



# email newsletter

## November 2002

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### Introduction

This email newsletter is produced as part of the membership benefits for AITPM. Members are encouraged to provide material for future editions. Members who have not received this edition electronically should advise the secretariat of their email address.

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# News

## Rating Melbourne's Transport System

The Victorian Government has produced a report entitled "Melbourne in an International Comparison of Urban Transport Systems".

Based on data from the mid-1990s, the report compares Melbourne with 32 Australian, North American, European and Asian cities.

Apparently Melbourne has:

- Equal slowest suburban trains.
- Second in metres of road per person.
- Sixth in metres of freeway per person.
- Sixth in land reserved for public transport.
- Eighth in car ownership - 594 passenger cars to every 1000 people.
- Sixteenth fastest in overall public transport speed.
- Sixth lowest population density - 13.7 people to the hectare.

## Fatigue Management Review

Queensland Minister for Transport and Main Roads, the Hon Minister Steve Bredhauer has called for public comment on a major national review of fatigue in the trucking industry.

Mr Bredhauer said Queensland Transport and the National Road Transport Commission (NRTC) would hold a series of public meetings this month to outline the Fatigue Policy Proposal and Regulatory Impact Statement on how heavy vehicle driver fatigue should be managed in Queensland.

Queensland Transport has also released a Regulatory Impact Statement on its review of the Fatigue Management Pilot for comment. Public and industry input would be sought as part of the process, Mr Bredhauer said.

[Link](#) to review and papers

<http://www.transport.qld.gov.au/qt/driver.nsf/index/fatiguemanagement>

## Seat Belt Trials on School Buses

Queensland Transport has announced 12 school buses would trial seat belts from term one next year. The independent School Transport Safety Taskforce recommended a trial on steep roads to gauge wearing rates, the impact of seat belts on student behaviour and damage and maintenance requirements. The trial is in response to the recommendations from the taskforce.

There have been some behavioural issues, such as children not buckling up, in areas where seat belts have been introduced into school fleets in the past. This trial aims to identify and help develop solutions to these challenges.

Cont.



Some bus operators involved in the trial will purchase new vehicles under the Queensland Government's school bus replacement scheme and will have seat belts installed in these vehicles.

The scheme allows for spending of \$3 million a year to boost school bus safety. Individual operators apply for a 40 per cent grant (of up to \$100,000) towards the cost of buying buses aged less than five years.

Other vehicles which already meet Australian Design Rules for rollover strength will have seatbelts installed for the trial. The trial will include school buses and also general services which carry both adults and students. An independent transport research organisation will evaluate the trial for Queensland Transport at the end of the first semester.

The results of the evaluation are expected to be known by 1 September 2003.

### **There's Money in Road Safety Initiatives**

The Victorian Auditor General reported that revenue from fines and regulatory fees is expected to increase substantially by around \$129.6 million (30 per cent) in 2002-03, attributed to the full effect of a number of government initiatives introduced as part of an effort to reduce Victoria's road toll, including the purchase and installation of new and converted digital red light and speed detection cameras at key intersections and on the City Link.

### **Cost of Road Projects Skyrocket**

Additional claims with a value of \$134.4 million have been lodged for contract variations on the four major road construction contracts associated with the Geelong Road project. The original tender price was in the order of \$250 million.

### **Australian Variable Speed Limit System**

Australia's first full scale variable speed limit system (VSL) is about to come on line on the Western Ring Road (WRR) in Melbourne. The system extends over 24 kilometres and dynamically controls 68 changeable regulatory speed limit signs, which are distributed along both carriageways of the freeway.

The primary objectives of the VSL are targeted at improving road safety and traffic flow.

The system uses real time traffic data collected from inductive loops embedded in the road surface. That information is used to determine the prevailing traffic conditions, which in turn dictate the appropriate speed limits to display (subject to safety considerations).

When fully operational the system will facilitate consistent traffic flow on the WRR and provide a reduced speed environment that will benefit all motorists using the freeway.

Cont.



The algorithms driving the system were developed by Booz Allen Hamilton, while the hardware and implementation was undertaken by aXent Global.

Contact: Darryn Paterson: [paterson\\_darryn@bah.com](mailto:paterson_darryn@bah.com) Booz Allen Hamilton

### **WRR Speed Cameras**

In a separate contract, the Western Ring Road in Melbourne is also to have a series of permanent speed cameras. While this system and the previously mentioned variable speed limit system are separate entities, there is to be a degree of superficial linking between the two to ensure consistency. In particular when speed limits are reduced by the variable speed limit system the enforcement of the new limits would occur only after vehicles had a reasonable amount of time and the opportunity to comply. This is to ensure that vehicles can slow safely and drivers are not penalised without reason.

## **President's Message**

The recent tragic railway crossing accident in Salisbury has shown again people's vulnerability in traffic crashes. On behalf of the Institute I offer our sympathy to the families and friends of the victims. We offer our support to all those responsible for the repair and upgrade of the railway crossing, including AITPM members who are involved with a number of aspects from the accident investigation to planning and implementing transport improvements at Salisbury.

As you are probably aware, AITPM have recently updated our vision to: Growing Traffic Skills and Knowledge to Deliver Sustainable Transport. This has many meanings, and also means different things to different people. For example, growing skills and knowledge can be achieved through further education, or simply exchanging ideas and debating issues with your colleagues (or even your competitors) at a meeting or technical forum.

Sustainability encompasses the provision of safe, efficient and cost effective transport with zero or minimal adverse impacts. For example, a recent conference in Adelaide organised by People for Public Transport explored sustainability by promoting ways to improve public transport, thus reducing the reliance on low occupancy motorised vehicles.

In following months, I will explore various ways how AITPM can assist our members and customers to achieve our vision. I hope that this will also be supported by the proposed Public Affairs Manager that the AITPM is seeking: to attain a new level of communication for the Institute, and to better position the Institute with our stakeholders and in the public forum.

The advertisement for the Public Affairs Manager appears in this edition of the Newsletter. I ask that if you know of someone suitable you encourage him or her to enquire about the position and apply.

Cont.



The upcoming State elections in Victoria and NSW will again awaken some significant and interesting transport debate. For instance in Victoria, issues include increasing the speed tolerance on speed cameras, low speed limits around schools and ensuring learner drivers obtain experience in a range of driving conditions before they qualify for a full license. I believe that the Institute should be part of this debate, and put forward the profession's viewpoint.

In other news, the Institute is pleased to announce that NRMA, NSW has become a Gold Sponsor and Transport NSW has become a Major Conference Sponsor for our National Conference in Sydney next year (24 to 26 September 2003). We thank the NRMA and Transport NSW for their valuable support; this will greatly assist in making Sydney 2003 a success.

I look forward to your contribution to these issues. Please respond and have your say.

Richard Hanslip

Email: richard@qedecisions.com.au

Tel: 08 8227 0188

## Feature

### Managing our asset

To implement good traffic planning and management practices you need to have a system to work with. Are traffic managers having enough input into the maintenance of the road network? The nature of traffic volumes (speed, types of vehicles etc) determines the wear and tear on our system. Training for our professionals is also part of this issue.

In a report tabled on 4 June, 2002, The Victorian Auditor-General assessed whether road infrastructure asset management practices adopted by nine local councils have economically, efficiently and effectively optimised the useful life and capability of road assets.

In part the conclusions were:

None of the 9 councils examined had established high quality Road Asset Management Plans that showed stakeholders the current cost of providing road services and the cost of sustaining that level of service in the longer-term.

The completeness and accuracy of information required to support a quality Road Asset Management Plan varied in that:

- Although all councils maintained asset registers, they were of varying quality for asset management purposes;

Cont.



- Condition assessment techniques varied considerably in the sophistication of the method used, degree to which it had been completed and currency of data. Only Darebin used techniques that complied with best appropriate practice for all categories of road assets;
- Only Ballarat, Darebin and Monash were capable of identifying the impact of differing maintenance, renewal and upgrade strategies on the condition, service capacity and useful lives of their road assets;
- Limited attention had been given to identifying community needs and expectations regarding service delivery levels and standards for road assets. Best value principles will require that this be undertaken; and
- Demand analysis processes and practices in terms of projected changes in demographic patterns, traffic type and density and technology require substantial improvement.

The quality of council asset management policies, processes and practices were also below best appropriate practice.

Internal funding models at the 9 councils were not conducive to efficient and effective road asset management, primarily due to an absence of genuine forward planning, a failure to have in place a proper mechanism to balance revenues and expenditures over time, and insufficient knowledge of depreciation and life cycle costing.

In November 2001, the Municipal Association of Victoria disclosed that all 66 councils that participated in its benchmarking study failed to meet best appropriate practice.

The Department should utilise the performance information as a source of input for identifying training or guidance required by councils.

Link [http://home.vicnet.net.au/~vicaud1/par79\\_roads/agp79cv.htm](http://home.vicnet.net.au/~vicaud1/par79_roads/agp79cv.htm)

## Research

The following are brief summaries of some research papers that have recently been released.

### Motorcycle Rider age and Risk of Fatal Injury

The Australian Transport Safety Bureau has release a report that examines the trends associated with motorcycle rider fatalities and compares the risk of fatal injury to motorcycle riders among different age groups.

Link [http://www.atsb.gov.au/road/stats/pdf/monograph\\_12.pdf](http://www.atsb.gov.au/road/stats/pdf/monograph_12.pdf)

Cont.



## Crosswalk markings and the risk of pedestrian-motor vehicle collisions in older pedestrians.

**Authors:** Koepsell T, McCloskey L, Wolf M, Moudon AV, Buchner D, Kraus J, Patterson M.

**Contact:** Thomas D. Koepsell, Department of Epidemiology, Seattle (email: [koepsell@u.washington.edu](mailto:koepsell@u.washington.edu)).

After adjusting for pedestrian flow, vehicle flow, crossing length, and signalization, risk of a pedestrian-motor vehicle collision was 2.1-fold greater (95% confidence interval, 1.1-4.0) at sites with a marked crosswalk. Almost all of the excess risk was due to 3.6-fold (95% confidence interval, 1.7-7.9) higher risk associated with marked crosswalks at sites with no traffic signal or stop sign.

Crosswalk markings appear associated with increased risk of pedestrian-motor vehicle collision to older pedestrians at sites where no signal or stop sign is present to halt traffic. (Copyright © 2002 American Medical Association)

Source: The Journal of the American Medical Association 2002;288:2136-2143, 2172-2174.

## Effects of road geometry and traffic volumes on rural roadway accident rates.

**Authors:** Karlaftis MG, Golias I. *Accid Anal Prev* 2002; 34(3): 357-365.

**Contact:** Matthew G. Karlaftis, Department of Transportation Planning and Engineering, University of Athens; (email: [mngk@central.ntua.gr](mailto:mngk@central.ntua.gr)).

The results show that although the importance of isolated variables differs between two-lane and multilane roads, 'geometric design' variables and 'pavement condition' variables are the two most important factors affecting accident rates. Further, the methodology used in this paper allows for the explicit prediction of accident rates for given highway sections, as soon as the profile of a road section is given.

## Transport safety for older people: A study of their experiences, perceptions and management needs.

**Authors:** Peel N, Westmoreland J, Steinberg M. *Inj Control Saf Promo* 2002; 9(1): 19-24.

**Contact:** Nancye Peel, University of Queensland Medical School (email: [n.peel@sph.uq.edu.au](mailto:n.peel@sph.uq.edu.au)).

Based on a concern for research promoting safe mobility of older people the study aimed to identify transport options and licensing issues for a group of older people in an Australian community.

There was little evidence of planning and support in making the decision to stop driving. The study suggested the need for resources to assist older people/carers/health professionals to plan for the transition from driver to non-driver and to manage alternative transport options more effectively.



## Driver response to variable message sign information in London.

**Authors:** K. Chatterjee K, Hounsell NB, Firmin PE, Bonsall PW. [Transp Res Emerg Technol](#) 2002; 149-169.

**Contact:** Kiron Chatterjee, Transportation Research Group, University of Southampton, Southampton UK (email: [k.chatterjee@soton.ac.uk](mailto:k.chatterjee@soton.ac.uk)).

Variable message signs (VMS) have been installed in London to notify motorists of planned events and current network problems. This paper presents the results of a study of driver response to VMS information.

A survey of drivers' actual responses to a message activation showed that only one third of drivers saw the information presented to them and few of these drivers diverted, although many found the information useful.

Only one-fifth of the number of drivers diverted compared to that expected from the results of the stated intention questionnaire.

It is suggested that the use of London's VMS signs to display warnings of disruptions expected on future dates may be reducing their effectiveness as a channel for more urgent warnings.

## Visual search while driving: skill and awareness during inspection of the scene.

**Authors:** Underwood G, Chapman P, Bowden K, Crundall D.

**Contact:** Geoffrey Underwood, University of Nottingham UK.  
email: [geoff.underwood@nottingham.ac.uk](mailto:geoff.underwood@nottingham.ac.uk).

Novice drivers tend to restrict their search of the road on dual-carriageways, relative to the scanning observed in experienced drivers. This supports the hypothesis that the inspection of the roadway by novices is limited not because they have limited mental resources residual from the task of vehicle control, but that they have an impoverished mental model of what is likely to happen on dual-carriageways.

## Job Spot

### AITPM Public Affairs Manager

AITPM is a national association of practitioners in the fields of traffic engineering and management, transport and land-use planning, economics, social science and environmental management.

This position will achieve a new level of communication for the Institute, to better position the Institute with our stakeholders and in the public forum.

AITPM is looking for a dynamic communicator with extensive relevant experience to be the national Public Affairs Manager (PAM).

The Public Affairs Manager will be a part time position with the potential to grow the role in the short to medium term. Cont.



It is expected that the position will involve about 200 hours per year. The hours and fee rate will be negotiated with the successful applicant.

It is expected that the PAM will generate the revenue to fund the budget within a period of 15 months, with the opportunity to build the role and hours thereafter.

Commencement of this position is expected to be by the end of January 2003.

Refer the detailed job description and personal requirements on the AITPM website: [www.aitpm.org.au](http://www.aitpm.org.au)

Applications should be submitted by 2 December 2002 to The National President, Richard Hanslip via email: [AITPM@bigpond.com](mailto:AITPM@bigpond.com) . For further information or to discuss the position please telephone: 08 8227 0188.

### **AITPM: Growing Traffic Skills and Knowledge for Sustainable Transport**

#### **Traffic Transport Engineer - circa 75-80K + Bonuses**

Our client, a leading Australian Company, requires a person experienced in Traffic/Transport Engineering to join their corporate affairs team to head up a new research program.

You will be responsible for developing public policy, advocacy and community education programs on mobility infrastructure issues and managing the research team.

You will require:

- A degree in Traffic/Transport Engineering with a minimum of 5yrs industry experience in mobility infrastructure issues.
- Proven track record in public policy/advocacy and community education.
- Experience in advocacy programs.
- Strong analytical and communication skills.
- Familiar with Microsoft applications.
- Previous experience in a management role preferable.
- Understanding of automobile membership organisations desirable.
- Previous experience within a motoring membership organisation or local government authority an advantage

To apply for this position please send a detailed resume to [rbransky@tad.com.au](mailto:rbransky@tad.com.au) or contact Raelene Bransky on 9245 3700 for a confidential chat.



## **Positions for Transport Planners and Traffic Engineers**

Cardno MBK is an engineering firm with over 400 employees Australia-wide. There Sydney office has positions for Transport Planners and Traffic Engineers. Recent graduates as well as experienced staff will be considered.

For information contact:

Ludmilla Hawley

Transport/Traffic Planning Manager

ph - 94967700

fax - 9499 3902

mob- 0412 879251

email - [lhawley@syd.cardno.com.au](mailto:lhawley@syd.cardno.com.au)

## **Council Moves in NSW**

Nick Karahlis has moved from Woollahra Council to Canada Bay.

John Stephens from Randwick Council is moving to Woollahra Randwick. Randwick City Council is now looking for a Traffic Engineer. The position will be advertised in the Sydney Morning Herald. Applications will be received up to 4.30pm, Friday, 29 November 2002. The contact person is Maureen Norbury on 02 9399 0907.

Bernard Choongo currently working with Hornsby Council is off overseas (Africa + Europe) for several years.

## **Best Wishes**

The committee and members of AITPM Victoria would like to convey our best wishes to Bruce Conboy and hope for his speedy recovery.

## **Recent Events**

### **Sharing Spaces – Unley Integrated Transport Strategy – SA - 24 October**

At its meeting on 24 October, held at Transport SA, Professor Hans Westerman provided a presentation of the principals and concepts being engaged by the City of Unley in the development of their Integrated Transport Strategy.

The City of Unley, as an inner urban area, it is exposed to all the pressures of regional traffic, while still trying accommodate a range of movements (car, bicycles, pedestrians) at a local level.

Cont.



Professor Westerman presented the outcome of a study commissioned by the City of Unley, outlining the approach to resolving this dilemma. It recognises that there is a need to deal with the inherent conflicts between the regional and local transport demands and its impact on the local environment, that conventional approaches do not address. The key to the strategy is the integration of, and relationship between transport, land-use and the environment, and finding a balance between the needs for movement and the need for environmental quality.

The elements addressed within the strategy include:

- Balancing the demands and needs of Regional and Local interests
- Management of all transport routes, with consideration of transport function and adjoining land-use environments
- Careful arrangement of 'Centres' to provide access, where people and vehicles are not in conflict
- Providing local precincts where the transport function is subservient to the quality and amenity of the environment
- Provision of local networks that do not attract through traffic, but adequately provide for local movements with a choice of transport mode.

In a nutshell, Professor Westerman's message was "Look at the big picture, not just one part of it. For if you just address one part, you will upset the balance of the whole".

[Link www2.unley.sa.gov.au/transportsurvey](http://www2.unley.sa.gov.au/transportsurvey)

### **Transport Pricing – Syd – 12 Nov**

At the time of going to press national AITPM sponsor, the National Roads and Motorists Association (NRMA) is holding a conference on transport pricing.

A full report will appear in the December newsletter.

## **AITPM National Forum**

### **Transport/ Land Use Integration Sydney 2003.**

Program Meeting: A program planning meeting is to take place on the 13 November, kindly sponsored by the NRMA at their headquarters in Sydney. A broad list of practitioners have been invited - engineers, land use and transport planners representing private industry as well as local and state government reps. In this way we hope to tap the Knowledge and Needs of these groups for the benefit of a relevant Conference.

Call For Abstracts: Abstracts for the Conference are to be submitted by 30 November 2002 - Abstract Instructions have been forwarded to all those expressing an intention to submit and are on our website

Cont.



Link

[http://www.aitpm.org.au/conference\\_2003/Frameset\\_CallForPapers.htm](http://www.aitpm.org.au/conference_2003/Frameset_CallForPapers.htm).

**Milly Hawley** Conference Convener.

Transport/Traffic Planning Manager Cardno MBK Level 3, 910 Pacific Highway Gordon NSW 2072 ph - 94967781 fax - 9499 3902 mob- 0412 879251.

email - lhawley@syd.cardno.com.au

## Other Upcoming Events

Each month we will list brief information about upcoming events. More details on each event (if available) will be located on the AITPM web site.

Link [www.aitpm.org.au](http://www.aitpm.org.au)

### AITPM Half-Day Seminar “Road Safety: Crashing into the Future” – Qld - 13 Nov

The Annual Qld AITPM November half-day seminar will be held at the Carlton Crest Hotel on Wednesday 13<sup>th</sup> November 2002.

The theme of the seminar this year is “Road Safety: Crashing into the Future”. There is concern that road safety progress has stalled. The absolute number of deaths has essentially been static for several years while death rates have been declining only marginally. The traditional approach to road safety has focused around the 3E’s - Education, Enforcement and Engineering. What can practitioners do to improve on the current method of addressing this important issue?

The Qld AITPM Branch has invited a cross section of experts in the field of road safety to debate the topic "Road Safety: Crashing into the Future". From a strategy, research, application and litigation perspective, the invited experts will present a range of strategic visions and practical opportunities to influence road safety directions. This seminar targets state and local government and private practitioners who are involved with road safety, as well as others prepared to challenge or be challenged on this important topic.

Invited speakers include:

- Dr Ian Johnston – Director, Monash University Accident Research Centre
- Barry Watson - - Centre for Accident Research and Road Safety - Qld
- Frances McGlone - Queensland University of Technology, Law School
- Prof. Rod Troutbeck - Queensland University of Technology, School of Civil Engineering

Further information and registration details can be viewed through the following link [Qld AITPM November Seminar](#).



## **Joint IEAust Transport Panel / AITPM Annual Dinner – Syd – 14 Nov**

This year, for the Joint IEAust / AITPM Annual Dinner, it has been decided to dine at The Jetty in the King Street Wharf area of Darling Harbour. The venue is on the waterfront area of King Street Wharf, a lively area of Darling Harbour immediately north of the Sydney Aquarium precinct.

Date: Friday 15<sup>th</sup> November 2002

Time: 7:00 pm for 7:30 pm dinner

Venue: The Jetty (Restaurant)  
42-48 The Promenade, King Street Wharf  
Ph: 9279 4115 Website: [www.thejetty.com.au](http://www.thejetty.com.au)

The cost of the night is \$40 (GST inclusive), which includes a 3 course meal (a choice of two starters, two entrées and two mains) plus coffee / tea. Due to varying tastes, drinks will be on a pay-as-you-order basis.

## **Urban Design Forum – Train to Broken Hill – 14-18 Nov**

The Urban Design Forum is in its tenth year, which also happens to be the Year of the Outback, and to celebrate is taking over a train from Sydney to Broken Hill leaving on the evening of November 14<sup>th</sup> and getting back into Sydney Central in time for work on Monday 18<sup>th</sup>.

The Forum sessions will be held in the Club Cars on the Train, and in stationary venues at Mudgee, Dubbo, Broken Hill, the Bush, and Parkes.

The Forum is compact and highly interactive and participants will:

- focus on practical, high quality urban design and planning
- network amongst committed peers
- share project experiences
- enjoy a unique cross-section of Australia (Capital City/Suburbia/Regional Cities and Towns/The Outback), travelling on the beautifully restored (and very comfortable) historic train, *Southern Aurora*.

Contact Chris Stapleton [stap@ozemail.com.au](mailto:stap@ozemail.com.au)

## **Metropolitan Events Program – Melb – 22<sup>nd</sup> and 26<sup>th</sup> Nov**

As a part of providing information on newly developed Melbourne metropolitan strategy the Victorian government is delivering a number of seminars on the main components of the strategy.

Of particular interest in relation to transport are the last two seminars:

1. Metro Strategy Transport Initiatives – Where are we going?  
22<sup>nd</sup> November, Friday 3:30-6:00pm  
City of Boroondara – Hawthorn Town Hall,  
360 Burwood Road Hawthorn

Cont.



2. The Grand Finale – Bringing it all together  
26<sup>th</sup> November, Tuesday 6:00-8:00pm  
DoI Theatrette, Level 29  
80 Collins Street, Melbourne

Booking is required and there is a minor cost associated with attending each seminar (\$10-\$20).

Further details can be obtained from Jane Power on 03-9813 2801.

### **ACRS Road Safety Seminar – Sydney 27 Nov**

Seminar title: “A 50km/h Default Urban Speed Limit for Australia. When will we achieve it?”

Date: Wednesday 27 November 2002 4:00 – 6:00 pm

Location: NRMA Building - Room 4, Level 11, 388 George Street, Sydney

Guest Speaker: **Ms Lynne Habner** Manager Secretariat, National Road and Transport Commission. Ms Habner will provide some background on the National Road and Transport Commission’s Evaluation of a 50km/h Default Urban Speed Limit Report (Nov 2001) and provide an update on the development of this policy.

RSVP by 18<sup>th</sup> November 2002 to Maureen Owen email – [maureen.owen@mq.edu.au](mailto:maureen.owen@mq.edu.au) or telephone (02) 9850 9883.

### **Walk21 IV: Health, Equity & Environment – USA – May 2003**

Planning is now underway for "Walk21 IV: Health, Equity & Environment," the Fourth International Conference on Walking in the 21st Century. The conference will be held in Portland, Oregon, USA, May 1-3, 2003.

Link <http://americawalks.org/walk21/>,

or e-mail to [info@americawalks.org](mailto:info@americawalks.org).

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