the Australian College of Road Safety).

ACRS FELLOWSHIPS

The Australian College of Road Safety has instituted the award of Fellow. The aim is to recognise significant contributions to improvement of road safety in Australia.

Nominations for the first awards closed on August 30. These will be evaluated by the Fellowship Sub-Committee and recommendations will be made to the Executive Committee. The awards will be presented at the Australasian Traffic Education Conference at the Australian National University, Canberra, in February 1992.

EMERGENCY STOPPING BEDS

On the New England Highway between Bendemeer and Moonbi (which are between Armidale and Tamworth, NSW), vehicle drivers have to negotiate the steep decent over the Moonbi Range. Following a spate of crashes in the Moonbi Village, at the foot of the range, involving out of control heavy vehicles, innovative stopping beds have been constructed.

The beds, which have been installed by the NSW Roads and Traffic Authority, are a novel alternative to the conventional safety ramp. They consist of a pit 350mm deep filled with fine (7mm) washed gravel from the Goulburn River. A 50 metre long entry ramp ensures a steady build up of braking force.

The beds are 200 metres long and 5 metres wide. Two installations have been completed at strategic positions on the decline.

Trials with semi-trailers have been successful. Using no more than half the length of the bed, vehicles have been brought to a smooth, rapid and safe halt. Deceleration rates are about the same as the effect of full emergency braking.

Vehicles have to be recovered from the beds by towing. Anchor points have been provided at each end of the beds.

Although the vehicles are not damaged in the emergency stopping, it may be necessary for brake drums to be inspected and cleaned to remove fine gravel.



Emergency stopping bed, Moonbi Ranges, New England Highway, NSW

JOIN THE NETWORK
with membership in the Australian College of Road Safety

Training For Medical Practitioners

The Royal Australasian College of Surgeons, with support from NRMA, have planned training courses for doctors in emergency situations.

The course is based on the Advanced Trauma Life Support course developed by the American College of Surgeons. It covers the early management of trauma victims, specifically, the care needed in the first three hours after trauma occurs. The course will be conducted at the Royal Canberra Hospital Accident and Emergency Department. Following the course in March, 1992, for a restricted number of specialists and general practitioners, more courses may be offered in future years.

(Further details are available from Ms Christine Read, Royal Australasian College of Surgeons, Spring Street, Melbourne, 3000)

"Pedestrianisation"

The recent upgrading of Macquarie Street in the centre of Dubbo, in country New South Wales, has been planned to reflect the new thinking of planners in local government. "Pedestrianisation" is the word coined by a local newspaper to describe the process to "win back" areas for pedestrians, giving their needs more relative priority to those of motor vehicles.

The founding planners had provided a 30 metre wide thoroughfare with relatively narrow footpaths. The gradual commercialisation of the city and use of Macquarie Street by through-traffic led to traffic congestion and pedestrian risks.

The redevelopment has included widening of footpaths, installing furniture and shade, elevating pedestrian crossings and providing more off-street parking in other areas of the city. The intention of these measures was to control speed and volume of traffic and polluting exhaust gasses in shopping areas.

National Awards Scheme

The Australian College of Road Safety has introduced an Award Scheme entitled "Good Practice in Road Safety at the Community Level 1992". College President, Dr Brian Connor, launched the project in a presentation to the sixth National Local Government Engineering Conference in Hobart on Friday, August 30.

The ultimate goal of the scheme is the widespread establishment of good road safety practice at the local level ie., involving local authorities and local community groups. To facilitate this goal, it is envisaged that a *Code of Good Practice in Road Safety* will be developed.

The development of such a code can only proceed following actual experience at the local level. therefore, the College is providing a stimulus, through awards, to generate this experience; the Awards Scheme is expected to foster the establishment and evaluation of local demonstration projects in road safety.

Expressions of interest in the scheme have been invited from individuals or organisations who are able to provide details of "projects emanating from, developed in co-operation with, or carry the enthusiastic support of local communities".

It is anticipated that projects with a wide variety of characteristics, scale, cost and scope will be submitted. As illustrations only, the College has given a number of categories to provide a starting point for projects. These are information, planning, engineering, education, enforcement, encouragement and co-ordination of resources. **The submissions must relate to projects implemented between January 1, 1990 and December 31, 1991**

Drive For Your Life

One of the recognised solutions to reduce the number of fatal and serious injuries from accidents is better driver training. Shell Australia and the Driver Education Centre of Australia formed a non-profit joint venture to produce a video-based driver education programme aimed at 15-17 year old youths. The programme is entitled "Drive For Your Life" and includes seven videos plus leader's notes and suggested student activities.

In Australia there is an over repre-

sentation of young people in traffic accidents: 35% of all drivers killed in road mishaps are under 25 years of age.

This programme provides a comprehensive training programme that the project team hopes will be provided to every secondary school in Australia by community groups.

Information about "Drive For Your Life" can be obtained from local Shell service stations or from D.E.C.A., PO Box 1742, Shepparton, Victoria, 3630. Telephone (058) 21 1099.



DRIVER EDUCATION CENTRE OF AUSTRALIA
GOULBURN VALLEY DRIVER TRAINING COMPLEX LTD. INC. IN VICTORIA
WANGAMAI ROAD, P.O. BOX 1534, SHEPPARTON, AUSTRALIA 3630.
TELEPHONE (058) 21 1099 - FAX (058) 22 2472

3 1508 00982323 3

PUBLICATIONS

"Think", the Australian Magazine on Acquired Brain Damage, Vol 1 No 3, June, 1991.

"Crashlab", a brochure with information on biomechanics of impact injury; providing information on the research facility at New South Wales Roads and Traffic Authority

"L to P - Supervising a Learner Driver", (with Learner Driver's Logbook) prepared by Royal Automobile Club of Victoria and Driver Education Centre of Australia, ISBN 0 909843 68 6, RACV, 1991.

"Improving Truck Safety in Australia", P T Cairney, Special Report No 46, Australian Road Research Board, 1991.

"Cry of the Damaged Man", Tony Moore, Picador, 1991.

"Vatset Magazine", Victorian Association of Traffic Safety Education Teachers, quarterly publication.

"Inroads", to assist secondary schools to integrate traffic safety into the curriculum. Vicroads, Nos. 1 & 2, 1991.

"Road Traffic Collisions, Statistics", Enforcement Evaluation Analysis Section, Traffic ? Support Group (Victoria Police), June 1991.

"Tech-Letter", ("Driving Safety Tips that could save your "life" on or off the job"), World Safety Organisation, Warrensburg, USA, June 1991.

NATIONAL ROAD SAFETY RESOURCE CENTRE

(An initiative of the Australian College of Road Safety in co-operation with the University of New England)

Enquiries may be directed to:

the Special Projects Librarian, National Road Safety Resource Centre,

Newling LRC, University of New England, Armidale, NSW, 2351.

Publications produced by the Australian Road Research Board include:

- Australian Road Research (quarterly journal)
- Briefing and Special Briefing (regular digests of ARRB activities)
- Research Reports (approx 30 per year)
- Roadlit (weekly bulletin)
- Other publications (conference proceedings, technical publications etc)

Back Issues of Publications

Back issues of "RoadWise" are available for members who have joined more recently. Four issues for each of the years 1988, 1989, and 1990 are available for \$9.50 per set, including postage.

Copies of Conference Proceedings are also available-

"The Proceedings of the 1986 National Traffic Education Conference", ISBN 0 9590668 1 0 (\$10.50)

"The Proceedings of the Second National Traffic Education Conference 1988", ISBN 0 99590668 3 7 (\$14.50)

"The Proceedings of the Third National Traffic Education Conference 1990", ISBN 0 9590668 4 5 (\$23.00)

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