

PRESIDENT'S COLUMN

The Australian Motoring Enthusiast Party (AMEP) was formed in Queensland on 11 May 2013. According to Wikipedia, up to 1400 people registered themselves as a member of this newly formed political party within the first week after the inaugural public meeting was held on the same date. Anecdotal evidence suggests that the number of people joining this party is increasing day by day, so much so, that it is very likely that the party will secure a seat in the Senate.

Now whether or not a) there has actually been a groundswell of support for this party, or b) some voters didn't know anything about them, but felt that they were relatively innocuous compared to the alternatives, or c) they managed to get lots of other parties to give them preferences, we will never know.

In response, my most immediate reaction has been to raise a series of questions, all of which are rhetorical, please bear in mind. What does this mean for our profession? Is there a message in this for us? Is this simply a one-term political party aberration or is there something else behind the thinking which we have all missed and which has driven someone like Tony Standfield to fill this space?

In the same way that as it has been said of the community leaders in the case of the Federal seat of Indi where their community leaders apparently lost touch with their community and common folk, we as traffic engineers may have become so mainstream, so conformist and so obedient that we have lost our way in terms of what and who we are and who we represent? I shudder to even share this thought.

According to the AMEP party's website, there are a number of policies and criteria which will be used to test new legislation in the Senate. Of particular interest is the one about promoting personal responsibility and understanding the consequence of our individual actions, the emphasis thus being on community education that allows more freedom for law abiding citizens who do the right thing and tighter controls on those that break the rules. I think we would all relate to this one.

But here is where things get really interesting, since contained within the party manifesto is also a range of policy information to which we as traffic engineers could all very easily relate. They include amongst other, references to Safety, Education, Roads, Vehicle Maintenance & Rules Harmonisation, all of which form part of the very basis of our work.

Road Safety and Driver Education

Enhanced education of drivers in all aspects of road safety, including personal responsibility, driving skills and habits, vehicle maintenance and the right of every Australian to 'survive the drive'. How do we persuade drivers to concentrate on the task, drive within the speed limits not tailgate, or cut in? How do we stop hoon behaviour or road rage? How do we stop young men drinking and still getting behind the wheel? How do we stop people using drugs?



Better Roads

A commitment to improving national roads and highways. The AMEP has indicated that it will commit to ensuring that fuel, registration and vehicle-associated taxes collected as a road-maintenance component are actually distributed to road funding with the focus on improving the standard of our national road system. I don't think anyone can argue with that.



Vehicle Maintenance

More focus has to be placed on the safety and maintenance of our vehicles. Not necessarily a key delivery point since I don't believe that is strictly speaking always true. As I said above, mechanical factors are rare in crash causation these days.



Harmonisation of Road Rules

Between States – The AMEP makes the point that the legality of a motor vehicle and the road-rules adhered to whilst driving that vehicle should not vary from State to State. No one can argue with this, although I don't believe it is a significant crash causation factor when measured against the other more significant impacts of alcohol, drugs, speed etc. Nevertheless, a lot has been done on this front in the last 30 yrs.

Off-road Vehicle Policy

The AMEP argues that the increased popularity of motor vehicles being used in an off-road capacity is a legitimate form of recreation, requiring safe, responsible, sustainable and equitable access to public land. Off-road includes, but is not limited to Four Wheel Drives, All Wheel Drives, Off-Road Quads and Trail Bikes.



Now I am not saying that I support this party or that I wish you to do the same. Rather, my point is that whether you agree with the reasons behind the establishment of the AMEP or not, what is of significance is the fact that the author of these policies has raised some issues that have clearly resonated with a lot of motorists, even though they may just be a bag of old chestnuts and mostly out of date.

Why is it that even though we all consider ourselves highly skilled and specialised in our own areas of study, that there still remains such an obvious lack of knowledge within the motoring public and a lack of focus at a political and social level when it comes to implementing and enforcing the outcomes of our work? Is it the fact that perhaps it is us as professionals in the road transport area that may not be keeping sufficiently in touch?

Clearly, we as traffic engineers still have a lot of work to do if we want to make any difference in the areas that count. So I would like to invite you tell us your views on the following pertinent points.

Are we as transport professionals doing enough to harness the views of the public (or better bring them along) to achieve the transport objectives we seek? Examples of the kind of issues that the public could relate to might include:

- Should we lobby for the introduction of an annual or six-monthly vehicle inspection program? Are they a good thing or is it just not worth the effort and the paperwork?
- Should we extend our traffic engineering guidelines to include an up to date knowledge of modern vehicle dynamics and driver behaviour to include off road track and vehicle design?
- Should the ITEANZ move to more actively lobby to eliminate the inconsistencies in the road rules between States?

These would probably be things AMEP support, but are they relevant and if not, in what ways could we use AMEP's enthusiasm for motoring to help us design better roads, improve road safety and reduce the road death toll.

This is my challenge to you. I look forward to hearing your thoughts.

Please send your comments to iteanz@gmail.com

Derrick Hitchins, ITEANZ President

RECENT EVENTS

Seminar for Students

A seminar for transport students was recently held in August of this year at the Department of Civil Engineering theatre, Monash University. Over 50 students and lecturers attended this informative session, with 4 speakers from a wide range of organisations. They included:

- Derrick Hitchins, SMEC and President of ITEANZ
- Bill Sibahi, VicRoads
- Daniel Przychodzki, City of Greater Dandenong
- Kate Borg, Parsons Brinckerhoff

Key topics covered included:

- Why choose Traffic Engineering / Transport Planning as a profession.
- Why membership to ITEANZ is the best investment you can make to enhance your transport knowledge and technical skills.
- Career opportunities in the private / public sectors.
- Networking opportunities with professionals in traffic engineering / transport planning.



Derrick Hitchins presenting at the forum

UPCOMING EVENTS

2013 Annual ITEANZ President's Dinner

The dinner will be on Tuesday, 19th November, at the Kew Golf Club. The guest speaker will be **Greg Barber** – Leader for the Victorian Greens, where the theme will be on sustainable transport.

Full details are in the attached flyer. We thank SIDRA SOLUTIONS for being our Event Partner.



2014 Annual ITEANZ Breakfast

The annual breakfast is confirmed for Wednesday, 12th February 2014, once more at the RACV Club in Collins Street. The guest speaker will be **Luke Donnellan** (Shadow Minister for Transport) where the theme will be on the Opposition's transport objectives for the sustainable future of Melbourne and Regional Victoria.

Details of costs per person and corporate tables of 10 are being negotiated with the venue in line with previous events held at the RACV Club.

As the date nears, a flyer will be distributed to ITEANZ members and affiliated organisations.

We thank the RACV for sponsoring this event.



OTHER ITEANZ NEWS

ITEANZ Awards

Each year the ITEANZ sponsors an Australia and New Zealand wide Awards program to honour outstanding achievement in transport engineering and distinguished service to ITEANZ. The awards are presented at the President's Dinner or the Breakfast Meeting. There are five Awards: Student; Emerging Professional; Contribution to Profession; Contribution to ITEANZ and Sustainable Transport.

For the Student Awards there are two categories:

Level 1: University Level awards are awarded to the best student in transportation at each participating university with the winner being determined by the university.

Level 2: Australia and New Zealand Award is awarded to a Level 1 award winner with the most outstanding piece of individual work (or clearly identified individual contribution to a group project) on traffic or transport submitted. This year's award is sponsored by GHD who have kindly offered a very generous \$1,000 cash prize to the recipient.



Submissions for the student awards close on the 6 December 2013. Further details about these awards can be found at <http://www.ite.org.au/awards> or contact Richard Tay at r.tay@latrobe.edu.au for more information.

Website Development

The new website for ITEANZ www.ite.org.au has been developed in order to provide members with the latest news and information regarding all things of interest to traffic and transport professionals. There is also information about our various events, news from ITE Head Quarters in the US and Affiliated Organisations.

Quite a few improvements have been made since it was launched in March 2013 and later refined in August. In future, we intend to provide links to video playback via YouTube of seminar highlights.

The ITEANZ Facebook page is also in operation. Go to <https://www.facebook.com/ITEAUSNZ> or just enter ITEANZ in your Facebook search box.

As always, we welcome feedback from our members and any 'of interest' items that you may have seen, heard or read for inclusion onto the website.

Activity in and around New Zealand

ITEANZ's sister professional organisation across the Tasman – the Institution of Professional Engineers New Zealand Transportation Group (IPENZ TG) – is helping to celebrate 100 years of its parent Institution (IPENZ) in 2014. The IPENZ TG Conference is to be held in Wellington between 23 and 26 March.



The conference theme will be "Transport Ingenuity – Celebrating 100 years". It will stimulate debate and problem-solving amongst transportation

professionals and peers. It includes an exciting technical tour programme. Around 200 engineers, planners and other professionals attend the annual event, which has been running for more than 40 years.

As always, the conference will be an ideal opportunity to network and share ideas across a diverse and wide-ranging industry.

The conference website can be viewed at: <http://conf.hardingconsultants.co.nz/ipenztg2014/>

IPENZ TG has made a special invitation to ITEANZ members to join the conference and participate in sharing the transport ingenuity that develops and is shared across the Tasman. The ITEANZ Executive Board has decided to provide financial support to a member who will be presenting a paper at the conference and is willing to enhance the relationship between ITE and IPENZ.

If you are an ITE member and have submitted an abstract (closing date was 23 September 2013) and wish to be sponsored send your details to iteanz@gmail.com.

Obituary

ITEANZ has been sadly notified of the passing of Nelson English (a past President of ITEANZ) in August after a long illness.

Nelson prepared the first draft of our rules of association. Throughout his membership of ITE he was quite prepared to 'ruffle feathers' at Washington Headquarters if he perceived American bias or misrepresentation of Australian aspects.

Nelson English began his career as a Traffic Engineer with Queensland Traffic Commission before transferring to the Main Roads Department. He then moved to the position Deputy Chief, Transport Planning Division, Commonwealth Bureau of Roads (CBR) where he directed the National Highways Study whose key outcome was the National Roads Act 1974 in which the Australian Government was to take the full financial responsibility for the development and implementation of a national highways system.

Joe Delaney A.O., former Chief, Transport Planning Division, CBR observed that "Adoption of such a policy was a major new development in the history of



roads in Australia, not only because of the magnitude of the national highways task but also because historically the Australian Government had largely left road planning and construction to the States and to local governments”.

Nelson also led a study in response to Whitlam’s express desire that the national highway between Sydney and Melbourne should go straight from Canberra to Melbourne – through the Alps! His subsequent report canned Whitlam’s proposal but the government had a bigger problem with which to deal.

With the demise of the CBR, Nelson began a career in consulting, firstly with Harris, Lange – Voorhees then with his own company, Nelson English, Loxton & Andrews Pty Ltd. (NELA).

Over the years, services provided by NELA encompassed traffic, transport, road safety, management, energy, fuel usage and emission issues, vehicle management and logistics, parking, airport development, export potential for aviation training and a Kakadu Business Plan. For an Australian national body, an undertaking: “Study on Potential to Improve Fuel Economy of Passenger Motor Vehicles”, was picked up in California and adopted by that state.

On ‘retiring’ to Lorne Nelson won a seat on the Shire Council where he introduced much needed rigour in the Council’s business activities, at the same time mentoring younger Council staff.

We recognise his contribution and pass on our condolences to his family.

SPONSORSHIP

We are proud to announce the following sponsors for the next year:

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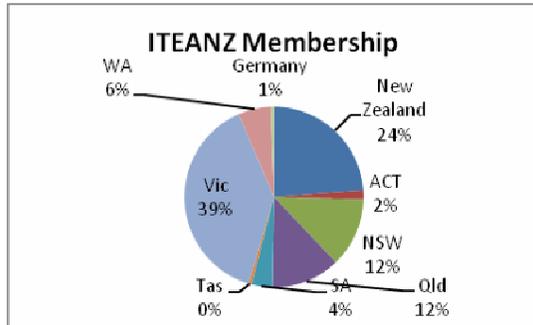
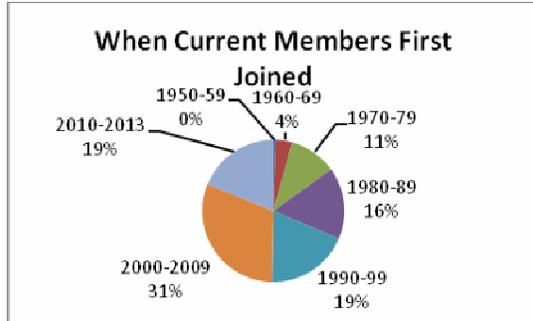
MEMBERSHIP

Did you know that individual membership with ITE can cost less than A\$170 (US\$175) a year? Visit our website (www.ite.org.au) and navigate to the “Join ITE” page for more information or contact our membership coordinator, **Daniel Przychodzki**, at daniel.przychodzki@cgd.vic.gov.au.

Membership in the ITEANZ is the best investment you can make to enhance your transportation knowledge and technical skills. As an ITEANZ member, you will be part of a dynamic group of more than 16,000 dedicated transportation professionals spanning more than 90 countries who are working toward the goal of meeting society’s needs for safe and efficient surface transportation.

If you believe that networking with other transport professionals is important to your career then join the ITE.

In a recent analysis of our Australia and New Zealand membership base it was most interesting to note the following statistics:



As a way of attracting an even more diverse range of engineers to join our happy team, we will be publishing more of these statistics for your enjoyment over the coming months. If you would like to link up with current fellow members in your State or Country please feel free to make enquiries of the Board who no doubt would be happy to place you in contact with a friendly name and face. Of course, any personal information will not be exchanged.

ITEANZ NEWSLETTER

The email newsletter is produced as part of the benefits of the ITE. Members are encouraged to provide material for future editions.

If you do not wish to receive future newsletters, send an email with the subject "Unsubscribe" or write to the address below:

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**The
Institute of Transportation Engineers
Australia & New Zealand Section**

is pleased to invite you and your partner to the

2013 President's Dinner

**Speaker: Greg Barber MLC
Parliamentary Leader of the Victorian Greens**

ITEANZ has at past events welcomed speakers from across the political spectrum, both in government and in opposition. This year we are pleased to be able to expand this tradition by including include a perspective from another political force that is represented in both state and federal parliaments. Greg Barber is the Parliamentary Leader of the Victorian Greens and his Environment, Finance & Indigenous Affairs Portfolio includes planning, major projects and public transport.

**Date: Tuesday 19 November 2013
Drinks at 7pm with Dinner from 7:30pm**

**Venue: Kew Golf Club
120 Belford Road, Kew East (Melways Ref: 45 G1)**

Price:	Book and pay before 13 November 2013	Standard Price
ITEANZ Member	\$ 85	\$ 95
Non Member	\$ 115	\$ 125
Table of 10 (includes Table Sponsorship)	\$ 990	\$ 1170
Table Sponsorship (logo display on table)	\$ 275	\$ 330

To assist us in running a successful evening we ask that you confirm attendance by close of business on Wednesday 13 November. Payments completed by this date will receive the discounted early bird rate, otherwise you are welcome to pay on the evening. All prices include GST.

Reserve your seats now via email: iteanzevents@gmail.com

Payment by EFT is preferred and details will be provided upon receipt of your booking.
Any cheques are to be made payable to "ITE Australia and NZ Section"

Event Partner:



SIDRA SOLUTIONS