RoadSafe Latrobe
Financial Statement 2009/2010

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>RECEIPTS</th>
<th>EXPENSES</th>
<th>NET BALANCE</th>
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<td>Young Drivers</td>
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Balance as per Books @ 30-Jun-10 $131,977.67 $131,933.85 $1,168.85
RoadSafe South Gippsland continued to be very active during the 2009-2010 financial year.

Three major initiatives were implemented during the past 12 months.

The Motorised Scooter Project is significant due to the increased usage of motorised scooters in this area within recent years.

In August 2009 the “Motorised Mobility Device – Motorised Scooters Research project” report was published. The report highlighted the need to implement strategies which ensure that safe scooter use is achieved for both user groups and the general public. A funding application has been made to undertake a staged approach to implementation of the recommendations in the report, starting with a community consultation phase. If this application is successful the project will continue in 2010/11.

The second project is a “Crashed Vehicle Display” which was transported to major community gathering such as local football matches, markets, schools and to major events.

With the support of the driver’s family, a story board was prepared for display along side the crashed vehicle. The story board provides details on the driver who is a 22 year old local youth and the events leading up to the crash and the ramification that followed for the driver his family, friends and the wider community. The display had a significant impact on all those who saw it.

It is anticipated that this project will be expanded to include “hypothetical” sessions for students in the next year, depending on funding.

The third major project is the L2P project, which provides driving experience for L plate drivers with the assistance of volunteer mentors. This participation in this project has been steadily increasing, and strong efforts are now being made to increase the number of participants and mentors.

We have now established a new committee structure as the Bass Coast Road Safety Committee, and are well placed to work towards improving road safety in the Shire into the future.

I would like to thank all participants in the RoadSafe Committee, and all volunteers and sponsors who have made it possible to improve road safety throughout the community.

Veronica Dowman
Chairperson
RoadSafe South Gippsland
Victoria Police has had, and will continue to have, an ongoing commitment to RoadSafe. As an organisation we support the restructuring program that has been implemented over the past twelve months and Senior Constable Brendan HORROCKS will continue to represent the South Gippsland (Bass Coast & South Gippsland Shires) on the newly formed Gippsland RoadSafe Committee.

Brendan, in his role as the Youth Resources officer, has organised the provision and distribution of the new updated Bike Ed Kits for Primary Schools in the Bass Coast and South Gippsland Shires. The Wonthaggi Blue Light Disco is co-ordinated by local police and they have assisted RoadSafe by funding the maintenance of, and managing the booking of the Bike Ed Trailers.

Collision-wise, the Bass Coast Police Service area (Bass Coast & South Gippsland Shires) had 4 fatalities in 2009 (Bass Coast 3, South Gippsland 1) but has already had 4 fatalities so far this year (Bass Coast 1, South Gippsland 3). For the period between January 1st, 2010 and July 22nd, 2010 the Bass Coast P.S.A. has had 56 serious injury collisions.

Police have also utilised the Automatic Number Plate Recognition vehicle from Melbourne on several occasions with good results, identifying Unregistered vehicles and Unlicensed drivers and persons with outstanding Warrants while a new database is helping with the recording and movement of traffic complaints. Police look forward to continuing co-operation with RoadSafe, with the aim of keeping us all safe!

Brendan HORROCKS
Youth Resource Officer
10th August 2010

AUDITORS REPORT

Scope

I have audited the statement of receipts and payments for the year ended June 30, 2010 for the Roadsafe South Gippsland CRSC Inc. The organisation is responsible for the preparation and presentation of these statements and the information contained therein. I have conducted an independent audit of the financial statements in order to express an opinion on them to the directors and members.

My audit has been conducted in accordance with the Australian Auditing Standards to provide reasonable assurance as to whether the financial statements are free of material misstatement. My procedure included examination, on a test basis, of evidence supporting the amounts and other disclosures in the financial statements. I have not physically confirmed the existence of non-current assets, this being outside the scope of the audit engagement. These procedures have been undertaken to form an opinion as to whether, in all material respects, the financial report is presented fairly in accordance with the requirements of Australian Accounting Standards so as to present a view of the company which is consistent with my understanding of its financial position and its operations and cash flows.

The audit opinion expressed in this report has been formed on the above basis.

Audit Opinion

In my opinion the accompanying Statement of Receipts and payments presents fairly in accordance with applicable Accounting Standards, the financial position of the organisation as at June 30, 2010 and the result of its operations for the period then ended.

Victor Hill, FPNA
# RoadSafe South Gippsland Financial Statement 2009/2010

**ROADSAFE SOUTH GIPPSLAND INCORPORATED**

Statement of receipts and payments for year ending 30th June 2010

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Balance 1st July 2009
Balance 30th June 2010 2769
2754

**Represented by**

Cash at bank at 30/06/2010 4530.34

Less Unpresented cheques

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| Closing register balance 2754

**Accounts Payable**

GST Payable to ATO 820
Alcohol & Drug Media Campaign

Radio ads and newspaper articles were rolled out across Gippsland as a part of the Eastern Region Communications strategy.

Looking After Our Mates were delivered to:

- Esso
- Foster Cricket Club
- Fulham Correctional Centre - Hotham Unit
- Fulham Correctional Centre - Narlu Unit
- Hill End FNC
- Korumburra Cricket Club
- Latrobe City
- Lindenow FNC
- Maffra FNC x 2
- Omeo/Benambra FNC
- Orbost Secondary College
- Orbost Snowy Rovers FNC
- Poowong FNC
- Poowong-Loch Cricket Club
- Rosedale FNC
- Yarragon FNC

Thanks to our LAOM presenters:

- Bass Coast - Steve Johnson
- Baw Baw - Gene Ipenburg
- East Gippsland - Lauren Carey
- Latrobe - Andy Milbourne
- South Gippsland - Steve Johnson
- Wellington - Lauren Carey

Football Fixtures

We have had a fantastic response to the football fixtures which were once again produced and distributed throughout Gippsland.
This year we developed a new program called Hypothetical. This program focused on how crashes happen from within the car and the affect that it can have on the lives of those in the car, families, friends and the community. Three sessions were delivered to secondary schools to all year 10, 11 & 12 students. The sessions have received very positive feedback from students, teachers and parents. This program was put together in partnership with Victoria Police, Rural Ambulance Victoria, Victorian State Emergency Service, Magistrates’ Court (Coroners’ Court), Department of Education, Latrobe Regional Hospital & VicRoads. Without the valuable contribution of these organisations these sessions would not be possible.

Traralgon College – 7 September 2009
Lowanna College – 3 March 2010
Lavalla Catholic College – 15 July 2010

L2P Programs

The introduction of the 120 hours of minimum driving experience required for learner drivers aged under 21 years as part of the Graduated Licensing System (GLS) has benefits for the safety of young drivers. However, achieving 120 hours of practice will be challenging for many learners who do not have access to suitable supervising drivers or a motor vehicle.

Since it is important for these young drivers to gain their minimum 120 hours of driving experience, VicRoads used funding provided through the Transport Accident Commission (TAC) to assist local government and community agencies to develop a community based driver mentor program called L2P. Learners in the L2P program will gain their driving experience from mentors recruited from each community setting.

Eastern Region has 5 funded L2P programs covering the 6 Municipalities in Eastern Region.
East Gippsland and Wellington is in year 2 of their program with 41 learners active and a target of 65.
Bass Coast is in year 2 of their program with 15 Learners active and a year 2 target of 25.
Baw Baw is at the end of year 1 with 22 learners active and a year 2 target of 25.
Latrobe is at the end of year 1 with 25 learners active and a year 2 target of 27.
South Gippsland is in the setup phase of year 1 with a target of 40.

Autobarn Starting Out on L's

RoadSafe and Autobarn joined once again to deliver another two Starting Out on L’s Sessions at Autobarn in Traralgon. This program caters for learner drivers in our community who do not attend school or were unable to make it to their schools Keys Please Session.

Thanks to Chris Clark from Autobarn for his voluntary work with this valuable program.
Dob in a Hoon Magnets

The Dob in a Hoon Magnets have continued to be rolled out across Eastern Victoria. The magnet was designed to address the issue of the general public not knowing where to direct complaints regarding hoon driver behaviour. In some areas Police have set up a special task force to deal with the high volume of calls they are receiving, which shows what a great road safety project this is.

The magnets have been distributed through Shire Councils, Victoria police, VicRoads Registration and Licensing offices and local community groups.

Many thanks to Don Turner, Daryl Townsend, Andy Milbourne and Alwyn Adams who continued to operate the regions VMS trailers. Signs were set up in residential areas, main roads, and at specific locations on request from Victoria Police Traffic Management Units and VicRoads to assist with specific road safety initiatives.

Thanks also go out to Bass Coast Shire Council, Baw Baw Shire Council and South Gippsland Shire Council who partnered in region wide VMS messaging.

Nearly 200 drivers have been nabbed for speeding in Maffra’s Queen St in the past six months.

Police have been making use of a speed camera in Queen St, to deter speeding motorists after receiving several letters of complaint from local residents.

The speed limit in Queen St is 50km/h, yet police Senior Sergeant David Carey said he had motorists were disregard it.

“A 50km/h speed limit is being ignored by drivers who appear to disregard the safety of pedestrians and other road users,” Senior Sergeant Carey said.

The mobile speed camera has been set up in Queen St on seven occasions since December last year, and has detected 141 drivers speeding out of 266 vehicles. The highest speed detected was 75km/h.

Senior Sergeant Carey reminded motorists that 50km/h is a residential speed limit.

“Despite the fact that there is no 50km/h sign posted in Queen St to alert drivers of the speed limit, it has been almost 10 years since the introduction of the 50km/h in a built-up area unless otherwise signed,” he said.

Police said that of the 266 drivers booked for speeding, 90 per cent were female.

“Queen St is a busy thoroughfare where the business sector off Queen St, and drivers need to be aware of the pedestrian traffic in the area, especially the mature-aged people living in Queen St,” Senior Sergeant Carey said.

Senior Sergeant Carey said police would continue to use the speed camera in Queen St until drivers showed “a change in attitude”.

Slowing down won’t kill you
The Eastern Region Motorcycle Working Party have identified the main trends/issues behind the increased motorcycle crash statistics in Eastern Region and have used this information to develop an education campaign that educates and provides factual data on the underlying key cause factors to motorcyclists.

The key activities that the group are focusing on include:

- Development and distribution of brochures and information packs to all motorcycle clubs and outlets across Eastern Region.
- Support Victoria Police and the Department of Sustainability and Environment with off road motorcycle enforcement and education.
- Support Victoria Police with on road motorcycle enforcement and education.
- Region wide media campaigns - Print, radio, television, internet, newsletters, VMS etc.
- Regional billboard trailers and roadside banners.
- Lobbying for greater funds to treat high risk motorcycle routes and intersections.
- Deliver braking and cornering courses at a subsidised cost.

Thank you to the dedicated members of this working party who have worked extremely hard to develop and now monitor the delivery of an Eastern Region Motorcycle Action Plan. Special thanks to Daryl Townsend for his leadership and hands on involvement in delivering the regions motorcycle program and budget management.
Activity Books
Once again the Eastern Region developed and produced the Children’s Activity Booklets which were updated for 2009. These booklets were distributed throughout the Region at SES Driver Reviver Sites and at McDonalds dine in restaurants. RoadSafe would again like to thank all the various organisations for their fantastic support towards this valuable program.

Media
We had media coverage with our fatigue message leading up to key holidays. In particular during the Christmas period we advised motorists of the dangers of fatigue, with tips to avoid fatigue:

- Use Driver Reviver sites to take regular breaks
- Ensure you’ve had good quality sleep prior to a long drive
- Don’t drive at times that you would ordinarily be sleeping
- Never drink alcohol before or during long trips
- Share the driving when possible
- Schedule regular pit stops at least every 30 minutes

Fatigue causes several problems for drivers. They are: slow reactions and decisions; slow control movements; hallucinations; decreased tolerance for other road users; poor lane tracking and maintenance of headway speed; and loss of situational awareness. Research indicates that 17 to 19 hours of sustained wakefulness produced similar or worse levels of performance on several performance tests, as a Blood Alcohol Concentration (BAC) of 0.05g/100ml. While 20 to 25 hours of wakefulness produced performance levels for some tasks similar to that seen with a BAC of 0.10g/100ml.