

# PROGRAM REPORT

## REGIONAL ROAD SAFETY KNOWLEDGE AND MANAGEMENT PROGRAM

9-12 November 2008  
Adelaide, South Australia

### INTRODUCTION

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In order to promote knowledge transfer in road safety management, the South Australian Department for Transport, Energy and Infrastructure organised, in association with AusAID and the World Bank's Global Road Safety Facility, a Regional Road Safety Knowledge and Management Program for public sector professionals with road safety responsibilities in developing countries of Asia.

Nineteen delegates from a range of transport, police and academic institutions in Bangladesh, Cambodia, Indonesia, Laos, Vietnam and Papua New Guinea attended the program on 9-12 November 2008 in Adelaide, South Australia. A further five World Bank staff based in these countries also attended.

This report provides some context and background to the program, outlines the activity that took place, briefly evaluates the program, and provides some recommendations for related activity in the future.

### CONTEXT

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There was considerable Australian involvement in a road safety report prepared by the Joint Transport Research Centre on behalf of the Organisation for Economic Cooperation and Development and the International Transport Forum. "Towards Zero: Ambitious Road Safety Targets and the Safe System Approach", published in September 2008, represented a three year co-operative effort by an international group of safety experts representing 21 countries, as well as the World Bank, the World Health Organisation and the FIA Foundation.

The purpose of the report is to review the state of the art in improving road safety performance and examine the role of targets in raising the level of ambition and achieving effective implementation of road safety policies. The work aims to assist governments in raising the performance threshold by developing more systematic approaches to road safety. It highlights the institutional management changes required in many countries to implement effective interventions through a strong focus on results and underlines the economic case for road safety investment.

The report made 9 overall recommendations:

1. Adopt a highly ambitious vision for road safety
2. Set interim targets to move systematically towards the vision
3. Develop a safe system approach, essential for achieving ambitious targets
4. Exploit proven interventions for early gains
5. Conduct sufficient data collection and analysis to understand crash risks and current performance

6. Strengthen the road safety management system
7. Accelerate knowledge transfer
8. Invest in road safety
9. Foster commitment at the highest levels of government.

In relation to Recommendation 7, the report noted that:

Knowledge transfer initiatives must be supported with adequate investment in targeted programs and projects, designed to overcome institutional capacity weaknesses, especially by creating sustainable learning opportunities in the countries concerned.

Strong and sustained international cooperation will be required to mobilise resources and support commensurate with the scale of losses arising from road deaths and serious injuries. This is especially the case with low, and middle-income countries, but it is also relevant to high-income countries seeking innovative strategies for achieving the ultimate goal of eliminating death and serious injury.

Involvement in the project by the World Bank helped illustrate the importance of a strong road safety management framework in low, middle and high-income countries alike, and the opportunity of a genuine exchange in experience and understanding over time between countries, irrespective of their current level of safety. Reflection on, road safety management progress in one country can generate new insights for progressive road safety managers in another country.

The Australasian Road Safety Research, Policing and Education Conference (ARSRPEC) is an annual event that brings together researchers and practitioners in road safety. Formally, it was established through Austroads (the organisation of public Australasian roading authorities), and has developed to the point where it has become an important vehicle for the international exchange of road safety knowledge and expertise. Many of the world's leading practitioners and researchers have presented to the conference, and a number of world leading research reports have been reported there.

As the organiser of ARSRPEC 2008, South Australia considered the new perspectives that could be brought to bear on the local road safety community. One was to promote a better understanding of the importance of sound road safety management systems to the task of achieving substantial road safety improvements and sustaining them over the long term. Another was to open the debate and context in which road safety is managed by introducing perspectives from low or middle-income countries.

On behalf of the organising committee, the South Australian Department for Transport, Energy and Infrastructure (DTEI) approached AusAID to consider supporting two people from South or South East Asia to attend. The Department identified significant potential to begin using the conference as a mechanism to advance the transfer of knowledge and peer to peer networks between better performing countries, such as Australia, and those countries where road trauma is increasing.

As a further indication of support for this work, AusAID were informed that one of the post-conference workshops was being dedicated to regional engagement issues, and that two of the keynote speakers were relevant leaders in the field.

- Jeanne Breen, who was the primary author of the World Health Organisation's World Report on Road Traffic Injury Prevention, and has subsequently worked extensively with the World Bank in developing countries, and in the development of a comprehensive road safety management guide.
- Professor Radin Umar, who had recently established the Malaysian Institute of Road Safety. While he had moved to a different position, his replacement Professor Ahmad Farhan broke new ground as the first keynote from a developing country expert to help lead the conference agenda.

The program was supported by AusAID, which has recently identified road safety as one of two disability prevention priorities in its Disability Strategy, and.

A number of different factors were converging in favour of the proposition. AusAID had become a partner with the Global Road Safety Facility in late 2007, and had begun work on a disability strategy. "Development for All: Towards a Disability-Inclusive Australian Aid Program 2009–2014", which was published in November 2008 identified "reduced preventable impairments" as one of three core outcomes that was being sought. Road safety was one of the two preventable impairment-specific initiatives identified (along with avoidable blindness) for action – the intent being "to reduce the incidence of traffic accidents that lead to death and disability and to relieve the humanitarian, social and economic burden of this global health issue".

It also became apparent that there would be significant demand for developing a knowledge transfer activity in association with the conference. The World Bank, which is promoting the spread of good practice road safety management through its Global Road Safety Facility, has established links with people holding road safety responsibilities in countries which AusAID has a relationship with through its Infrastructure program. A list of nominated participants was developed with input from World Bank staff across the region. Broadly, it was agreed that AusAID would meet the travel and accommodation costs for delegates (predominantly met through AusAID's International Seminar Support Scheme), GRSF would meet registration costs, and DTEI would coordinate all arrangements. In practice, the conference organiser undertook the core logistic tasks, and the program was developed by DTEI in consultation with the GRSF and AusAID.

## ACTIVITY

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The purpose of the program was to provide participants with access to a broad range of Australian and international understanding and expertise in road safety knowledge and management for attendees to take back to their respective countries. The program comprised two primary activities, described below. The program participants were also hosted by the South Australian Minister for Road Safety at a reception in Parliament House.

### *Road Safety Management Workshop, Sunday 9 November*

The purpose of the workshop was to share road safety knowledge, skills and experience between countries, with a particular focus on how to deliver sustained reductions in road traffic injury, and to act as an introduction to the four day program. Country participants were asked to prepare, ahead of time, materials and perspectives to share with other workshop attendees. A copy of the agenda and a list of the

attendees are attached. The presentations can be accessed at [www.dte.sa.gov.au/roadsafety/knowledgetransfer](http://www.dte.sa.gov.au/roadsafety/knowledgetransfer).

The workshop served as a point to bring together senior representatives with road safety responsibilities in their country and provide an intensive opportunity to broaden their knowledge and understanding of road safety in their region. While no formal pairing was envisaged, peer to peer links between country participants and Australian jurisdictions were encouraged by inviting road safety managers throughout Australasia to attend the workshop. Most Australasian jurisdictions were represented, at a senior executive level, and were joined by the conference keynote speakers and representatives of local South Australian transport, police, university and automobile club stakeholders. Attendance by the relevant AusAID Program Manager, and the World Bank's Lead Road Safety Specialist reflected the substantial support from these development institutions to the program.

This workshop was a critical part of the program, mixing contributions by the Global Road Safety Facility, AusAID, each of the Asian countries, Austroads, New South Wales and Western Australia. It was highly valued by the international delegates as an opportunity to learn of the road safety progress of neighbouring countries, including Australia. The experiences shared were regarded as potentially very useful for delegates to take back to their own countries, even though the context is different in each country, particularly the difference between Australia and the developing countries of Asia.

In the context of the management theme, specific feedback from participants included reference to the impressive involvement of traffic police in Australian programs, and the value of a coordinated and cooperative stakeholder approach to tackling road safety problems. Participants considered that the workshop began to open access to institutions and people and ideas that could be useful to support work upon return, and emphasised the need for establishing long term road safety goals.

It was notable that at the end of this day the Director of the Centre for Road Safety in New South Wales expressed strong support for establishing a similar program in association with ARSRPEC 2009 in Sydney. Maintaining and developing the knowledge transfer process requires individual jurisdictional commitment along these lines. The Austroads Road Safety Program Manager also subsequently expressed interest in the possibility of building the support for such work, echoing the suggestion made by participants that part of any ongoing exchange could take place in Asia. This report may be useful for Australasian institutions and by GRSF and AusAID in considering further activity in this area.

#### *Australasian Road Safety Research, Policing and Education Conference, 10-12 November*

This annual conference brought together many of Australia and New Zealand's leading road safety researchers, police, educators, and managers, and provided the opportunity for the program participants to sample a full range of papers and experts working in many different aspects of road safety. A copy of the conference program is attached. All delegates received hard and soft copies of the extended abstracts. The papers will be archived at [www.rsconference.com](http://www.rsconference.com).

The formal conference program closed on 11 November. On the following morning, five workshops were held addressing different issues and themes. One of these

workshops addressed “Road Safety Engagement in the Asia Pacific; Research, Policy and Practice”, and was organised by Professor Mark Stevenson, of the George Institute. Whereas the first workshop was focussed on the program participants and opening a dialogue between those executives with road safety responsibility in Australia and Asia, the forum was open to all conference attendees, and so included a wider range of Australian participants. A copy of the agenda for this workshop is attached.

## EVALUATION

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On the final afternoon, a brief program evaluation session was conducted to gather the key learnings that participants drew from the program, and assess its value as a knowledge sharing exercise. Participants were asked whether the program worked, what could be improved, and whether their expectations were met. Some feedback was provided in written form, and some at the session where there was an open discussion.

In broad terms, program participants considered that the program worked well, providing very good exposure to a range of experts and ideas that could be used. Improvements were largely around creating better time for discussion and reflection on ideas that came through each day, and also on expanding the program to incorporate more field study. Participant’s expectations were generally met or exceeded.

Two of the key benefits of the program, and which are relevant to any future activity, were the people involved and the content of the program.

The program participants represented a wide range of government, transport, police, and academic institutions, and had senior roles to play in reducing road trauma. The involvement of relevant World Bank country staff strengthened the capacity for the participants to take back and apply learnings from the program. The involvement of senior road safety executives in Australia, including from the Commonwealth and from Austroads, meant that engagement opportunities were opened at a level that may facilitate an ongoing exchange between Asian and Australian jurisdictions, and make it easier for Australasian jurisdictions to consider the value of ongoing support for knowledge transfer activities such as this. The capacity to discuss issues with a wide range of people working in the field was highly valued by the program participants.

The program highlighted the importance of building institutional arrangements in support of road safety, as has occurred over a substantial period of time throughout Australasia, and the need to continually strengthen those arrangements, as illustrated in the keynote address delivered at the conference by Jeanne Breen. A feature of this in Australasia is the level and nature of the interaction between transport, police and academic institutions, and includes a range of formal and informal practices that are necessary for effective working between public institutions in any country. An important aspect of the program was that the primary engagement was between public sector leaders – those charged by governments to lead road safety progress – rather than an engagement that had any commercial or profit oriented nature. The need for a cooperative stakeholder oriented approach was remarked upon by several participants.

The program as a whole could be seen as the beginning of an ongoing knowledge transfer process, which has benefits beyond those identified by the program participants. For Australian jurisdictions, it adds a new stream to their established

conference, taking the conference to a new level of relevance internationally, and broadening the professional development capability that has evolved (in part through the conference) over recent decades. For GRSF and for AusAID, it generates opportunities for a peer to peer exchange between public sector leaders that will be important to establishing and sustaining stronger institutional management arrangements within developing countries, and stronger and more sustained action in reducing road trauma in those countries.

The discussion recognised that there was a large element of “learning by doing” as the program evolved. Suggestions for improvement focussed on the program content and process. There was a strong view from participants that there would be considerable value in field visits. Given the scope of responsibilities, these could range from looking at specific road infrastructure treatments, to observing Police patrols, or crash monitoring and analysis systems. More direct briefings on the management systems that lie behind these and other established road safety practices may be useful.

As well, more time could have been allocated to introductions right across the participant group, as well as discussion and review of ideas or activities that had been presented during the day. There was a strong demand for written and presentation material, which could be taken away and given further consideration. It may be useful to have a segment at the beginning or end of each day to facilitate a review discussion. Further, it may be useful to have a facilitated session towards the end of the program which identified specific actions that participants would take upon return to their home county.

The participants were very appreciative of the logistical arrangements. From the organiser’s perspective, these presented some difficulty, but a specific management arrangement for these was made with the conference organiser, with assistance from GRSF which had collected the nominations in the first instance. Providing a longer lead time would have assisted, with support arrangements being confirmed earlier between the three program partners. It may also be easier to work through one nominated participant from each country.

## **RECOMMENDATIONS**

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In relation to the organising partners, it is recommended that:

1. The NSW Centre for Road Safety, as the organiser of the ARSRPEC 2009 in Sydney, approach AusAID and GRSF at an early stage to seek support for a similar knowledge and management program. There are a number of different ways in which the arrangements may need to change, and opportunities for improvement, but the holding of such a program would be an important consolidation step in the process of building peer to peer exchange between Asian and Australasian jurisdictions.
2. Austroads, as the collective grouping of public roading authorities in Australasia, consider opportunities to support an ongoing knowledge exchange that supports executive development within Australasia, and the knowledge transfer goals of AusAID and GRSF. This could complement the annual ARSRPE conference with a process that supported participation by Australian jurisdictions in knowledge transfer programs in the developing countries of Asia.
3. AusAID and GRSF consider individually and collectively the extent to which they wish to foster peer to peer knowledge transfer initiatives between Australia and

Asia. A notable feature of the program was the preparedness of senior road safety executives to engage in the program, and it is important for these development institutions to consider the type and nature of engagement that they would value over the next five to ten years.

In relation to any similar activity to program organised in association with the 2008 ARSRPE conference in Adelaide, it is recommended that:

4. Early commitment, if agreed, is gained from AusAID and GRSF so that the necessary participant identification and logistical arrangements are given more time to be put in place
5. The program be developed to include field visits to local partners and best practice operations, and incorporate more time for consideration of ideas and activities, and the development of specific actions to be undertaken upon return from the program
6. The program maintains a focus on the range of institutional management functions needed to sustain road safety improvements over time, and involvement of senior executives capable of leading discussion of road safety ideas and activities

Martin Small  
Director Road Safety  
Department for Transport, Energy and Infrastructure  
South Australia  
January, 2009

# ROAD SAFETY MANAGEMENT WORKSHOP

Sunday 9 November 2008  
Adelaide Convention Centre

## LIST OF PARTICIPANTS

Country	Name	Organisation	
Bangladesh	Dr Md Mazharul Hoque	Bangladesh University of Engineering and Technology	Director, Accident Research Institute
Bangladesh	Mr Md Jaffrul Hassan	Local Government Engineering Department	Executive Engineer, Road Safety
Cambodia	Mr Douk Narin	Provincial and Rural Infrastructure Project	Project Manager
Cambodia	Mr Vong Pisith	Ministry of Public Works and Transport	Deputy General Director, Public Works
Cambodia	Mr Pheng Souvicheano	Ministry of Public Works and Transport	Deputy General Director, Public Works and Construction
Cambodia	Mr Yee Vantha	Traffic Police	Statistic and Road Safety Officer/Member of the National Road Safety Committee
Indonesia	Ms Jany Agustin Tjokrorahardjo	Ministry of Public Works	Chief, Sub Directorate of Technical Evaluation in Directorate General of Highways
Indonesia	Superintendent Naufal Yahya	Indonesian National Police	Chief of Kendal Resort Police
Indonesia	Ms Besty Ernani	Directorate General of Land Transportation, Ministry of Transportation	Deputy Director Promotion and Partnership, Land Transport Safety Directorate
Indonesia	Dr Tri Tjahjono	Department of Civil Engineering, University of Indonesia	Senior Lecturer, Transportation Laboratory
Laos	Mr Viengsavath Siphandone	Ministry of Public Works and Transport	Director General, Department of Transport Head of National Road Safety Committee Secretariat
Laos	Mr Khamthavay Phetouthai	Traffic Police Department	Deputy Director General
Laos	Mr Laokham Sompheth	Ministry of Public Works and Transport	Director General, Department of Roads
Laos	Mr Somnuk Mektakul	Department of Transport	Acting Director to Traffic Safety Division
Vietnam	Prof Dr Tran Tuan Hiep	University of Communication and Transport	Vice Rector
Vietnam	Mr Tran Son Ha	Ministry of Police	Deputy Director of Road-Railway Traffic Police
Vietnam	Dr Doan Minh Tam	Ministry of Transport	Deputy Director General of Institute for Transportation Science and Technology
Vietnam	Ms Le Minh Chau	National Traffic Safety Committee	General Director, Traffic Safety Projects Management Unit
Papua New Guinea	Mr Frank Aku	National Road Safety Council	Chief Executive Officer

<b>Country</b>	<b>Name</b>	<b>Organisation</b>	
Laos	Mr Sombath Southivong	World Bank	
Vietnam	Ms Van Anh Thi Tran	World Bank	
Indonesia	Mr Woo Hyun Kwon	World Bank	
Cambodia	Mr Ratha Sann	World Bank	
Papua New Guinea	G Gariga Gabi	World Bank	
Washington DC	Mr Anthony Bliss	World Bank	Lead Road Safety Specialist
Australia	Mr Robert Tulip	AusAID	Infrastructure Program Manager
Australia	Mr Martin Small	Department for Transport, Energy and Infrastructure, South Australia	Director, Road Safety
Australia	Mr Phil Allan	Department for Transport, Energy and Infrastructure, South Australia	Executive Director, Safety and Regulation Division
Australia	Mr Iain Cameron	Office of Road Safety, Western Australia	Executive Director
Australia	Dr Soames Job	Roads and Traffic Authority, New South Wales	Acting Director, Centre for Road Safety
Australia	Mr George Mavroyeni	VicRoads, Victoria	Executive Director, Road Safety and Network Access
Australia	Mr Joe Motha	Department of Infrastructure, Transport, Regional Development and Local Government, Australia	General Manager, Road Safety
Australia	Mr John Goldsworthy	Department of Infrastructure, Transport, Regional Development and Local Government, Australia	Team Leader, Road Safety Strategy and Analysis
Australia	Mr Jeff Potter	National Transport Commission, Australia	Senior Manager – Safety
New Zealand	Mr David Crawford	Ministry of Transport, New Zealand	General Manager, Land Transport Environment and Safety
Australia	Ms Paula Norman	Department for Transport, Energy and Infrastructure, South Australia	Manager, Safety Policy
Australia	Professor Mary Lydon	Centre for Automotive Safety Research, South Australia	Director
Australia	Mr Jeremy Woolley	Centre for Automotive Safety Research, South Australia	Senior Research Fellow
Australia	Senior Sergeant Ross Rhodes	South Australia Police	Traffic Support Branch
Australia	Ms Rita Excell	Royal Automobile Association of South Australia	Manager, Traffic and Safety
Australia	Mr Eric Howard	Eric Howard & Associates	
United Kingdom	Ms Jeanne Breen, OBE	Jeanne Breen Consulting	
Malaysia	Prof Dr Ahmad Farhan	Malaysian Institute of Road Safety Research	Director General
Germany	Mr Wolfgang Blindenbacher	TISPOL, European Police Traffic Network	President

# ROAD SAFETY MANAGEMENT WORKSHOP

## AGENDA

11.00am to 4.30pm, Sunday 9 November 2008

Riverbank Room 1  
Adelaide Convention Centre  
North Terrace, Adelaide

### 11.00 – 12.00 Introduction

Mr Martin Small, South Australia Department for Transport, Energy and Infrastructure – Welcome, Introduction

Mr Robert Tulip, AusAID – Support for Regional Road Safety Knowledge and Management Program

Mr Anthony Bliss, World Bank Global Road Safety Facility, International context, and road safety management frameworks

### 12.00 – 12.30 Country Presentations

Bangladesh  
Cambodia  
Indonesia  
Laos  
Vietnam  
Papua New Guinea

- Current road safety performance
- Country management of road safety
- Greatest road safety issues
- Expectations of delegation

### 12.30 – 1.15 Lunch

### 1.15 – 2.45 Country Presentations continued

### 2.45 – 3.30 Road Safety Management in Australia

Mr Phil Allan, Austroads  
Mr Iain Cameron, Western Australia  
Dr Soames Job, New South Wales

### 3.30 – 3.45 Afternoon Tea

### 3.45 – 4.30 Panel Discussion

# REGIONAL ROAD SAFETY KNOWLEDGE AND MANAGEMENT PROGRAM

## EVALUATION SESSION

Wednesday 12 November 2008

1.00pm – 2.00pm

Adelaide Convention Centre  
Room 2, North Terrace, Adelaide

### 1. What worked?

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Participation was very good with a fair representation of countries. Exchanged ideas with regional colleagues, and helped build relationships and networks.

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Papers were well presented and introduced subject detail. The program as a whole gave an understanding of road safety as a global issue.

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The program created opportunities to not only gain knowledge from Australia but also to share experiences from different countries. Learned road safety lessons from Australia and other countries. Most of the Australasian road safety knowledge could be applied to regional countries in the future.

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The active involvement of traffic police in Australian programs is very impressive. The network within countries should be managed in order to share and implement best practice.

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Preparation and organisation of the conference, including all the accommodation and transport arrangements, was excellent.

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The introductory workshop with country reports was a good idea as it provided the opportunity to learn of the road safety progress of neighbouring countries, both developed and developing. The experiences were potentially very useful for delegates' own countries. Even though the context is different in each country, particularly between developed and developing countries, one common point of agreement is the need to move towards a zero vision.

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Excellent blend of global, regional and local experiences, developments and good practices was well presented and shared. There were lots of opportunities available for interactions and exchange among many distinguished researchers, professionals, academics and practitioners.

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So many people got here. It was a substantial logistical effort that worked and provided the opportunity for a genuine exchange of ideas and actions.

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There was senior responsibility taken at a local level for coordinating the activity, which reinforced the management and leadership aspect that was being promoted during the program.

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The workshop presentation exchange between Australia and Asia worked well.

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Got greater sense of complexity of issues that need to be addressed.

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## 2. What could be improved?

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A single delegate from each country to coordinate participation would be easier for the local organiser, who should seek to create longer lead times for formal approvals etc. A single briefing upon arrival would assist in clarifying arrangements.

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The program would benefit strongly from a technical tour of road improvement projects, police operations and research and management settings. Possible meeting held and study visit within the area with a best practice success story.

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Greater opportunity for informal discussion, from introductions, through to reviews of the proceedings, and opportunities to explore further exchange.

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Much of the issues raised at discussion and question time were important, and it would be great to have comments noted and distributed to participants.

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Many presentations contained too much text, or presenters simply read from notes rather than engaged the audience, which made for some boring presentations.

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The conference duration of such an important conference could be expanded from 2 to 3 days. More plenary sessions could be organised, including technical visits to good practice projects and practices. Concurrent sessions could be limited to four.

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If possible, the workshop exchange could be expanded and take place outside Australia, including visit to any regional success stories.

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Need to develop (or formalise) a mechanism to capture learnings amongst participants, and identify actions that will be taken on.

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There is an opportunity to continue the management theme, and build on it with additional themes such as speed management, or motorcycles.

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## 3. Were your expectations met?

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More than met – useful for participants, attractive to AusAID, commitment made from NSW, and interest from Austroads.

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Yes, though site visits would be better

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Yes, a lot has been learnt about how Australian stakeholders tackle road safety problems

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Yes, improved knowledge, understanding of experiences elsewhere, and cooperation required for improving road safety

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Understanding of best practice, particularly the contribution of Police within SA, Victoria, Queensland and TISPOL to improved road safety

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Better than expectations. The conference opened access to institutions and people and ideas that can be useful for back home.

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75% met

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The regional workshop particularly met my expectations with experience and knowledge from different countries, providing knowledge to set long term goals.

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The program went beyond expectations. We have much benefited from presentations, discussions and interactions and have learned many new advances and thereby advanced our understanding of organising road safety in our country. We look forward to continue such opportunity of sharing and advancing of knowledge and practice.

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Yes. It gave me the important belief that a council or strong leader for road safety is needed.

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# Road Safety 2008 Conference Program

<b>Sunday 9 November 2008</b>					
4.00 pm-6.00 pm	<b>Registration Open</b>				
5.30 pm-7.00 pm	<b>Welcome Reception</b> – Adelaide Convention Centre				
<b>Monday 10 November 2008</b>					
8.00 am	<b>Registration Open</b>				
8.30 am -10.30am	<b>Plenary Session 1 - Welcome &amp; Official Opening</b> <b>Keynote Speaker</b> – Jeanne Breen, <i>New perspectives on road safety management</i> <b>Keynote Speaker</b> – Prof Farhan, <i>Road safety research programs in Malaysia</i> Room: Hall C				
10.30 am 11.00 am	<b>Morning Tea</b>				
11.00 am -12.40 pm	<b>Concurrent Sessions 1 to 5</b>				
	<b>Session 1: Vehicle Design &amp; Testing</b> <b>Chair:</b> Lynne Bilsten (Prince of Wales Medical Research Inst.) <b>Room:</b> Meeting room 1	<b>Session 2: Speed – Travel Speeds</b> <b>Chair:</b> Bill Frith (Central Laboratories, Opus International Consultants) <b>Room:</b> Hall C	<b>Session 3: Novice Drivers – I</b> <b>Chair:</b> Barry Watson (CARRS-Q) <b>Room:</b> Meeting room 10	<b>Session 4: Crash Data</b> <b>Chair:</b> Ross McColl (Motor Accident Commission) <b>Room:</b> Meeting room 11	<b>Session 5: Motorcyclists – I</b> <b>Chair:</b> Angelika Wandell (DTEI) <b>Room:</b> Meeting room 2
	Potential benefits of an Australian Design Rule on pedestrian protection Robert Anderson - CASR	Metrication of the urban speed limit and pedestrian fatalities Jack McLean - CASR	Early driving experience and risk perception in young rural people Patricia Knight - University of NSW	Visual estimates of crash severity and child occupant injury: The ambulance record as a potential data source in crash injury surveillance Julie Brown - Prince of Wales medical Research Institute	Motorcycle Rider Training and Perceptions of Skill Peter Rowden – CARRS-Q
	Pedestrian Impact Testing: Modelling the Effect of Head-form Mass and Speed Daniel Searson - CASR	Nilsson's Power Model Connecting Speed and Road Trauma: Does it apply on urban roads? Maxwell Cameron - MUARC	Relationships between age, executive function and driving behaviour Lara Morris & Steve Dawson - University of Canberra	Analysis of the National Coroners Information System as a data source for fatal crashes David Young - Monash University Department of Civil engineering	Identifying programs to reduce road trauma to motorcyclists Kristi Greig, - CARRS-Q
	Crash testing for safety - possible enhancements to ANCAP test and rating methods Michael Paine - ANCAP	Evaluation of the Adelaide Hills speed limit change from 100 km/h to 80 km/h Alexandra Long - CASR	Can personality characteristics predict the crash involvement of young drivers? Lisa Wundersitz - CASR	An Evaluation of Road Crash Injury Severity Using Diagnosis Based Injury Scaling Ann-Marie Chapman, Department of Health, WA	Moped and motor scooter licensing and training: Current approaches and future challenges Narelle Haworth - CARRS-Q
	Bull Bar Prevalence Among Types of Vehicle in Metropolitan Adelaide Sam Doecke - CASR	Use and Validation of Risk-Weighted Speed Observation Data for Countermeasure Evaluation Angelo D'Elia - MUARC	The crash experience of newly licensed young drivers in South Australia Craig Kloeden - CASR	Review of Best Practice in Road Crash Database and Analysis System Design Blair Turner - ARRB	Early Hazard Perception Course Royal Dutch Motorcyclist Association (KNMV) Patrice Assendelft - KNMV
12.40 pm –1.30 pm	<b>Lunch</b>				

## Road Safety 2008 Conference Program

1.30 pm - 3.10 pm	<b>Concurrent Sessions 6 to 10</b>				
	<b>Session 6: Workplace</b> <b>Chair: Melinda Congiu (RACV)</b> <b>Room: Meeting room 1</b>	<b>Session 7: Speed Research</b> <b>Driver Behaviours / Attitudes</b> <b>Chair: Mark King (CARRS-Q)</b> <b>Room: Hall C</b>	<b>Session 8: Novice Drivers – II</b> <b>Chair: Ian Johnston (MUARC)</b> <b>Room: Meeting room 10</b>	<b>Session 9: Road Safety Programs</b> <b>Chair: Mary Lydon (CASR)</b> <b>Room: Meeting room 11</b>	<b>Session 10: Motorcyclists - II</b> <b>Chair: Ben Tuffnell (Motor Accident Commission)</b> <b>Room: Meeting room 2</b>
	<b>Reducing Risk in Workplace Vehicles</b> David Quayle – FleetSafe Pty Ltd	<b>Evidential-Based Guidelines for Temporary Speed Limits</b> Stephen Murray, Haran Arampamoorthy - Opus International Consultants/Central Laboratories	<b>Developing a new practical drive test for Victoria</b> Joint papers by Eastern Professional Services, ARRB, La Trobe University and VicRoads	<b>Evaluation and review of the WA black spot program</b> Delia Hendrie, - Centre for Population Health Research, Curtin University	<b>Motorcyclists' views of advanced safety technology for motorcycle safety</b> Peter Cairney - ARRB
	<b>The effectiveness of an ecodrive course for heavy vehicle drivers</b> Mark Symmons - Monash University	<b>Driver perceptions of police speed enforcement: differences between camera-based and non-camera based methods: results from a qualitative study</b> David Soole - CARRS-Q		<b>Theory and Practice: Implementing Effective Road Safety Programs</b> Robyn White – Infringement Management and Enforcement Services, Dept of Justice, Victoria	<b>Non-fatal motorcycle crashes on public roads in North Queensland</b> Ross Blackman – CARRS-Q
	<b>Sources of data on occupational road safety: an international review</b> Barry Watson - CARRS-Q	<b>Effectiveness of a Dwell-on-Red Signal Phase to Improve Pedestrian Safety during High-Alcohol Hours</b> Jeffrey Archer - MUARC	<b>Youth and Road Trauma Forum</b> Stephanie Wilson - Sydney West Area Health Service	<b>Refocusing the RTA: Enhancing Road Safety in the Development Program</b> Wal Smart, Steve Arnold - RTA	<b>Impact of a direct mail safety campaign for motorcyclists</b> Rena Friswell - NSW Injury Risk Management Research Centre
	<b>Work-Related Road Safety Risk Assessment: Utilisation of Self-Report Surveys to Predict Organisational Risk</b> Bevan Rowland - CARRS-Q	<b>Predicting the Acceptance and Rejection of Emotion-based Anti-Speeding Messages: The role of attitudinal beliefs and personal involvement</b> Ioni Lewis - CARRS-Q	<b>Road-right, educating young drivers about cyclists</b> Tony Fox- Amy Gillett Foundation	<b>Evaluation of the Queensland Road Safety Initiatives Package</b> Stuart Newstead - MUARC	<b>Hazard perception and responding by experienced and inexperienced motorcyclists</b> Charles Liu, - MUARC
3.10 pm-3.30 pm	<b>Afternoon Tea</b>				

## Road Safety 2008 Conference Program

3.30 pm – 5.10 pm	<b>Concurrent Sessions 11 to 15</b>				
	<b>Session 11: Vehicle Technology</b> Chair: Jeremy Woolley (CASR) Room: Meeting room 1	<b>Session 12: Research – Drink or Drug Driving</b> Chair: John Catchpole (ARRB) Room: Hall C	<b>Session 13: Novice Drivers &amp; Older Drivers</b> Chair: Trevor Bailey (DTEI) Room: Meeting room 10	<b>Session 14: Strategy &amp; Policy</b> Chair: Joe Motha (DITRD & LG) Room: Meeting room 11	<b>Session 15: Cycling</b> Chair: Peter Watts (DTEI) Room: Meeting room 2
	In-vehicle safety technologies - picking future winners! Michael Paine - Vehicle Design and Research Pty Ltd	Knowledge, attitudes and behaviours of NSW drug drivers Arem Gavin - RTA	Parent and adolescent risky driving behaviours: New Zealand Drivers Study Rebecca Brookland, Injury Prevention Research Unit - University of Otago, NZ	The Development of a Road Safety Strategy for the Gulf State of Qatar John Jamieson - Jamieson Foley & Associates Pty Ltd Consulting Engineers	Numerical analysis of real-world cyclist crashes: impact speed, collision mechanism and movement trajectories Toh Yeng Pang - The University of NSW
	Intelligent Speed Assist and the current market - cracking a tough nut Jessica Truong - TAC	The self-reported impact of legal and non-legal sanctions on drug driving behaviours in Queensland: A study of general motorists and convicted offenders Anita Lavelle - CARRSQ	Pre-licence Driving Experience in Newly Licensed Maori Drivers: New Zealand Drivers Study Anna McDowell - Injury Prevention Research Unit	Mainstreaming Road Safety Across the Roads and Traffic Authority of New South Wales (RTA) Dr Soames Job, Michael de Roos, Russell Humble - RTA	Cyclists and red lights - a study of behaviour of commuter cyclists in Melbourne Marilyn Johnson - MUARC
	Human factors research to support effective evaluation of in-vehicle systems: A case study example Michael Lenne, MUARC	A profile of designated drivers and the people who use them: A survey of two provincial Queensland cities Angela Nielson -CARRS-Q	Design of on-road test routes: validity issues for assessment of functionally impaired drivers Marilyn Di Stefano - La Trobe University	What is the role of researcher media advocacy within the Australian road safety policy process? Reece Hinchcliff, The George Institute for International Health	Heads up on helmets - Developing a parent fact sheet about teenagers and bike helmets. Sonja Finteln, Youthsafe
			Self-regulation of driving behaviour among older drivers: Findings from a 5 year follow up Matthew Baldock - CASR		Bicycle crashes in South Australia Paul Hutchinson - CASR
7.00 pm	Conference Dinner – Adelaide Convention Centre				

# Road Safety 2008 Conference Program

Tuesday 11 November 2008					
8.00 am	Registration Open				
9.00 am -11.05 am	Concurrent Sessions 16-20				
	<b>Session 16: Engineering</b> <b>Chair:</b> Bruce Corben (MUARC) <b>Room:</b> Meeting room 1	<b>Session 17: Police Enforcement programs</b> <b>Chair:</b> Mark Fariney (SAPOL) <b>Room:</b> Hall C	<b>Session 18: Child Restraints</b> <b>Chair:</b> Rita Excell (RAA) <b>Room:</b> Meeting room 10	<b>Session 19: Driver Risk &amp; Behaviour</b> <b>Chair:</b> Warren Harrison (Eastern Professional Services) <b>Room:</b> Meeting room 11	<b>Session 20: Community</b> <b>Chair:</b> Margaret Howard (DTEI) <b>Room:</b> Meeting room 2
	<b>Monitoring and evaluating infrastructure safety deficiencies towards integrated road safety improvement in Indonesia</b> Agus Taufik Mulyono - Center for Transportation and Logistics Studies	<b>Policing Rural highway in SA</b> Ross Rhodes - SA Police	<b>Revised assessment protocols for assessing ease-of-use in the Australian Child Restraint Evaluation Program (CREP): A countermeasure for child restraint misuse</b> Basuki Suratno - RTA	<b>Medical Conditions as a Contributing Factor in Crash Causation</b> Tori Lindsay - CASR	<b>Desperately Seeking Safety: Community Engagement</b> Mercedes Iasiello - Department for Transport Energy and Infrastructure
	<b>Addressing the problem of vehicles crashing into utility poles on metropolitan &amp; rural-urban roads in NSW</b> Steve Levett, Murray Cleaver - RTA	<b>Heavy vehicle enforcement in SA</b> Ross Rhodes - SA Police	<b>Variations in injury risk with different forms of forward facing child restraint system misuse.</b> Julie Brown - Prince of Wales Medical Research Institute	<b>Early morning road crashes: the effects of age and gender.</b> Simon Smith - CARRS-Q	<b>Recipes from disaster: a novel approach to reduce road trauma arising from wildlife-vehicle collisions on Kangaroo Island, South Australia</b> Tim Leeuwenburg - Kangaroo Island Medical Clinic
	<b>The implementation of a 2+1 road scheme in Ireland: a case for Australia?</b> Elaine Gazzini - Parsons Brinckerhoff	<b>Enhancing police enforcement, evaluating the outcomes</b> Claire Campbell - RTA	<b>Buckle Up Child Restraint Fitting Training -Your Children Our Future</b> Stephan Henderson - Parramatta City Council	<b>Grey Nomads: Road Safety Impacts and Risk Management</b> Patricia Obst - CARRS-Q	<b>Going for Zero</b> Robert Forgan, Tim Snigg - South East Local Government Association, SA
	<b>Engineering responses to fatigue</b> Paul Roberts - ARRB	<b>The Diffusion Effect: A Partnership Approach to the Reduction of Road Trauma in Rodney</b> Kerri Hyndman - New Zealand Police	<b>Bigger sibs, fighting and space considerations: the influences on parents' seating position choices for their children</b> Alexia Lennon - CARRS-Q	<b>Study Of Effect Of Cognitive Behavioural Therapy For Drivers Improvement</b> PM Mohammed Najeeb. Kerela Motor Vehicles Department, India	<b>30 Lives, 30 Reasons</b> Michele Smith, SA Police
				<b>An examination of the licensing status of drivers involved in fatal road crashes in Western Australia.</b> Andrew Plunkett - WA Police	<b>Home Alive in Laura and Gladstone (SA)</b> Michael Eades - Southern Flinders Health
11.05 am - 11.30 am	Morning Tea				
11.30 am - 12.45pm	<b>Plenary Session 2 – Hall C</b> <b>Keynote Speaker – Wolfgang Blindenbacher, <i>Road safety from the law enforcement perspective</i></b> <b>Announcement of Paper Prizes</b> <b>Room:</b> Hall C				
12.45 pm –1.40 pm	Lunch				

# Road Safety 2008 Conference Program

1.40 pm – 3.20 pm	<b>Concurrent Sessions 21-25</b>				
	<b>Session 21: Fatigue &amp; Distraction</b> <b>Chair:</b> Mathew Baldock (CASR) <b>Room:</b> Meeting room 1	<b>Session 22: Police Enforcement</b> <b>Chair:</b> Grant Stevens (SAPOL) <b>Room:</b> Hall C	<b>Session 23: Pedestrians &amp; non Drivers</b> <b>Chair:</b> Robert Anderson (CASR) <b>Room:</b> Meeting room 10	<b>Session 24: Crash Data Analysis</b> <b>Chair:</b> Paul Simons (ACRS) <b>Room:</b> Meeting room 11	<b>Session 25: Education</b> <b>Chair:</b> Bill Cirocco (DTEI) <b>Room:</b> Meeting room 2
	<b>Fatigue and driving: Disentangling the relative effects of time of day and sleep deprivation</b> Ann Williamson - University of New South Wales	<b>Key strategic issues with rural drink drive enforcement</b> Jenny Cross - New Zealand Police	<b>Relative risk of illegal pedestrian behaviours</b> Mark King - CARRS-Q	<b>Valuing the social costs of crashes: is community's willingness to pay to avoid death or injury being reflected?</b> Dimitris Tsolakis - ARRB	<b>Avoiding the TSE resource stagnation</b> Elizabeth Knight - Transport Accident Commission
	<b>Fatigue crashes happen in urban areas too: Characteristics of crashes in low speed urban areas</b> Kerry Armstrong - CARRS-Q	<b>Driver Drug Testing in South Australia</b> Peter Thompson - SA Police	<b>A strategy for pedestrian safety in Iran</b> Hossein Rouzikhah - Transportation Research Institute	<b>Casualty crash rates for Australian jurisdictions</b> Chris Jurewicz - ARRB	<b>Fire Services role in an all of community response targeting young drivers</b> John Hale -Metropolitan Fire Brigade
	<b>Visual clutter in road environments - what it does, and what to do about it</b> Jessica Edquist, MUARC	<b>The French Automated Speed Enforcement Program: a Deterrent System at Work?</b> Laurent Carnis - INRETS - GARIG	<b>Mobility - The impact of not driving on different non-driver subgroups</b> Melinda Congiu - RACV	<b>Characteristics of High Injury Severity, Rural Road Crashes in South Australia</b> Jamie Mackenzie, CASR	<b>An Approach to Road Safety Education - in the Senior school</b> Greg Meehan - RTA
	<b>Victorian Drivers Exposure to Technology-Based Distractions: Policy Initiatives Deriving from a Driver Survey</b> Kristie Young - MUARC	<b>Extending Vehicle Impoundment Laws in Queensland: An Examination of the Pilot Project</b> Cassandra Cross - Queensland Police	<b>Pediatric Spinal Injuries in Traffic-Related Incidents</b> Lynne Bilston - Prince of Wales Medical Research Institute	<b>What Factors Actually Affect Crash Severity and How Can Road Safety Programs Be Better Targeted?</b> Steve Levett - RTA	<b>Desperately Seeking Safety - Safe Routes to School- from courtship to marriage</b> Ben Haythorpe -Department for Transport, Energy and Infrastructure
3.20 pm - 3.50 pm	<b>Closing Address</b>				