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AITPM Newsletter

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The following Companies/organisations are national sponsors
Conference Newsletter

This newsletter has been produced to report on the 2007 National Conference “National Convergence – let’s sort out our differences” held in Canberra on 1-2 November and associated workshops.

Editorial

I cannot pretend to fully represent an AITPM national conference in one newsletter including the quality and quality of the technical data, the enormous effort required in putting the event on, the value of personal interaction and the profound moments that leave a lasting impression.

May I record a few snippets and reflections of the 2007 conference in Canberra.

- This was Fred Gennaoui’s 13th and (he insists) last Conference as Convenor or Co Convenor. No one should ever underestimate Fred’s commitment of time to the Institute.
- The huge amount of work from many individuals was overwhelming. One of the attendees looked at one the very hard workers, Jason Scoufis, and said “Doesn’t he look tired”. The same could be said for many others.
- Peter Brash’s speech at the conference dinner was a powerful, personal account of his wife’s short but valuable life. The Janet Brash Memorial Award reinforced the links between compassion, good people, a strong Institute and encouraging young people in the profession.
- The “pass the hat around” collection at the dinner raised $1,100 for the Breast Cancer Foundation and the Reid families’ idea and $400 support to provide each attendee with a pink ribbon created a strong sense of involvement for all those present.
- The location of the dinner, the indoor stadium at the Australian Institute of Sport, was perfect. With several young athletes from the Institute and the chance to muck around with basketball, soccer, volley ball and cricket activities after desert (see photos toward the end of this newsletter), heightened the bonds of friendship.
- In the light of some recent discussions, I thought that the conference effectively covered a wide range of subjects from technical detail to strategic planning.
- John Robinson, our international keynote speaker, gave glowing praise for the content and the organisation of the conference.
- AITPM member and Canberra conference delegate Doug Lee, from Townsville City Council, was inflicted with appendicitis during the conference and required an appendectomy and, by all reports, none too late. Best wishes for a speedy recovery.

There can be no better recommendation to attend next year’s conference than this year’s success.

David Brown
Editor
The Organising Committee

John Stephens, Dr Jon Bunker (National Vice President), Peter Hammond (obscured), Andrew Hulse (National President), Peter Croft, Fred Gennaoui, Jason Scoufis, Naomi Ingegneri, Oleg Sannikov, Mukitur Rahman, Milly Hawley, Graeme Pattison, Gemma Herrera. (Not Pictured Thomas van Drempt and Brett Maynard)

Conference co-convenors

Oleg Sannikov
Fred Gennaoui
Agenda

Workshop

A workshop was held on the day before the conference and had three main features

1. Austroads Workshop - Guide to Traffic Management
2. Travel choice and its relationship to our Ecological Footprint.
3. Technical Tour – Canberra Highlights

Conference Presentations - Topics and Speakers

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<td><strong>Dr John Robinson</strong>, Senior Partner (Canada)McCormick Rankin Corporation</td>
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<td>National Perspective</td>
<td><strong>Michael Deegan</strong>, Chairman, National Transport Commission</td>
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<td>How are each of the states planning to deal with the transport task in a congested network</td>
<td><strong>John Brewer</strong>, RTA (NSW): <strong>Eddie Peters</strong>, Main Roads (Qld): <strong>Mark Elford</strong>, Dept of Transport (SA): <strong>Craig Wooldridge</strong>, Government of WA: <strong>Andrew Wall</strong>, VicRoads; Facilitated by <strong>David Brown</strong></td>
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<td>Trip rate and parking databases in New Zealand &amp; Australia</td>
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<td>Guidelines for undertaking transport assessments in New Zealand &amp; Australia</td>
<td><strong>Ian Clark</strong>, Flow Transportation Specialists &amp; <strong>Maree Faid</strong>, Auckland Regional Transport Authority</td>
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<td>COAG: A Cooperative Approach to Urban Congestion Management</td>
<td><strong>Anthony Ockwell</strong>, Executive Consultant to DOTARS; <strong>Dennis Walsh</strong>, Queensland DMR; <strong>Malinda Parkinson</strong>, Department of Transport and Regional Services</td>
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<td>Delivering effective public transport outcomes in Australian Cities - everyone has a role</td>
<td>Dick Fleming, Parsons Brinckerhoff &amp; Peter Moore, UITP Australia / New Zealand</td>
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<td>The advantages of selective convergence in a federal system</td>
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<td>Introduction of “another train coming” warning signs to pedestrian level crossings in Victoria and South Australia</td>
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<td>The use of micro-simulation to determine the applicability of multiple marked foot crossings</td>
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<td>Rail freight planning across state boundaries optimisation in the north south rail corridor study:</td>
<td>Peter Hunkin, Hyder Consulting (Aust) Pty Ltd</td>
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<td>Bus access to our city centres – Canberra city experience:</td>
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<td>The value of pedestrian planning and simulation in the design process.</td>
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<td>Sequestering carbon from transport emissions using harvested plantations– the treesmart option</td>
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<td>Transport accessibility and local land use decisions addressing the challenges of implementing metropolitan planning in established urban areas:</td>
<td>Alison Holloway, SGS Economics and Planning</td>
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<td>Creating a vibrant city centre through transport improvements - Canberra central transport and land use planning</td>
<td>Stephan Walter, ACT Planning &amp; Land Authority and Denise Morneau, McCormick Rankin Corporation</td>
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<td>Towards a sustainable future – raising awareness and corporate responsibility</td>
<td>Julie Stanley &amp; Sinead Giblin, Sinclair Knight Merz</td>
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<td>IKEA - local convergence for the multi national IKEA.</td>
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<td>Alan Stewart, GTA Consultants &amp; Daniel Cohen, Director of Park Assist</td>
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Summary And Final Comments

By Ray Brindle

The Conference organisers made this promise:

“Only small inroads have been made into developing a national approach for transport and traffic planning and operations. There are still barriers on the way to National convergence. How can we overcome them?

This conference has been developed with the following objectives:

- to develop a better understanding of some of the guiding principles for transport systems provision, including the significance of network and systems quality;
- to provide opportunities to learn from the local and interstate experiences of others based on numerous case studies;
- to raise awareness of the practical measures that can be applied by traffic and transport professionals to achieve more consistent transport outcomes and the specific tools for their implementation.”

How did it rate against these objectives? We heard 20 excellent papers and (mostly) presentations. It was a somewhat eclectic collection, but patterns did emerge. We heard the usual collection of key words and buzz-phrases: harmonisation; complexity; affordability; stakeholder expectations; holistic planning; performance indicators; integrated transport reform and planning; strategic objectives; collaboration at all levels; optimum outcomes etc. And some that were specific to the issue before us: a national approach to practices; international convergence, cooperation and sharing; a “culture of consensus”; and the need for strategic research, and practical research and field studies.

We have been bombarded with acronyms: COAG, ATC, NTC, SCOT, UCM WG, TRICS, NZTRDB, NIMBY and NOTE, AIRE etc etc. Pity the newcomers among us!

We have been warned that (whatever all these mean) it’s a matter of national (dare I say global?) security, not just lifestyle, that we get it right. This, we have been told, is challenging – beset by difficulties that are “directly proportional to the square of the number of jurisdictions involved” – although have also been reminded of successes. We heard about actions in:

- understanding congestion and congestion management;
- public transport priority – in planning and operations;
- mobility management plans;
- operational issues: pedestrian behaviour and signage; rail freight; bus stations; bike facilities; traffic generators and activity centres; and parking technology; and
- carbon offsets.
We also heard about –

- looming growth in commercial traffic;
- land use-transport planning and transport-led local revitalisation;
- the role and status of guidelines;
- integrated transport assessments;
- multiple stakeholders in larger cross-jurisdictional issues;
- competing demands within the system, e.g. freight and passenger vehicles;
- opportunities to share in traffic planning data sets; and
- a wide variety of uses of simulation.

Not bad for two days. But there was more. We have been alerted to looming change – not just climate change, but also societal; trying to get to a sustainable balance between demand and supply; new expectations and definitions of “success”, giving rise to new types of performance measures; and the challenge of getting community support for shifting priorities in road and transport management.

In order to “converge”, we have been urged (in no particular order) to:

1. Abandon silos, and re-examine the roles of technical and professional bodies.
2. Be aware of, and exploit, the “knowledge landscape” comprising (in my paraphrase of John Robinson):
   - understanding how things happen (the “whys”);
   - the tools available for planning and management; and
   - practices that are not unique to one set of players: i.e. the things that can be shared.
3. Adopt “defensible flexibility” in planning, design and operation.
4. Be true to our task. There will always be “politicians” (decision makers), but quality advice is our skill and task, and is always needed.
5. We are urged to think about some of our warrants and how we use them. Are some of them becoming redundant, inhibiting or even meaningless?
6. Move from “working in yesterday” to working for today and tomorrow.
7. Consider public transport and pedestrians early in the planning process. It may be that this “performance assessment” is as much an assessment of our collective professional performance as of the Conference. So what can we take away with us?
Again in no particular order:

1. We are “they”; it’s up to us to get our act together (more of that later).

2. We need up-to-date, useful data and techniques that can cope with the “what if” questions (which is to say, real planning data and methods that allow us to say “if we do this, then that will or may happen”). Simulations of the sort we have heard about are a good start. Specifically, what are we going to do about the NZ trip rate and parking data proposal?

3. We need to encourage a focus on task and intent, not on professional silos or defending assumed philosophies. Organisational and professional association cultures are currently barriers to convergence in some cases.

4.

5. There are three key elements in getting it right (if I may apply a personal overlay to pull some thoughts together):
   - Working on organisational structures and, more importantly, relationships between them.
   - Working on sharing of skills, knowledge, ethos and goals.
   - But most importantly: enhancing personal interactions between the individuals who take part (we are “they”…). Recall the presentation at the 2006 conference by Jim Betts, head of Public Transport at the Victorian DOI, and David Anderson, then head of Vicroads, which was remarkable not only because of what the said together but because of the obviously close and friendly working relationship they had.

   The rest is easy, as they say.

6. We have focussed at previous Conferences on “integration”, and it was again an undercurrent here. I wish we had had more time on that topic, but that may be a purely personal bias. (Suffice to say: It is processes that need to be integrated. And integration is a lot more than just land use-transport integration – see my ARRB report ARR 333, 1999).

7. All this has implications for professional bodies like ours. Strong professional bodies, at first blush, seem only to be positive contributors to convergence and the achievement of those ultimate global and societal goals. But, practised wrongly, professional associations may ultimately be counterproductive: sometimes they reinforce the silo mentality unless all the players and their peer group organisations can truly interact, work from common benchmarks and corporate knowledge and use agreed toolkits – i.e. work within the same “knowledge landscape”. That’s how the “alien universes” that were referred to can merge and synergise. (Refer back to the start of my paper at the 2004 AITPM National conference for an example of a perverted silo mentality. I observed that “traffic practitioners are blamed for everything from heart disease and obesity to global warming”.)
What are the implications for AITPM and our contribution to “convergence”?

1. We shouldn’t bedazzle ourselves with suboptimal successes. The reality is that the job isn’t finished when we have achieved “convergence” in what we see as “our” sector. Often the consensus we build is ignored (or sometimes even decried) by other participants in the integration task. Many of our co-participants in the business of achieving sustainable mobility are not even aware of the many excellent State and Austroads guides and other sources that should be part of their toolkit (e.g. Hans Westerman’s excellent work for “Sharing the Main Street” (RTA NSW) and “Cities for Tomorrow” (Austroads)). These seem to be dismissed as “engineer’s stuff” and a grab for control. What is our challenge here?

2. Stay task oriented (i.e. the task of “traffic planning and management”, traffic being taken in its true meaning of “movement”), not profession or qualification-oriented. I have a real problem with peer-group conferences that tend to exclude those who speak counter to that peer-group’s culture. I speak from personal experience. AITPM is not one of those. Both as an Institute and as an event, AITPM is uniquely placed to provide a forum for a wide spread of disciplinary backgrounds to interact and cross-fertilise, as long as it keeps its focus on the task.

So have we moved towards convergence here? I think we can answer a tentative “yes”, but it ultimately depends on what we do, individually and collectively, next week, next month, next year.

Convergence does not mean necessarily doing or starting everything at the Federal level (especially not the Federal Government level), but we do need to identify those areas that would benefit from a national approach. We have been reminded that this does not mean standardisation of “needs”, solutions and funding criteria. That’s “old thinking”.

I finish with two quotes from the Conference that appealed to me:

1. “Dwell in possibility”, and I might add, don’t limit the possibilities. For example, is carbon input and peak oil truly going to create a revolution in demands for personal mobility? Is group transport in a greatly changed city really our only future prospect, as one speaker told us? Have we already seen all that is possible in terms of “public transport”?

2. Fred Gennoui’s advice: “Look at your daily activities and ask ‘What does this do in the national interest [and that of the whole planet]?’”. Remember your Shakespeare: “The fault, dear Brutus, is not in our stars but in ourselves…”

In summary, my personal view is that it was a worthwhile Conference. What difference it will make, and how much it will contribute to “convergence”, is up to us, individually. At least, that’s how I saw it. Others may have seen it differently, and we can both be right.

Ray Brindle

ray@brindle.name
Workshop Activities

Workshop participants calculating their ecological footprint.

This section of the group represents those participants with an ecological footprint of between 5 and 7 earths.

Workshop participants on the Gungahlin Interchange Field Trip.
Conference Speakers

Peter Croft (ARRB) (left)

John Robinson International Key note speaker from Canada: Senior Partner McCormick Rankin Corporation

Representing Five States: (L to R) Eddie Peters, Main Roads (Qld); Andrew Wall, VicRoads; Craig Wooldridge, Government of WA Mark Elford, Dept of Transport (SA); John Brewer, RTA (NSW)

Ian Clark, Flow Transportation Specialists Ltd, and Malcolm Douglass, NZ Trips and Parking Database Bureau

Peter Hunkin, Hyder Consulting, Wes Coller, SKM, Malcolm Daff, SKM and Adrian Bitzios, Wollongong City Council
Neil Graham, Maunsell Australia, Harry Barber, Bicycle Vic and Eric Rivers, Arup

Tony Richardson, TreeSmart; Alison Holloway, SGS; Denise Morneau, McCormick Rankin Stephan Walter, ACT Planning and Rachel Smith, SKM

Alan Stewart, GTA Consultants, Cameron Lyndon-James, Park Assist and Deva Naiker, Logan City Council
Janet Brash Memorial Scholarship

Janet Brash

July 19, 1966 – February 3, 2007

Award Presentation speech by Fred Gennaoui

The Janet Brash Memorial Scholarship has been created to honour the memory of Janet Brash who died earlier this year of breast cancer. This scholarship will provide opportunities for AITPM members to undertake training and/or research in a relevant technical field in accordance with each individual’s development plan.

I have had the privilege of knowing Janet since John Reid encouraged her to join the Institute, ten years ago. We have since become good friends.

I would like to say a few words about Janet's professional life and involvement with the AITPM so those delegates who did not know better appreciate the naming of our first perpetual Scholarship in her memory, and for the many good friends and colleagues to remember her.

Janet completed a Certificate of Technology (Civil Engineering) at RMIT in 1988.

Her professional career started at the State Electricity Commission (SECV) in 1985 as a Technical Officer. Janet was awarded a State Electricity Commission scholarship completing a Bachelor of Civil Engineering degree in 1992 with First Class Honours. In the same year Janet's potential as a leader was recognised and she was selected as one of 100 people across Australia to attend the Queen's Trust Forum for Young Adult Australians.

In 1994 Janet commenced her association with traffic and transport, joining the City of Casey as a traffic engineer. In 1997 Janet moved to the Royal Automobile Club of Victoria (RACV) and in 1998 was appointed to the position of Chief Engineer Traffic and Roads in the Public Policy Group providing advice to industry and government on road and traffic matters. Janet also authored a regular “Road Rules” column in the RACV Royal Auto magazine.

In about 2002, Janet joined VicRoads as a senior manager where she managed the development of a freeway performance monitoring system and developed concepts for improving road network performance. Janet represented VicRoads on several committees, including Austroads providing strategic input. Janet had a way to go in VicRoads. Janet pursued further personal development and completed her Masters of Traffic Engineering in 2003. Janet was chosen to participate in a leadership and regional managers of the future program at VicRoads.
Janet joined the Australian Institute of Traffic Planning and Management (AITPM) to further her professional development on 20 October 1997, 10 years ago.

Janet became one of the AITPM’s strongest and most active supporters. In her 10 years membership of AITPM she was a committee member, Vice President and President of Victorian Branch by 2000. In 2004, whilst in remission, she was elected as National Vice President and had considerably more to offer to AITPM and the profession had her life not been so sadly cut short at the young age of 40. If illness had not intervened she would have been the current National President.

During her membership of the National Council, first as State President then as National Vice-president she always gave her time generously and encouraged others to get involved. Her opinion were always respected and more of then than not acted upon.

Peers have said Janet was a strategic thinker, customer focused, tough and tenacious, yet had a strong sense of justice and what was right and fair.

Janet defined herself in fair measure by her profession and her career. I think that’s why she continued working as long as she could, until just before Christmas. She wanted to stay connected.

In effect, despite her illness, she instated on organising the post conference tour last year in Victoria. Mary and I will always cherish that weekend as it was the last time we saw her.

She actively sought feedback on performance and sought development opportunities.

She told many of her colleagues and friends including myself that she would not have had some of the capabilities she brought to her day job if it weren’t for the experience and the people at AITPM.

In view of an outstanding professional career in our profession, and for her magnificent contribution to the AITPM, the National Council of the Institute has set up a perpetual scholarship in Janet’s name to further excellence in traffic and transport engineering.

In her short life, personally and professionally, many friends were made and she will be sadly missed by all.

Quoting from Ted Vincent, Janet’s boss at VicRoads, Janet has been an example to all in the profession, in her career and her life.

Janet Brash Memorial Award Winner

Chris DeGruyter, a Transport Planner with Maunsell Australia, is the AITPM’s first winner of the Janet Brash Memorial Award

With the support of the award, Chris will attend (and presentation of a paper) at the European Conference on Mobility Management (ECOMM). This is a 3-day international conference focused on Travel Demand Management (TDM).

It is held on an annual basis throughout different countries in the UK and Europe. The conference in June 2008 will be held in London. Prior to the conference 2 days of detailed discussions have taken place with a range of stakeholders (government agencies, local councils/authorities, and businesses) throughout The Hague, The Netherlands.
Awards and Certificates

AITPM Student award recipients Chris Arnott from Monash University (left) and Wilkie Ngan from University of NSW

Andrew Hulse, National President (left), presenting Philip Margison, General Manager, NSW Roads and Traffic Authority with a plaque recognising RTA as a Conference Gold Sponsor

Two AITPM members who have recently been accredited as Certified Transport Planners: Fred Gennaoui, Gennaoui Consulting Pty Ltd (left) and Andrew Hulse, Arup (right) with Len Harper (centre) Executive Director, Chartered Institute of Logistics and Transport (CILTA).
Sponsors

Trade Booths (in alphabetical order)
The Good, the Bad and the Ugly

Just some of the hard workers from the organising committee:

Naomi Ingegneri (Masson Wilson Twiney)

Thomas van Drempt (State Transit Authority)

Jason Scoufis (Cardno)

John Stephens (Leichhardt Council) and Josephine Mitton (AITPM - Office Administrator)
Left: Gemma Herrera and Julia, Oleg’s Partner, at the conference dinner.

Right: Mark Hennessy shows a commitment to those things that make the profession what it is today (i.e. attending the conference).

Ray Brindle, Anissa Levy, John Stephens, Milly Hawley and Andrew Hulse

Naomi Ingegneri (NSW Branch Committee) with husband Joe and Elizabeth. Naomi showed true commitment to the Conference whilst having a baby, attending meetings and then bringing the family to the National Conference. Joe took time off work to attend.
AITPM Student prize winner Chris Arnott who is tall and an AIS basketball representative who is huge (7ft).

A slide from one of the presentations
Dick Fleming reprises his famous performance of Tevye in *Fiddler on the Roof*, or perhaps it is Mitzi Del Bra from *Priscilla Queen of the Desert*.

AITPM National Secretary Bill Cirocco (left), auditioning for the musical version of *The Sopranos* and (right) with Robert Picone and Pat Trimboli, who are part of the supporting cast.

David Brown makes an appeal to a higher authority (the National Committee) while fellow disciple and true believer, Chris Stapleton, looks on, waiting for the rapture (or, as it was part of a basketball game, the rupture). Their appeal was turned down when it was realised that prosperity theology was inconsistent with the financial rewards of the traffic engineering profession.
Media Coverage

Based on conference material, recorded interviews and information supplied by various AITPM committee people, David Brown was interviewed on the following radio stations.

- ABC Melbourne drive time
- ABC South Australia regional (broadcast over 4 ABC stations)
- ABC Longreach
- ABC NSW state wide drive (broadcast over 10 ABC stations)
- ABC Newcastle
- Overdrive (syndicated to 35 stations across Australia)
- CBAA news (available to over 100 stations across Australia)

After the Melbourne interview we were contacted by a journalist who wants to write some stories on the “refreshing, lateral approach” to the transport problems.

After the South Australian interview, in a highly unusual action, the presenter sent an email that said:

“Hi David - just a quick note to say thank you for today's conversation - you were terrific, as always, and I personally found it very illuminating, as I am sure our listeners did. Many thanks once again - and talk to you soon, in the not too distant future”

(our emphasis)

Recorded interviews by David Brown with Harry Barber of Bicycle Victoria and John Robinson of MRC (our key note speaker) are easily accessed via www.aitpm.com.

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