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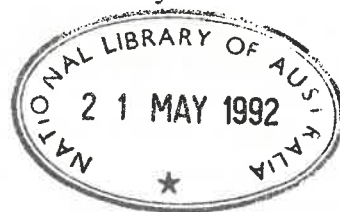
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RoadWise



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



ROADWISE

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Editorial

The Australian College of Road Safety Inc. has made progress towards its goals of contributing to better communication between road safety organisations, raising the professional status of those working in the field, and facilitating community based organisations which are attempting in some way to make Australian roads safer. Community organisations are a part of the community development process which is now widely recognised as being very significant in the implementation of road safety programmes.

The College has successfully introduced Visiting Lecturer Tours, Fellowships and the National Road Safety Resource Centre. It is proceeding with the thorough development of position statements on key issues in road safety. In August 1991, the Awards Scheme was launched at the sixth National Local Government Engineering Conference, in Hobart. Details of the scheme appear in this issue. The ultimate goal of the scheme is the widespread establishment, at the local level, of good road safety practice i.e., involving local authorities and local community groups.

All members of the College are requested to encourage the formulation of a submission in their particular area.

OCCUPANT PROTECTION

On September 17, 1991, the South Australian Road Safety Advisory Council organised their annual public forum. The theme of the Forum was "Advances in Automobile Protection".

The invited speakers were Dr Ken Digges, Research Professor, Department of Mechanical and Aerospace Engineering, University of Virginia, U.S.A.; Dr Ralph Hitchcock, Director, Office of Crashworthiness Research, National Highway Traffic Safety Administration, U.S.A.; Mr Michael Griffiths, Manager, Vehicle and Equipment Safety, Crashlab, Roads and Traffic Authority of N.S.W.; Mr Dennis McLennan of the Federal Office of Road Safety and Mr Don Dunoon, representing the motor vehicle manufacturers. The forum was officially opened by the Hon. Frank Blevins, M.P., Minister for Transport and the sessions were chaired by Dr Jack McLean, Director of the NH & MRC Road Accident Research Unit at University of Adelaide.

Occupant protection results from a combination of crashworthiness of the vehicle itself, the use of seat belts and child restraints and the installation of protective air bags. The discussions at the forum concentrated on the latter.

However, it was repeatedly stated that a combination of factors was required for the best results in preventing road trauma. Overwhelming evidence is available to show that the use of seat belts does not prevent serious head injuries and that in combination with air bags protection is increased.

Delegates were told that, while Australia had set the pace, ahead of America, in implementing seat belt wearing, that by 1994 air bags will be standard in all new vehicles in the U.S.A.

Many of the forum participants spoke in favour of the federal Government taking early action to have air bags introduced in vehicles for the Australian market.

Mr Blevins said "the inclusion of airbags and seat belt pretensioners are just two of the technical advances in car design which are available in many overseas models but are still not available here".

Mr Dunoon said that the vehicle manufacturing industry would prefer the issue to be resolved by Government legislation so that there would be a "level playing field".

Dr Michael Henderson, a former director of NSW Government road research, and currently a member of the Australian College of Road Safety, was reported recently, in *The Medical Journal of Australia* and in *Australian Dr Weekly* as being critical of the denial of air bags to Australian motorists.

Dr Henderson said that "Australian Governments have kept quiet about it, and consumers know nothing. The whole history of airbags is one of delay, misinformation and vacillation among those in a position to make life safer for others". Dr Henderson drew attention to the fact that companies such as Volvo, Saab

and BMW provide air bags for vehicles sold overseas, but do not even provide them as an optional extra in Australia.

At the RSAC forum in Adelaide, Mr Dennis McLennan advised that the Federal Government was pursuing a policy which required more research, in order to develop the best package for occupant protection.

"The primary Government role in vehicle protection has to be to ensure that Australian passenger vehicles continue to offer safety levels that embody the best technology available in comparable vehicles world wide", said Mr McLennan.

He went on to say that the Government needs to identify key problem areas and to work in a partnership with industry to achieve balanced results. He said that this partnership should "develop appropriate and cost effective improvements; ensure that the technology lag is minimised, that our vehicle costs remain manageable, and that exports are facilitated".

Mr McLennan explained that the National Road Trauma Advisory Council had been established to give strategic advice on road safety. The Council reports to the Prime Minister and Ministers for Transport and Health. Its reports will be tabled in Federal, State and Territory Parliaments. He said that one of three issues on which the Council was focussing at that time was passenger car occupant protection.

In addition to the establishment (next page)

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OCCUPANT PROTECTION (Continued)

of the NRTAC, there had been other parallel developments:

- * the inquiry into vehicle occupant protection by the Social Development Committee of the Parliament of Victoria in March 1990.

- * the decision by the Australian Transport Advisory Council to establish a high level working party to examine the issue.

- * the Federal Office of Road Safety commissioned a major review in occupant protection performance of vehicles in real life crashes, by the Monash University Accident Research Unit in late 1988 (published in March 1991).

"There is no doubt that in some quarters the expectations for progress in this area are reasonably high", said Mr McLennan. "Looking at the developments internationally, there would appear to be the potential for change, albeit with a lively debate about the nature and timing of any improvements".

He stated that regulations should be performance based and not design restrictive and indicated that further review was required. This will take into account :-

- * the views of road safety and health authorities, together with industry and research organisations.

- * the international character of the motor vehicle industry, particularly in the passenger car area.

- * the cost effectiveness of emerging technologies.

- * the impact of international harmonisation of motor vehicle standards on the Government's broader plans to improve the efficiency of the motor vehicle industry.

The Monash University study identified a number of possible improvements and recommended further research to test the effectiveness of these measures and then to select the most appropriate package for application in Australia. The factors included improving seat belt geometry, pretensioners and webbing locks; steering assemblies; improved padding; consideration of airbags and better protection for lower limbs.

Mr McLennan said that the Government was looking for the right package for Australia.

"Coming up with the right answers will involve careful analysis of the problem and a hard-headed assessment of the trauma benefits likely to be obtained from adopting particular occupant protection measures", said Mr McLennan. "A family of projects has been put together to provide the basis for an informed decision on future passenger car standards in Australia".

The projects to which he referred were as follows:-



This is No. 10 in a series of interesting safety signs. It is erected on the Pacific Highway in northern New South Wales.

- * a feasibility and cost/benefit study of the possible measures identified in the Monash University report.

- * a study of the community's willingness to pay.

- * a crash test programme of the 7 Australian manufactured plan models using instrumented dummies and the United States FMVSS 208 test procedure.

- * computer analysis of the results of these tests to determine the optimum settings for airbags, improved seat belts and soft steering wheels to be used in further crash tests on one model. The computer analysis will be validated by sled testing.

- * the NSW Roads and Traffic Authority Crashlab is providing data from a series of sled tests they are carrying out, using Hybrid III dummies, Euro or face bags, seat belt grabbers and pretensioners. FORS is assisting with the element relating to energy absorbing steering wheels.

- * an extension of the Monash University Accident Research Unit crashed vehicles study to provide more information on side and offset crashes, rear seat passenger and spinal injuries.

POST - TRAUMA CARE

In 1989, the Road Trauma Support Team was formed in Launceston, Tasmania.

The need for establishment of this group was recognised by Mrs Colleen Hall and other accident victims with whom she has had contact. The voluntary group now has some eighty members, many of whom have been accident victims, together with medical practitioners, health care personnel, community and social workers and politicians.

All those accident victims who have become involved with the team have stated that at the time of the accident, and in the following months, they felt a great need for support from some caring person or organisation. While some support is available from family and friends, this is often limited because they are also experiencing shock or grief.

The goal of the organisation is to promote the support and care of victims of road trauma, by counselling and dissemination of information and provision of caring services. To achieve this goal, the following objectives have been adopted.

(a) Provide crisis counselling to both the victims and their families.

(b) Follow-up with families of victims to encourage linking, networking and provision of counselling and support.

(c) Establish community support groups or support group sessions.

(d) Develop and distribute information which may assist accident victims and their families.

(e) Organise educational seminars for the benefit of victims, their families, the broader community as a whole, and health care providers.

The people to whom the organisation aims its assistance includes victims of major and minor accidents. Also, it is envisaged that families and friends of those killed or injured, witnesses of crashes, people who assist at the scene of crashes and those who have been found guilty of causing accidents (through drink driving and dangerous driving) are all in need of some form of assistance.

The Road Trauma Support Team plans to act, not only in providing support to the people in these categories but to refer some of these to other social and health providers for appropriate assistance. The group also intends to link with and provide information to other road safety groups.

Now the team has received financial aid from the Tasmanian Government to employ a co-ordinator. The position will be filled by Mrs Pat Igoe, formerly a director of Lifelink and an employee at the Launceston General Hospital. Mrs Igoe will bring expertise in conflict resolution and grief counselling.

Colleen Hall is a member of the Australian College of Road Safety. The College is supportive of efforts of the RTST and similar post-trauma support groups. The constitution of the College includes the objective "to encourage the provision of an environment of care and support for victims of road trauma". The provision for dissolution in the constitution names hospital spinal units as potential recipients of assets.



The founder of the Road Trauma Support Team, Mrs Colleen Hall (left) and the newly appointed co-ordinator, Mrs Pat Igoe (right).

FRONT COVER

The front cover photograph was taken during Dr Amarjit Singh's visit to Brisbane. He toured Australia in August, 1991 as guest lecturer of the Australian College of Road Safety Inc.. Dr Singh is the Director of the Centre for Alcohol and Road Safety Education at the University of Reading, England.

AWARDS SCHEME

The Australian College of Road Safety has introduced an Awards Scheme.

The goal of the scheme is the widespread establishment of good road safety practices at the local level, by community groups or local government councils.

To facilitate this it envisages the development of a *Code of Good Practice in Road Safety*, perhaps similar to the Road Safety Code of Good Practice adopted by the Association of County Councils, London.

The College believes that such developments cannot be prescribed nor can they even be drafted, without extensive experience in a cross-section of local environments, thorough evaluation of the results, and the dissemination of the findings throughout the broader community of interest.

Such a code might eventually be developed by or under the patronage of an established

national organisation with accountability for either road safety or the quality of life in local communities.

It would constitute a guideline for all levels of government as well as private sector and community groups.

Therefore, to this end, it is proposing the Award Scheme to foster the establishment and monitoring of demonstration projects.

The Award Scheme is the medium by which greater incentives can be recognised and promulgated.

Subject to the conditions for participation in the scheme, there is no constraint on the nature, scale, cost or scope of the projects entered for the award, provided that a contribution to road safety is their major objective.

It is anticipated however that entries will fall into one or more of the following categories (e.g.,

Road Safety Code of Good Practice), which are provided by way of illustration of the range of projects that might be of interest - there is no intention of issuing an award in each category.

* **Information** - projects to upgrade the data available to those responsible for or interested in promoting road safety.

* **Planning** - projects to assist the proponent or others to develop and implement plans for the improvement or assuring road safety.

* **Engineering** - design or modification of the road infrastructure to improve road safety.

* **Education** - of the public or special interest groups on road safety generally and on opportunities for improvement.

* **Enforcement** - acceptable means of increasing the efficiency and effectiveness of enforcement action.

* **Encouragement** - projects to influence others to take positive road safety actions.

* **Co-ordination** - of resources both wholly within the road safety area and of those relevant also to associated fields.

Entries will be assessed for the Award on the basis of the nature of the scheme; its status, including evaluation strategy; its contribution to the College's objectives, as outlined above; and the quality of its presentation. In general:

* **The Project**

- is it novel or unique?
- is it a substantial improvement on a

previous project?

- is it a novel adaptation of another project?

* **Status**

- what stage has the project reached:

- designed?
- presented to the public?
- approved by all necessary authorities?
- in place?
- completed?

* **Evaluation**

- the College is committed to the principle of evaluation and to the view that an evaluation strategy generally must be determined prior to the commencement of the project. This is particularly so for new initiatives. For completed projects, the results are obviously highly relevant to its assessment for the Award.

* **The Proponent**

- in the context of its Awards Scheme, the College is focussing on projects emanating from, developed in co-operation with, or carrying the enthusiastic support of local communities. Entries will be assessed accordingly.

More specifically, the assessment will be based on the following criteria:

* **Appropriateness**

- does it address a real issue or problem?

* **Effectiveness**

- will it make a major contribution to the resolution of the problem?

* **Efficiency**

- does it represent a cost-effective allocation of resources such that the benefits substantially outweigh the costs, including both external and internal costs of the project?

* **Originality**

- does it represent a new approach, or a substantial improvement on an existing programme?

* **Relevance** - how relevant is it to

the College's goal to the widespread establishment of good road safety practices at the local level?

* **Transferability** - can the project be readily applied in other areas where there are similar problems?

* **Contributions** - to what extent will the project make a contribution to achievement of the road safety objective of the College? What contribution will it make to other economic or social objectives. In particular, the environment, amenity and public health? (*Project is the generic term chosen to embrace programmes, schemes, plans, etc.*)

* **Results** - have positive results, in line with the project's objectives, been achieved?

* **Evaluation Process** - projects for which a formal evaluation has not yet been completed will be considered on both the quality of the evaluation plan and the pre-commencement assessment of the likely result and its costs and benefits.

* **External impacts** - does the project have any undesirable external social or economic impacts?

* **Documentation** - expensive or other 'glossy' presentations are

not required. The criterion will be the clarity with which the project, its objectives and its evaluation are adequately described.

CONDITIONS

To be eligible for entry to the scheme:

* Projects must be implemented between January 1, 1990 and December 31, 1991.

* Entries must be submitted by or with the written approval of the person or authority responsible for implementing the scheme.

* Four copies of the entry documents are to be submitted.

* Entries must be received no later than June 30, 1992 and the winners will be announced before December 31, 1992.

* The College reserves the right to publish any details of the entries and the Awards.

* Enquiries about the scheme and entries, clearly marked *Good Practice in Road Safety at Community Level* should be forwarded to:

Dr Brian Connor
Australian College of Road Safety
PO Box 1213
ARMIDALE NSW 2350



A local area development for traffic calming in the Adelaide suburb of Ridgehaven, S.A.



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ROAD TO REALITY - A CRASH COURSE

In 1992, a nationally consistent education kit entitled "Road to Reality - a Crash Course", comprising a sixteen minute video on drink driving and written support material, covering a broad range of subjects, will be available to schools throughout Australia. The content of both components of the kit covers many issues such as prevention, peer pressure, road misbehaviour, law, social responsibility, morality, bereavement and so on.

The written support material is broad and has some useful practical tasks designed for subjects as diverse as drama, media studies, English, religious instruction, legal studies, personal development, and pre-driver education. The kit is comprehensive, with the purpose that it will not gather dust on a shelf, because of its appeal to a variety of teachers (and promulgate the road safety message across the curricula).

Its longevity is an important goal, ably supported by the written material which acts as a medium for the reinforcement of the video's content. Furthermore, the video can be viewed from different perspectives several times, without fear of oversaturation, because of the multidisciplinary opportunities provided.

A brief synopsis of the story is as follows. An eighteen year old youth gains his driver's licence and celebrates at a pub with his friends. After some cajoling, he reluctantly takes them for a spin around the block, where tragedy strikes. The consequences are presented in a most open ended manner, but the repercussions are quite clear.

Although these issues have been dealt with many times, the short film's treatment is refreshingly unique and does not rely entirely on shock tactics, which are only

effective in the short term anyway. The kit presents an almost complete insight, covering most of what students need to know in advance, and aiming to inculcate socially acceptable behaviour, without the young people feeling sermonized or patronized. It will appeal to all socio-economic groups.

The kit is suitable for all secondary school students as well as adults, but its use is recommended at years 10, 11 and 12. Reaction to the video has been overwhelming and its success seems assured. It compares favourably with anything presently available and is considered to be one of the best road trauma films produced in recent years.

There is a current need for material such as this, partly because it caters for a topical community need and also it proves what voluntary groups can achieve. It shows students and teachers how to articulate and develop their own ideas and research towards issues which perhaps one day will affect them. This provides them with a very strong link between their education and their community.

The popularity of the video can be attributed to a group of ex-year 12 students, whose youthful enthusiasm and genuine commitment enables audiences to relate to their messages more so than if they were acted out by older characters. The professional filming and editing are the reasons for the film's outstanding quality. The kit has received many endorsements from service groups throughout Victoria.

This article was submitted by Mr Frank Pronesti; further information is available from him at :-

221 Archer Street

SHEPPARTON, Victoria, 3630

Telephone (058) 218929

SKID 'N' SLIDE SIMULATOR

A new device named the Skid 'n' Slide simulator has been developed by Jim Johnstone in Queensland.

In the past, driver training centres have invested considerable financial resources (up to \$A 0.75 million) in providing skid pans on which drivers could be trained to handle vehicles in emergency situations. The cost-effective simulator could make these facilities unnecessary in the future.

The unit is similar to equipment used by London's Metropolitan Police for driver training.

Jim Johnstone and Clifford Hodgson, both members of the Australian College of Road Safety, operate IAM Fleet Driver Training Services. One of the devices, attached to a Toyota Camry, is used in their training sessions. High school students in the Brisbane area have given it their seal of approval.

The invention has been patented and after final development will be marketed to driving schools for about \$4,000.

The simulator is an undercarriage device with leverage capabilities and a castor wheel assembly. It has been designed to be fitted to a car without additional bolt holes. It can be attached in about ten minutes and left in place during the normal day to day operation of the vehicle. It can also be carried in the boot of a car.

It can be operated in an area about the size of a tennis court and there is no need for messy oil, detergent or even water on the surface. A local car park is suitable provided that it is sealed and reasonably level.

When activated at the touch of a button, it

lifts the rear end of the car off the ground, placing the directional control in the hands of the instructor in the passenger seat. At the touch of a button, a slippery road is simulated. Rear wheel slides can be induced from speeds as slow as four kilometres per hour.

It creates unexpected vehicle movements giving the driver the opportunity to learn handling responses. The simulator is ideal for introducing nervous students to vehicle control techniques. They do not have to travel very fast to experience and learn to control potentially dangerous driving situations.

ABROAD

The last edition of "INROADS", the Journal of the Institute of Road Safety Officers (U.K.) contained some "news from Australia".

The editor wrote, "I received a letter from Jim Johnstone who was the former Chairman of the Australian Group (Institute of Road Safety Officers) and who is now with the Australian College of Road Safety since amalgamation.

"Jim sends best wishes and writes that the recession has also hit Australia and that this is having an effect on government departments and on the private sector. As driver training has been hit, so the number of young people being trained by parents has risen, with a lot of bad habits being picked up.

"Amarjit Singh was on tour in 1991 and held workshops in Sydney, Canberra, Melbourne and Brisbane, at which he explained his work (in the U.K.), and this was very well received.

"Roy Ward, Chairman of the Prince Michael Awards, is currently on tour.

"Jim enclosed a copy of their journal "RoadWise" which was interesting because it covers the whole range of road safety reflecting the wide-based membership of the College - their members seem to include doctors, police, driving instructors engineers, etc..

NEW MEMBERS

CORPORATE

Driver Education Unit, RTA of NSW (Dr Chris Horneman)
 Drivers Edge (Mr David Bellenger)
 Binalong Rescue Squad (Mr Peter le Grand)
 Mazda Australia (Mr R Cook, Technical Services)
 Driver Development Centre, SA Dept. of Road Transport (Mr Mike Sandrett-Smith)
 ADG Training & Consulting Pty Ltd (Mr M Braithwaite)
 Finemores Pty Ltd (Mr J Gummer, Insurance & Risk Manager)
 N.T. Department of Transport & Works
 Bikewest, W.A. Department of Transport (Mr Rod Evans)

PERSONAL

Dr Jonathon Williams (Yass, NSW)
 Ms Anne Raymond (Co-Ordinator, Drink- Driver Programme, St Vincent's Hospital, Fitzroy)
 Mr Wal Smart (RTA, Goulburn)
 Mr Ray Grimshaw (Chairman, Road Safety Council of NT; President, NTAutomobile Association)
 Dr Amarjit Singh (Director, Road Safety Education Centre, University of Reading, London)
 Mr Frank Pronesti (Shepparton, Vic.)
 Mrs Colleen Hall (Chairwoman, Road Trauma Support Team, Launceston)
 Mr Timothy Gason (Road Aware Australia Pty Ltd)

The Australian College of Road Safety Inc. is the only organisation which has been set up specifically to link, on a personal and professional level, road safety workers and community organisations across the nation.



Corporate and personal membership of the Australian College of Road Safety Inc. is invited. Membership includes receipt of the quarterly journal *RoadWise*; other circulars; participation in conferences, forums and lectures; and links with other professionals.

Annual subscription:

Corporate \$40
 Personal \$20

LETTERS TO THE EDITOR

Editor, RoadWise,
 EMU Press

The greater New York Automobile Dealers Association, sponsor of the New York International Automobile Show in April, has issued an open invitation to area auto and traffic safety professionals to attend the second annual World Traffic Safety Symposium.

The two day symposium will be held on April 21-22 at the Javits Convention Center in Manhattan in conjunction with the New York Auto Show, which draws more than 1.1 million visitors, making it the largest auto show in North America.

The conference, which last year won the Grand Award in the National Dealer Safety Competition run by the Highway Users Federation, is free for all involved with enforcement, education and other aspects of traffic safety.

Highlights of the symposium will include a keynote address by Dr Murray Mackay of the Accident Research Unit of England's University of Birmingham, on the history of vehicle crashworthiness. A panel of experts, including technical and research experts from Volvo and Ford, will explore what the future holds in the area of auto safety technology. Another panel will debate issues surrounding drunk driving among young people, including the impact of liquor advertising on today's youth.

Also, Fred Grubbe, Deputy Administrator of the National Highway Traffic Safety Administration, will discuss the safety impact of the newly passed Federal Highway Act. Traffic safety experts from around the world will share news of safety programs that are working in Brazil, Canada, England and Australia.

Reservations for the World Traffic Safety Symposium can be obtained by contacting any new car dealer in the metro New York area, or by calling symposium co-ordinator David Reich at (212) 573-6000.....

David Reich
 Reich Communications
 355 Lexington Avenue
 New York NY 10017

PUBLICATIONS

Traumatic Head Injuries Network Inc. S.A., THINK - The Australian Magazine on Acquired Brain Damage, Vol. 2, No. 1, Dec., 1991.

NRMA, Traffic and Safety News, Issue No 6, December 1991.

Office of Road Safety, S.A. Department of Road Transport, Road Accidents in South Australia 1989, January, 1992.

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Institute of Road Safety Officers (U.K.), Inroads, Vol. 13, No. 3, December, 1991.

Road Safety Bureau, RTA of NSW, Road Safety, Special Issue-Road Safety 2000, No 5, 1991.

Australian Association of Health Promotion, Health Promotion Journal of Australia, Injury Prevention in Australia, Vol. 1, No. 2, 1991.

National Health and Medical Research Council and The University of Adelaide, NHMRC Road Accident Research Unit, January, 1991. (contains a list of more than 160 publications released since 1979).

Keith Edmonston Regional Traffic Safety School, Annual Report, December 1991.

[Cairney, P (Ed.)], Australian Road Research Board, Improving Safety at Railway Level Crossings.

NATIONAL ROAD SAFETY RESOURCE CENTRE

(An initiative of the Australian College of Road Safety, in conjunction with the University of New England)

Enquiries may be directed to
 the Special Projects Librarian, National Road Safety Resource Centre
 University of New England, Armidale, N.S.W., 2351

Publications produced by the Australian Road Research Board include:

- * Australian Road research (quarterly)
- * Research Reports (approx. 30 per year)
- * Roadlit (weekly)
- * Briefing and Special Briefing (digest of ARRB activities)
- * Other publications (conference proceedings)

Lasors

(Literature Analysis System on Road Safety)

This is a database available through AUSINET, produced by the library of the Department of Transport and Communications, Canberra, A.C.T.

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, 1990 and 1991 are available for \$10 per set, including postage.

Copies of conference proceedings are also available.

"The Proceedings of the 1986 National Traffic Education Conference"	\$10.50
"The Proceedings of the Second National Traffic Education Conference 1988"	\$14.50
"The Proceedings of the Third National Traffic Education Conference 1990"	\$23.00

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