



# Quarterly Report

## Australasian College Of Road Safety

April 2004

### From the President

The last quarter has been quite busy and exciting for the College. The Year Book has finally hit the streets. Eighteen articles by various experts across a broad range of topics are focussed on how we can reduce the national road toll. I strongly commend this book to all members. I kindly ask members to publicise it widely particularly to members of various professional societies, community groups and schools interested in road safety issues. An electronic copy of the Year Book can be downloaded from the College's web site. Each State and Federal Member of Parliament has been posted a hard copy.

On behalf of the College, I would like to thank the authors for their valuable contributions. I would also like to thank in particular our National Secretariat Staff Executive Officer Geoff Horne and Executive Assistant Maxine Leader for their mammoth efforts in producing and mailing the book. The editorial reviewers Lori Mooren, Anne Harris and Barry Watson also contributed many valuable hours to reading and emailing suggested amendments. Similarly, production of the book would not have been possible without our generous sponsors NSW's Motor Accidents Authority, the Australian Automobile Association, Tenix, DVExperts Pty Ltd and Jamieson Foley Consulting Forensic Engineers. All of these people and entities have made it possible to provide an overview of where our members believe gains can be made in our battle to reduce road carnage.

In February this year the College launched the New Zealand Chapter in Wellington with the kind support of NZ's Land Transport Safety Authority. Peter Croft and NZ Institute of Highway

Technology. A Barrier Seminar was run on the first day and a Road Safety Conference: A Trans Tasman Approach, was run on the second day where the Chapter was launched with Craig Hill as the Chapter's president. Attendance was excellent at both functions where a wide range of issues relevant to New Zealand's road safety problems were discussed. The College warmly welcomes our New Zealand counterparts and looks forward to reaping the rewards of working together to reduce each nation's respective road tolls.



*Professor Raphael Grzebieta, President of the College congratulating Craig Hill, the Chairman of the newly-formed New Zealand Chapter of the College, 20 February 2004*

Another Roadside Safety Barrier seminar is also planned for August in Adelaide. As a result of the success of the Barrier seminar series a second national seminar series focussing on Drink Driving has been planned with Kerry Smith and Barry Watson as the keynote presenters. I encourage members to look out for it and promote it when it comes to your city.

Another event of particular note is the SaferRoads initiative launched by the Australian Automobile Association's on the 31<sup>st</sup> March at Parliament house in Canberra (see <http://www.aaa.asn.au/saferroads/>). I again commend our members to read through the web site pages and widely disseminate its contents. The

College is one of the main SaferRoads Partners fully supporting and committed to the initiative.

In regards to the main issue raised in the SaferRoads website, I would like to leave you with the following thought. I found myself relaxing at home early one Saturday morning, sipping my coffee and flipping through the newspaper as one might (an increasingly rare moment), when I came across a glossy special booklet insert paying tribute to significant events in Australia's history. This particular edition, one of a series running over a couple of weeks, focussed on all the natural and manmade disasters Australians have experienced since the beginning of colonisation. Each page of the booklet had pictures and stories about each of the disasters – the bushfires such as Black Friday and Ash Wednesday, the Granville train disaster, the Sydney to Hobart Yacht race, Thredbo land slide and the more recent Bali bombing, to name a few. I decided to tally up how many people died in these tragic events and found it was 746 from those listed in the article. Surprised at the number, I decided to find out from the Australian War Memorial how many Australians died in all the wars Australia has been involved in and counted around 109,000 people. Since the year 1925, when vehicle crash statistics were counted, around 36,000 Australians had died in wars – WW2, Korea, Vietnam, etc. I then logged onto the ATSB website and noted that since 1925 a staggering total of around 171,000 people have died on our roads. I was mortified to say the least.

We see newspapers with photographs of tragic events as those listed above, grabbing our attention and printing words of outcry and demands of change. The most recent one I noticed was a full page photograph showing people in Spain massing in protest against terrorist attacks that senselessly killed their citizens. Another one I constantly hear on the radio is the horrible weekly bombing and killing of people in the middle east. Yet all these events pail to insignificance when we compare the number of people killed and injured in such tragedies to the daily road carnage.

Every day around 5 people die and 60 suffer a serious injury as a result of a crash somewhere in

Australia. Does this not read like statistics from a war zone? Terrorism frightens us as a society but driving on our roads should frighten us many many times more. Is not the risk of injury and dying is many orders of magnitude higher? In around 6 months we will kill more people on our roads than we have suffered from all the natural and manmade disasters. Is this not a disaster of huge proportions?

***Road carnage is a public health problem that demands our very serious attention and every effort to eliminate it.*** It is for this reason we sent the Yearbook to every politician in the land in the hope that champions will rise from the halls of power to lead and to help us eradicate this insidious threat to our nation's citizens and a civilised existence. I encourage members to write to their MP to persuade them to take up this challenge.

Raphael Grzebieta, President.

## **News from the College Chapters**

**The NSW New England Chapter:** plans for the annual Arrive Alive Expo for high school students for 7-9 June 2004 are well advanced. The Chapter is working with the NE Division of General Practice for a seminar on World Health Day. Meetings have also been held concerning the future activities of the Traffic Education Centre in Armidale. **The NSW Sydney Chapter** is contributing to plans for a forum entitled 'Road Safety is No Accident' to be held on World Health Day at the Parliament House Theatre. **The Queensland Chapter** held its AGM in March and Barry Watson was elected as the new Chairman. Graham Frane spoke about the new Road Safety Strategy 2004-2011 for Queensland. A breakfast seminar is planned for 7 April at which the new Minister for Transport and Professors Mary Sheehan and Robyn Norton will be speaking.

**The SA Chapter** is planning to run a Roadside Safety Barriers seminar in Adelaide in August. **The Victorian Chapter** held a Hypothetical on 23 March at Parliament House on Fleet Safety. On World Health Day an event is planned for Parliament House **The New Zealand Chapter:** the newly formed Committee has been planning a program and also a membership drive.

## NSW Country Road Safety Summit

The Country Road Safety Summit is to be held on 27 and 28 May 2004 in Port Macquarie, NSW. Organised by the RTA and the MAA, the Summit program will include Plenary and Working Group sessions. Issues for discussion will include drink driving, speeding, the involvement of young people, heavy vehicles, road environment aspects, post crash care, enforcement strategy and policy, vulnerable country road users, and issues related to bullbars.

The Working Group sessions will consist of invited delegates and associate delegates from government, key stakeholder groups and road safety experts. A key Summit outcome will be a list of agreed recommendations for initiatives and programs to reduce country road trauma which will be forwarded to the Government. The summit will be open to the public on the first morning, but anyone wishing to attend must register with the RTA. For more information on the Summit, Contact: Summit Secretariat (02) 9241 1478

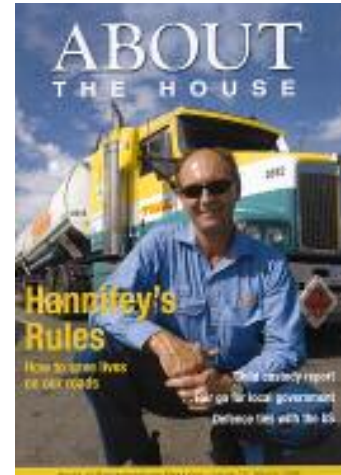
## World Health Day in WA

The Injury Research Centre at the University of WA is organising a seminar on the theme: 'Road Safety is No Accident'. The seminar will be held at the Hew Roberts Lecture Theatre, Corner of Hampden Road and Clifton Street, Nedlands, from 4pm to 5pm on 7 April. Contact: Jean Needle tel: 9380 1302.

## ACRS member features on front page of Fed Parliament magazine

Rod Hannifey, well-known truck driver, road safety advocate and member of the College has been featured in the latest edition of the Federal Parliament's popular magazine 'About the House'. Rod attended and spoke at a recent day-long forum on road safety organised by the House of Representatives Transport Committee. His approach so impressed the Editor of the magazine that he put a photo of Rod with his B-double truck on the front page and included many of Rod's ideas in a major article on the forum. Congratulations, Rod! Here's one of Rod's ideas for road safety – one national telephone number

that drivers could call if they spot some dangerous deficiency in a road condition – a simple idea that could be instrumental in reducing accidents. At present Rod says there is no such number and trying to contact road authorities can be a frustrating and sometimes useless exercise. Copies of 'About the House' can be obtained free from the Liaison and Projects Office, House of Representatives, Parliament House, Canberra 2600; tel: 02-6277 2122 or email: liaison.reps@aph.gov.au.



## Four-wheel drive safety

A safe driving information pack for four-wheel drive buyers is to be developed as a result of a meeting in March between the Minister for Local Government, Territories and Roads, Senator Ian Campbell, and 4WD industry leaders. Senator Campbell called the meeting soon after four members of a Canberra family were killed when their 4WD vehicle ran off the Hume Highway at Tarcutta, 140km north of Albury.

"My purpose in calling the meeting was to establish whether there was scope to improve the level of safety education presently available to 4WD purchasers or any other measures that could be taken to reduce the number of single roll-over crashes," Senator Campbell said.

"There are clear differences between driving a family sedan and a four-wheel drive, especially the heavier, bigger ones, and I wanted to discuss with leaders in the industry how best to get that message through to 4WD drivers, particularly first-time ones.

"It was unanimously agreed that options for an education pack would be developed during the

next three months and we would meet again at that time to decide the best way forward.”

Sadly the meeting with industry leaders does not appear to have discussed the need for design regulations to ensure that when vehicles roll over their roof structures are able to bear the loads imposed on them, thus protecting passengers from being crushed. (See Shane Richardson's article on page 48 of the ACRS Year Book 2004).

## New Zealand wants to walkabout

The New Zealand Government has released a draft strategy to increase walking and cycling as part of its overall transport policy. To support the need to encourage walking and cycling, the Land Transport Safety Authority (LTSA) recently hosted a presentation on safe cycling and walking by Dr Rodney Tolley, from the UK. Dr Tolley is something of a 'guru' on these topics, being a researcher in the field and founder and Director of the Centre for Alternative and Sustainable Transport, Staffordshire University, UK. He is also the Director of Walk21, a global partnership of walking experts that organizes annual international walking conferences. Dr Tolley claims that it is possible to increase walking and cycling and at the same time reduce the number of cyclists and pedestrians killed or injured. Too good to be true? Dr Tolley said that as more cycling and walking takes place, safety increases for all road users because traffic arrangements are made to accommodate cyclists and pedestrians and car drivers adapt their driving with more of them on the road. Dr Tolley quotes the Walcyng Report from Sweden (1996-1997) to back the safety in numbers claim. He says that a whole host of initiatives can be taken by road authorities to keep cyclists and pedestrians safe. Facilities can be installed that allow car drivers to anticipate cyclist and pedestrian moves better and provision can be made for narrow car lanes that decrease motorists' speed and make more space for cyclists. Motorists will then be more inclined to provide right of way. For information on Dr Tolley's work see [www.walk21.com](http://www.walk21.com) and [www.livingstreets.org.uk](http://www.livingstreets.org.uk). (Source: LTSA's Road Safety New Zealand Feb. 2004)

## European Developments

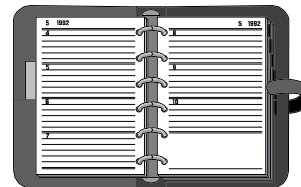
**Extending safety belts:** In December 2003 the European Parliament approved proposals aimed at making seat belts compulsory in all new motor

vehicles from 1 January 2004. Up to then, seat belts were only mandatory for passenger cars.

**Speed limiters:** The European Union Council of Ministers recently adopted a new Directive regarding the assembly requirements of speed limiters for light commercial vehicles, such as small buses and vans. This Directive was linked to the 2002 Directive which made speed limiters compulsory for all passenger vehicles with more than eight seats and for all goods vehicles over 3.5 tonnes. In order to cover all the vehicles and speed limiters under the 2002 Directive it was necessary to amend its scope in terms of speed limiter construction.

**Special project for 2004-2006:** The European Transport Safety Council (ETSC) has started a 3-year project called 'The SEC Safety Belt' aimed at contributing to a 'durable improvement of transport safety' in the Southern, Eastern and Central European countries (hence the 'SEC'). The road safety performance of these countries has generally been poorer than of the Northern European countries.

## For your Diary



**5 May 2004: Australian Road Safety Inventors Forum**, Gardens Theatre, Brisbane. For further information: [www.carrsq.qut.edu.au](http://www.carrsq.qut.edu.au); tel: Judy Williams, 07-3864 4568.

**5-7 May 2004: Second International Traffic and Road Safety Congress and Exhibition**, Ankara, Turkey. Contact: Tel : +90 312 442 8845  
Fax: +90 312 442 8846  
E-mail: [info@trodsa.com](mailto:info@trodsa.com) • [info@cmsorg.com](mailto:info@cmsorg.com)

**27-30 June 2004: The 14th Canadian Multidisciplinary Road Safety Conference** - Ottawa, Ontario, Canada. See <http://www.cmrsc.ca> for details.

**4-6 August 2004: AITPM National Conference: 'A Fair Go – a transport reality or impossible dream?'** – Adelaide Convention Centre. For

further information: Tel: 08-8410 7488; email:  
[aitpm@aitpm.com](mailto:aitpm@aitpm.com) or website: [www.aitpm.com](http://www.aitpm.com).

**14-16 November 2004: Road Safety Research, Policing and Education Conference**, Burswood Resort Casino, Perth, Western Australia. For further information: Tel: 08-9227 0233; email: [impact@impcom.com.au](mailto:impact@impcom.com.au).

## College Web Site

If you have not yet visited the new College web site at [www.acrs.org.au](http://www.acrs.org.au) we strongly recommend you have a look.

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**Friday** Closed

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