

**T**he mission of the Traffic Injury Research Foundation (TIRF) is to reduce traffic related deaths and injuries by designing, promoting and implementing effective programs and policies based on sound research.



## **Traffic Injury Research Foundation of Canada**

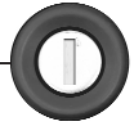
### **40<sup>th</sup> ANNUAL REPORT**

**2002**



171 Nepean Street, Suite 200  
Ottawa, Ontario  
K2P 0B4

TEL: (613) 238-5235 FAX: (613) 238-5292  
Registered Charity Number: 10813 5641 RR0001  
Website: [www.trafficinjuryresearch.com](http://www.trafficinjuryresearch.com)  
Email: [tirf@trafficinjuryresearch.com](mailto:tirf@trafficinjuryresearch.com)



**TIRF gratefully acknowledges the many concerned companies, corporations, associations and governments whose contributions in 2002 supported the Foundation's efforts to reduce the losses that occur from road crashes.**

**Platinum Level**

Anheuser-Busch Companies  
 Ontario Ministry of Transportation  
 Saskatchewan Government  
 Insurance

**Gold Level**

Allstate Foundation of Canada  
 Brewers of Canada  
 Dollar Thrifty Automotive Group  
 Canada Inc.  
 Imperial Oil Foundation  
 Labatt Breweries of Canada  
 Liquor Control Board of Ontario  
 Retail Coin Box Collection  
 Manitoba Public Insurance  
 The Beer Store Coin Box Collection

**Silver Level**

Alberta Transportation  
 Association of Canadian Distillers  
 Bank of Montreal  
 Bell Canada  
 Canadian Automobile Association  
 Cara Operations Limited  
 CIBC  
 Diageo Canada Inc.  
 Gore Mutual Insurance Company  
 Guardian Interlock Systems Corp.  
 Hotel Association of Canada  
 ING Canada  
 Insurance Bureau of Canada  
 LifeSafer Interlock, Inc.  
 Manitoba Transportation & Government  
 Services  
 Molson Inc.

Moosehead Breweries Limited  
 New Brunswick Department of  
 Transportation  
 National Life  
 OK Transportation Limited  
 Prince Edward Island Department of  
 Transportation and Public Works  
 Royal & SunAlliance Insurance  
 Company of Canada  
 Sleeman Breweries Ltd.  
 State Farm Insurance Companies  
 The Co-operators Group Limited  
 The Dominion Group Foundation  
 The Personal  
 Tirecraft Auto Centers Ltd.  
 TD Bank Financial Group

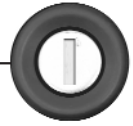
**Bronze Level**

Canadian Restaurant and Foodservices  
 Association  
 Economical Insurance Group  
 Federated Insurance  
 Federation Insurance Company of Canada  
 Liberty Mutual  
 Newfoundland and Labrador, Government  
 Services & Lands

Ontario Trucking Association  
 Royal Canadian Mounted Police  
 Scotiabank  
 Smart Start, Inc.  
 Volkswagen Canada Inc.  
 Wawanesa Insurance



## PROJECT GRANTS & CONTRACTS



**TIRF also acknowledges the support received in the form of project grants and contracts from the following:**

Affiliated Computer Services, Inc.

Alberta Motor Association

Alcohol Countermeasure Systems Corp.

Anheuser-Busch Companies, Inc.

Brewers of Canada

Canada Safety Council

Canadian Council of Motor Transport Administrators

Centers for Disease Control and Prevention

Guardian Interlock Systems Corp.

Insurance Bureau of Canada

Insurance Institute for Highway Safety

LifeSafer Interlock, Inc.

Ministry of Transportation, Ontario

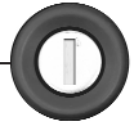
Royal & SunAlliance Insurance Company of Canada

Transport Canada (Road Safety and Motor Vehicle Regulation)

Young Drivers of Canada

**We also acknowledge with gratitude the private, individual donations and memorial donations received from individuals across Canada.**





**T**IRF's road safety Agenda underscores the need for a comprehensive action plan that will achieve a broad range of objectives, from improving public knowledge and concern about road safety, to implementing more effective laws and regulations; from allocating more resources to research and prevention efforts, to improving communication, coordination, and cooperation among stakeholders to maximize the effectiveness and efficiency of what we do.

To achieve these outcomes, our road safety Agenda identifies three interrelated goals:

First, raising the level of public and political concern and commitment. Although public concern has been aroused periodically over specific issues, such as impaired driving, a broader sustained concern for road safety has not materialized. By contrast, public concern over other health and safety issues can be energized instantly, as witnessed over the SARS outbreak; or sustained over the long haul, as evidenced by the continuing concern over smoking.

However, the same cannot be said for road safety, which is often viewed with complacency. Too often, the damage on our roads is seen simply as the price we pay for living in a mobile society. We reject this view. Road safety needs to be elevated on the list of public and political priorities so that resources commensurate with the magnitude of the problem are allocated to solving it.

Second, we are committed to improving the knowledge base in our field. It creates, or should create, the basis for effective action. At TIRF, we seek a better understanding of the human-related causes of road crashes – who is at risk, under what conditions, when, where, and most importantly, why.

Third, we are committed to ensuring that this knowledge base is used to develop effective and timely prevention programs. Safety initiatives must be based on sound research – developed and implemented in response to the latest research findings.

Our road safety Agenda encompasses a broad range of road-user issues, although it is true that a considerable amount of our research and policy development has been in the areas of impaired driving and young drivers.

In this context, I am very pleased that our research program in the area of young drivers has been given a very significant boost. Toyota Canada Inc. has provided us with a major grant to expand and sustain our research program in

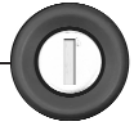


the area of young drivers over the next three years. We are grateful to Toyota Canada Inc. for this commitment. It will help us continue to make a difference by reducing the risks for young people on our highways.

Another exciting development at TIRF involves a multi-year marketing partnership with The Gold Canyon Group. Intended to raise our profile and generate a revenue stream to support our road safety Agenda, this program will be guided by a special committee of the Board. I want to thank former Board member Ralph Trott, who will be our partner in this initiative.

I also want to thank Sandy Morrison, who has left the Board after many years of service both as a member and Chair of the Board. Finally, I want to thank my fellow Board members for their support and guidance during the past three years and to recognize the staff for their excellent work that continues to widen our sphere of influence and move us effectively toward our vision of ever-safer roads.

**Diane Brisebois**  
**Chair**



**A**s an independent national charity, TIRF has for nearly four decades relentlessly pursued the goal of reducing the number of deaths and injuries resulting from road crashes on our highways. We achieve this by raising awareness, concern and commitment, and by developing effective prevention programs and policies, that are anchored in sound research.

Our mandate and focus is on the behaviour of all road users – drivers, pedestrians, motorcyclists and bicyclists – because how they act and interact determines how safe we are. We seek to determine:

- the groups of road users that are at greatest risk (from young drivers to elderly pedestrians);
- the circumstances and conditions that most contribute to the risk of injury or collision (from driving without the use of seat belts to driving while impaired); and
- the times and places that are most dangerous (from nighttime driving to intersections).

In addition to basic research, TIRF is actively involved in evaluation – to determine whether prevention programs and policies are effective, to establish why they work, and how they can be improved. Our long-term program for reducing collisions among young drivers through the continued improvement of measures such as graduated licensing and driver education is illustrative of this commitment. Through evaluation, the safety delivery system is enhanced because effective measures can be emphasized and ineffective ones improved or replaced.

Ultimately, our research and evaluation provide the knowledge base from which effective public policy and prevention programs spring. We have helped regenerate interest in and support for quality driver education and training as effective prevention programs for new drivers. We have successfully focused public and political attention on the real drinking driving problem -- the hard core of individuals who repeatedly drive after consuming large quantities of alcohol. We have identified a set of interventions to deal more effectively with this group and identified ways to improve the legal system so that these savvy repeat offenders do not continue to “slip through the cracks”, avoiding detection, arrest and sanctioning.

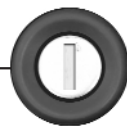
At the same time, we are dedicated to raising the level of public and political concern about, and commitment to, road safety. If the public demands it, a priority will be placed on improving road safety. And, it should be a priority since it is a



leading cause of death and injury in Canada. A sustained and compelling demand for action is needed and TIRF will continue to foster this demand so we can see meaningful and sustained reductions in the personal, social and economic damage from road crashes.

**Herb M. Simpson, Ph.D.  
President and CEO**





**T**he conduct of research and the development of effective policies and programs are the cornerstones of the Foundation's mission. Research and evaluation are the fulcrum from which programs and policies are leveraged. Our work explicitly acknowledges this close interdependence between research and programs. The work we conduct continues to provide the basis for prevention programs and policies that can effectively address the road crash problem. Quality, integrity and ingenuity continue to characterize our projects that span a wide range of traffic safety issues.

## Work in Progress

In 2002, twenty-five projects were in progress. These can be broadly grouped in four areas: epidemiology, trends, evaluation, and program and policy development.

### **Epidemiological studies on the magnitude, characteristics and causes of road crashes, included projects on:**

- examining changes in collision rates among novice drivers during the first months of driving;
- determining if novice drivers in the Ontario graduated licensing program who take driver education differ from those that do not;
- maintaining a national database to examine the incidence of alcohol among fatally injured drivers and pedestrians in all jurisdictions in Canada;
- determining the relative contribution of age-related and experience-related factors in the crashes of young drivers;
- determining the magnitude of the problem of the hard core repeat offender
- determining the problem of drugs in fatally injured drivers; and
- examining alcohol use among post-secondary students.

### **Our work on monitoring trends included projects on:**

- conducting a national opinion poll on drinking and driving;
- identifying changes over time in the alcohol-fatal crash problem;
- monitoring progress on the Strategy to Reduce Impaired Driving (STRID 2001 and STRID 2010); and
- examining collision trends in Alberta.



**Our studies evaluating the effectiveness of programs included projects on:**

- evaluating bike helmet laws and community-based strategies for increasing helmet usage rates in British Columbia;
- evaluating the specific and long-term safety impact of the graduated licensing program in Nova Scotia.
- evaluating the safety and operational effectiveness of the graduated licensing program in Ontario.

**Program and policy development initiatives included:**

- improving the efficiency and effectiveness of the DWI system for dealing with hard core drinking drivers;
- examining the safety value of reducing the legal BAC limit; and
- examining advanced driving tests in graduated licensing programs.

## Publications

The Traffic Injury Research Foundation produces an extensive number of research reports, papers and speeches each year in support of our mission to reduce the road crash problem in Canada. The following list provides a sample of recent work:

### Alcohol, Drugs and Traffic Safety

- DWI system improvements for dealing with the hard core drinking driver: sanctioning
- DWI system improvements for dealing with the hard core drinking driver: prosecution
- DWI system improvements for dealing with the hard core drinking driver: enforcement
- Best practices for alcohol interlock programs: findings from two workshops
- The safety impact of lowering the BAC limit for drivers in Canada
- Alcohol involvement in snowmobile operator fatalities in Canada
- Alcohol involvement in recreational vehicle fatalities in Canada
- Are the declines in drinking driving fatalities in Canada being overestimated?

### Driver Licensing and Improvement

- The learner's permit
- The evolution and effectiveness of graduated licensing
- The safety value of driver education and training
- Specific and long-term effects of Nova Scotia's graduated licensing program
- Graduated licensing for motorcyclists



- Changes in collision rates among novice drivers during the first months of driving
- Does graduated driving licensing reduce alcohol-related crashes?
- Graduated licensing – a blueprint for North America
- The effectiveness of graduated driver licensing

**Trends**

- Road safety monitor 2002: drugs and driving
- Road safety monitor 2002: drinking and driving
- Road safety monitor 2002: risky driving
- STRID 2001 monitoring report: progress in 2000 and 2001
- The alcohol crash problem in Canada: 2000
- Trends in fatal crashes involving female drivers: 1975-1998

**Public Awareness Brochures**

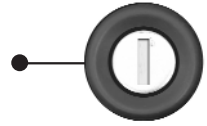
- Hard core drinking drivers: solutions
- Youth and road crashes: reducing the risks from inexperience, immaturity, and alcohol
- Hard core drinking drivers are a dangerous minority

Further details on current projects, papers and publications can be found on our website at [www.trafficinjuryresearch.com](http://www.trafficinjuryresearch.com).

**Daniel R. Mayhew**  
**Senior Vice President**

**Douglas J. Beirness**  
**Vice President, Research**





**F**ostering awareness and concern about road crashes and their consequences and promoting effective policies and programs reflect our commitment to encouraging individual behaviour change, to establishing a basis for new road safety policies and programs, and to encouraging funding that is commensurate with the magnitude of the problem.

Marketing and communications support these goals through promotional activities, media relations and sponsorship opportunities.

## Marketing

The TIRF website at [www.trafficinjuryresearch.com](http://www.trafficinjuryresearch.com) continues to be a valuable marketing and public relations tool. New features have been added to enhance the website: animated links have been placed on our home page for several featured activities: our multi-year study on DWI System Improvements for Dealing with Hard Core Drinking Drivers and the 3rd Annual Ignition Interlock Symposium; a list serve messaging system informs donors, stakeholders and other interested organizations about important TIRF initiatives and events and takes them to the website; and a registration link has been added to our website to encourage more people to sign up for this service.

Our newsletter, the *TIRF Bulletin*, keeps stakeholders informed of TIRF's recent scientific papers, technical reports, partnerships, sponsored projects, and staff activity. Financial support from our donors has ensured the *TIRF Bulletin* will continue in 2003.

TIRF staff continues to be invited to give presentations at conferences, seminars, symposia and workshops. These forums provide an opportunity to present the results of our work, to promote the implementation of effective programs and policies, to learn about new developments from others, and to foster and maintain relationships with our colleagues around the world.

Strategic partnerships enhance our effectiveness and help spread the financial load across several agencies. For example, the 2nd Annual Road Safety Monitor, a national opinion poll that surveys Canadians on key traffic safety issues, was funded by a consortium of sponsors: Transport Canada and the Brewers of Canada were primary sponsors; secondary sponsors were Royal & SunAlliance and Young Drivers of Canada; additional support came from the Canada Safety Council and Affiliated Computer Services Inc. Another partnership opportunity was the 3rd Annual Ignition



Interlock Symposium that took place in Vero Beach, Florida on October 29, 2002. The conference, organized and hosted by TIRF, explored the latest developments in ignition interlock programs, service delivery and legislative issues. It was sponsored by Alcohol Countermeasure Systems, LifeSafer Interlock, Inc., and the International Committee on Alcohol, Drugs and Traffic Safety.

## **Media Relations**

Our media relations contribute to raising public awareness and concern about traffic safety and to help promote TIRF. Highlights from our media relations initiatives last year include the 2nd Annual Road Safety Monitor and our study on improving the DWI system.

The findings from the 2nd Annual Road Safety Monitor were released in three reports: *Risky Driving*, *Drinking and Driving* and *Drugs and Driving*. These reports generated extensive coverage in print, tv, radio and online media outlets across the country. The media coverage continues to establish the Road Safety Monitor as a credible voice on road safety issues and the media relations efforts for the survey continue to position TIRF as a leader in road safety research.

The third report from our study on DWI System Improvements for Dealing with Hard Core Drinking Drivers was released in December 2002. This report dealt with the need for improvements in the adjudication and sanctioning phase of the DWI system. Significant national media coverage across the US was generated by: sending out a news release to all the major media outlets in the United States, our spokespersons participating in satellite tv interviews and a national radio tour, and articles submitted to relevant legislative and judicial publications.

## **Communications**

It is imperative that we disseminate the findings and policy implications of our research so that they can be used by others to further the cause of road safety. In this context, TIRF scientists were very productive again this year, publishing a dozen scientific papers and technical reports.

TIRF continues to be a reliable source of accurate, timely and credible information on a wide variety of road safety issues. We respond to hundreds of requests per year from policy makers, researchers, judiciary, enforcement agencies, health professionals, safety councils, the media, concerned citizens and students.



## **Committee Memberships**

As part of our commitment to community and public service, TIRF staff provides expertise and assistance by participating in numerous committees concerned with road safety. These range from national committees (CAA School Safety Patrol Lifesaving Medal Review Board) to international ones (International Committee on Alcohol, Drugs and Traffic Safety). Our involvement in these committees serves to broaden the scope of our influence, provides a forum for our views, strengthens our understanding of road safety issues and assists in the information and communication efforts of other road safety organizations.

## **TIRF Library Services**

Traffic safety stakeholders depend on TIRF as a source of credible and accurate road safety information. Our efforts to promote awareness and concern are evident by the increased demand on our library resources and subject search services. Research firms, enforcement, legal, health and safety agencies value not only the time they save using our services but also the array of material available from TIRF's specialized library. The library is continually updated with the latest research reports, journals, periodicals and articles on traffic safety issues from around the world.

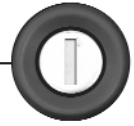
## **Fund Raising**

In 2002, we achieved our fundraising campaign target by raising \$185,000. The campaign was enhanced by a new fundraising effort by Dollar Thrifty Automotive Group Canada Inc. They selected TIRF to be the charity of choice for their 3rd annual golf tournament. All proceeds raised from the event were donated to TIRF.

We also raised money through special campaigns such as the charity coin box programs sponsored by the liquor and beer stores. TIRF was featured in the Liquor Control Board of Ontario's 600 outlets for the fourth year and we participated for the third year in The Beer Store's charity coin box program and were featured in 200 Ontario beer store retail outlets.

**Barbara Koppe**  
**Manager,**  
**Marketing and Communications**





**V**arious federal and provincial/state government agencies as well as private sector associations, corporations and foundations both in Canada and the United States sponsored the projects undertaken by TIRF.

### Project Sponsorship

In 2002, project sponsorship exceeded \$655,000.

Project support from the Federal government came from Transport Canada. All provinces and territories, through the Canadian Council of Motor Transport Administrators, jointly sponsored several projects with Transport Canada. As well, special project funds and in-kind support this year came from the Ontario Ministry of Transportation.

Project sponsorship from the private sector in Canada came from Affiliated Computer Services, Inc., Alberta Motor Association, Alcohol Countermeasure Systems Corp., Brewers of Canada, Canada Safety Council, Guardian Interlock Systems Corp., Insurance Bureau of Canada, Royal & SunAlliance Insurance Company of Canada, and Young Drivers of Canada.

Project support from sources in the United States was received from the Insurance Institute for Highway Safety, Centers for Disease Control and Prevention, LifeSafer Interlock, Inc. and the Anheuser-Busch Companies, Inc.

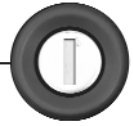
To extend our areas of expertise and to provide additional human resources on projects, we partner with external agencies in Canada, the United States and abroad. In 2002, we partnered with the Highway Safety Research Center at the University of North Carolina.

### Donations

Sustaining donations support our information and communications services, public awareness activities, our library and the development and conduct of independent studies.

**Gisèle Perron**  
**Vice President,**  
**Finance and Administration**





# W

e have audited the statement of financial position of Traffic Injury Research Foundation of Canada as at December 31, 2002 and the statements of operations, changes in net assets and cash flows for the year then ended. These financial statements are the responsibility of the Foundation's management. Our responsibility is to express an opinion on these financial statements based on our audit.

We conducted our audit in accordance with Canadian generally accepted auditing standards. Those standards require that we plan and perform an audit to obtain reasonable assurance whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation.

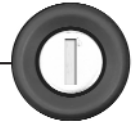
In our opinion, these financial statements present fairly, in all material respects, the financial position of the Foundation as at December 31, 2002 and the results of its operations and its cash flows for the year then ended in accordance with Canadian generally accepted accounting principles. As required by the Canada Corporations Act, we report that, in our opinion, these principles have been applied on a basis consistent with that of the preceding year.

**KMPG LLP**  
**Chartered Accountants**

**Ottawa, Canada**  
**March 21, 2003**



# STATEMENT OF FINANCIAL POSITION



December 31, 2002, with comparative figures for 2001

	2002	2001
<b>Assets</b>		
Current assets:		
Cash	\$ 295,184	\$ 71,819
Investments	173,590	168,609
Amounts receivable	29,701	28,270
Grants receivable for project expenditures	120,294	120,964
Prepaid expenses	12,154	6,983
	630,923	396,645
Capital assets (note 3)	13,419	20,541
	\$ 644,342	\$ 417,186

## Liabilities and Net Assets

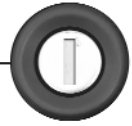
Current liabilities:

Accounts payable and accrued liabilities	\$ 12,731	\$ 13,090
Deferred revenue (note 4)	397,548	182,980
	410,279	196,070
Net assets:		
Unrestricted	220,644	200,575
Invested in capital assets	13,419	20,541
	234,063	221,116
Lease commitments (note 5)		
	\$ 644,342	\$ 417,186

See accompanying notes to financial statements.



# STATEMENT OF OPERATIONS



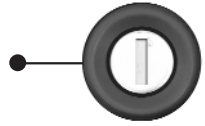
Year ended December 31, 2002, with comparative figures for 2001

	2002	2001
<b>Revenues</b>		
Grants:		
Projects	\$ 655,313	\$ 925,957
Governments	44,450	54,450
Fees and honoraria:	158,987	62,482
Donations:		
Industry	102,842	89,237
Associations	10,350	9,850
Coin-box	14,487	14,313
Individuals	249	720
Memberships	11,666	5,193
Information sales	2,929	4,727
Gain on foreign exchange	786	-
Interest	5,201	20,571
	1,007,260	1,187,500
<b>Expenses:</b>		
Research:		
Projects	613,947	887,202
Development	68,162	77,976
Administration	241,394	157,084
Promotion	70,810	53,087
	994,313	1,175,349
Excess of revenue over expenses	\$ 12,947	\$ 12,151

See accompanying notes to financial statements.



# STATEMENT OF CHANGES IN NET ASSETS



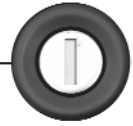
Year ended December 31, 2002, with comparative figures for 2001

	Unrestricted	Invested in capital assets	Total 2002	Total 2001
Balance, beginning of year	\$200,575	\$ 20,541	\$221,116	\$208,965
Excess of revenue over expenses	12,947	-	12,947	12,151
Capital asset disposal	338	(338)	-	-
Amortization of capital assets	6,784	(6,784)	-	-
Balance, end of year	\$220,644	\$ 13,419	\$234,063	\$221,116

See accompanying notes to financial statements.



# STATEMENT OF CASH FLOWS



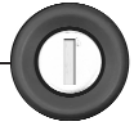
Year ended December 31, 2002, with comparative figures for 2001

	2002	2001
<b>Cash provided by (used in):</b>		
Operations:		
Excess of revenue over expenses	\$ 12,947	\$ 12,151
Items not involving cash:		
Amortization of capital assets	6,784	8,581
Gain on sale of capital assets	(7)	-
Changes in non-cash operating working capital:		
Increase in amounts receivable	(1,431)	(15,393)
Decrease (increase) in grants receivable for project expenditures	670	(31,958)
Increase in prepaid expenses	(5,171)	(1,419)
Decrease in accounts payable and accrued liabilities	(359)	(13,620)
Increase (decrease) in deferred revenue	214,568	(58,971)
	228,001	(100,629)
Investments:		
Capital asset additions	-	(13,261)
Proceeds on sale of capital assets	345	-
Purchase of investments	(4,981)	-
Sale of investments	-	131,391
	(4,636)	(118,130)
Increase in cash and cash equivalents	223,365	17,501
Cash and cash equivalents, beginning of year	71,819	54,318
Cash and cash equivalents, end of year	\$ 295,184	\$ 71,819

The Foundation considers cash and cash equivalents to be highly liquid investments with original maturities of three months or less.

See accompanying notes to financial statements.





## Year ended December 31, 2002

### 1. Description:

The Foundation is incorporated without share capital under the Canada Corporations Act as a non-profit organization whose principal activity is researching traffic accidents and reporting upon their causes. The Foundation is registered with Revenue Canada as a charitable organization and is tax exempt.

### 2. Significant accounting policies:

#### (a) Capital assets:

Capital assets are stated at cost. Contributed capital assets are recorded at their fair value at the date of contribution. Amortization is calculated on a straight-line basis over the estimated useful lives of the capital assets. The estimated useful lives of the capital assets are:

Asset	Useful Life
Computer hardware	5 years
Office equipment	5 years

#### (b) Revenue recognition:

- (i) Project grant revenue and fees and honoraria are recognized as revenue in the period in which the related services are performed. Revenues received in advance of the performance of contract services are accounted for as deferred revenue.
- (ii) Membership fees are assessed annually on continuing members of the Foundation. Membership fees revenue is recognized as the Foundation renders the membership services throughout the membership year. Fees received in advance of the membership year are deferred.
- (iii) Government grants are recognized as revenue in the period for which they are provided.
- (iv) Donations are recognized as revenue in the period in which they are received, unless designated for a future period, in which case they are recorded as deferred revenue and recognized as revenue in the period for which they are designated.



(v) Contributions of capital assets that will be amortized are deferred and recognized as revenue on the same basis as the amortization expense related to the contributed capital assets.

(c) Investments:

Investments in guaranteed investments certificates are recorded at cost, which approximates market value.

(d) Use of estimates:

The preparation of financial statements in conformity with Canadian generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenue and expenses during the period. Actual results could differ from those estimates.

**3. Capital assets:**

			2002	2001
	Cost	Accumulated amortization	Net book value	Net book value
Computer hardware	\$ 29,806	\$ 20,126	\$ 9,680	\$ 15,135
Office equipment	20,001	16,262	3,739	5,406
	\$ 49,807	\$ 36,388	\$ 13,419	\$ 20,541

Cost and accumulated amortization as at December 31, 2001 amounted to \$99,781 and \$79,240 respectively.

**4. Deferred revenue:**

Deferred revenue consists of project grant revenue. The changes in the deferred revenue balance are as follows:

	2002	2001
Balance, beginning of year	\$ 182,980	\$ 241,951
Received during the year	869,881	866,986
Recognized as revenue during the year	(655,313)	(925,957)
	\$ 397,548	\$ 182,980

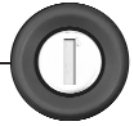


**5. Lease commitments:**

The future minimum lease payments for operating leases entered into by the Foundation are as follows:

2003	\$ 86,475
2004	79,007
2005	68,611
2006	66,532
2007	62,146
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	<u>\$ 362,771</u>





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**Mr. Yves Boyer**  
Vice Chair

**Mr. Paul J. E. Kovacs**  
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