



Annual Report 2005



The Hon. Joseph Tripodi, MP
Minister for Roads
Level 31
Governor Macquarie Tower
1 Farrer Place
Sydney NSW 2000

Dear Minister,

I have pleasure in submitting the Annual Report and Financial Statements of the Roads and Traffic Authority for presentation to the Parliament of New South Wales for the financial year ended 30 June 2005. It has been prepared in accordance with the *Annual Reports (Statutory Bodies) Act 1984* and the *Public Finance and Audit Act 1983*.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Paul Forward', followed by a period.

Paul Forward
Chief Executive

RTA Annual Report 2005

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Cover photograph

An aerial photograph of Sydney Harbour Bridge and North Sydney taken in 1943. The RTA joined with the Historic Houses Trust to exhibit its spectacular collection of 1943 aerial photographs at the Museum of Sydney in 2005. See page 46 of this report for details.

OVERVIEW	
About this report	04
About the RTA	05
Corporate framework	06
Executive structure	08
Chief Executive's overview	10
Performance summary	11
Financial overview	13
REVIEW OF OPERATIONS	
Positive economic outcomes	
Maintaining the road network	17
Road development	20
Managing traffic	25
Positive road safety outcomes	
Competent road users	31
Community awareness	32
Regulation and enforcement	35
Safer vehicles	37
Safer roads	38
Positive environmental and urban design outcomes	
Alternative transport	41
Infrastructure planning and roadworks	43
Reducing vehicle emissions	49
Natural resources and waste	51
Value for money	
Customer service	55
Improving our business	56
Governance and risk management	58
Our staff	61
Partnerships	65
FINANCIAL STATEMENTS	68
APPENDICES	111
INDEX	152
CONTACT THE RTA	153

This annual report is structured according to the results and strategies outlined in the RTA's revised corporate framework approved during the reporting year. Further information on the corporate framework can be found on page 6.

A new performance summary section has been included so readers can easily access information on the RTA's performance.

The RTA's vision and new corporate framework integrates sustainability into its everyday operations. In line with this, the sustainable land use and transport section found in the previous report has been removed. All sustainability initiatives are now found integrated in the various chapters. Social and ethical issues are detailed in the **Value for money** chapter.

As an overall strategy to reduce the amount of paper used for printing, the RTA will not be publishing a hard copy annual environment report for 2005. Instead, an enhanced environment chapter can be found in this report.

For those wanting to compare this report with previous years:

- The previous chapters **Moving people and goods efficiently** and **Maintaining and renewing roads** are contained within the **Positive economic outcomes** chapter.
- All road safety initiatives are in the chapter on **Positive road safety outcomes**.
- **Customer service, Building relationships, Developing our people, Being accountable** and **The best use of resources** are in the **Value for money** chapter.
- **Valuing the environment** is now found within the **Positive environmental and urban design outcomes** chapter, along with alternative transport initiatives which were previously found with the traffic information.

The RTA publishes its annual reports online at its website (www.rta.nsw.gov.au). The annual report is also available on CD-ROM. The number of hard copies is limited to save costs and the environment.

WHO WE ARE AND WHAT WE DO

The Roads and Traffic Authority (RTA) is a New South Wales statutory authority established in 1989 under the *Transport Administration Act 1988* through an amalgamation of the former Department of Main Roads, Department of Motor Transport and the Traffic Authority. Legislation that the RTA administers can be found in **Appendix 15**. Table 1 provides a summary of the RTA and its business.

CUSTOMERS AND PARTNERS

RTA customers and stakeholders include individuals, private organisations, our staff, community and road transport groups, local councils and State and Federal government agencies. This year the RTA completed approximately 19 million registration and licensing transactions for the 4.4 million drivers and 4.8 million registered vehicles in NSW.

The RTA continues to participate in various external committees such as Austroads Council and the Standing Committee on Transport (SCOT). Austroads undertakes nationally strategic research on behalf of Australasian road agencies, promotes improved practice, facilitates collaboration and consistency and provides expert advice to the Australian Transport Council (ATC) and SCOT.

Refer to **Appendix 4** for more information on significant advisory groups and committees.

TABLE 1: THE RTA AT A GLANCE

Responsibilities	Managing the road network to achieve consistent travel times. Providing road capacity and maintenance solutions. Testing and licensing drivers and registering and inspecting vehicles. Improving road safety.
Assets	17,776 km of State Roads and management of 3,105 km of National Highways and nearly 2,962 km of Regional Roads and Local Roads.
	Various roundabouts, signs and line markings
	4,867 bridges including major culverts
	3,410 traffic signal sites
	Nine vehicular ferries
	Road tunnels
	Property, plant, equipment, private sector provided infrastructure and other non-current assets are worth \$73 billion. This includes RTA-managed infrastructure with a written down value of more than \$69 billion.
Funding	\$2.8 billion including State and Commonwealth contributions and road user charges.
	The RTA provides financial assistance to local councils to manage 18,487 km of Regional Roads and to a lesser extent, Local Roads.
Our people	6869 (effective full-time employees)
Offices	More than 180, including 131 motor registries

VISION	A SAFE, SUSTAINABLE AND EFFICIENT ROAD TRANSPORT SYSTEM		
RTA RESULTS	POSITIVE ECONOMIC OUTCOMES	POSITIVE ROAD SAFETY OUTCOMES	POSITIVE ENVIRONMENTAL AND URBAN DESIGN OUTCOMES
INTERMEDIATE RESULTS	The road transport system provides reliable and efficient access between commercial, residential and recreational locations	Safer road user behaviour, vehicles and road environment	Impacts on the natural, cultural and built environments are minimised
STRATEGIES	Maintain the road network to retain value, quality and capacity	Maximise NSW road user competence and knowledge	Encourage use of alternative transport
	Accelerate investment in projects that will deliver the greatest economic benefit	Increase community awareness and positive attitudes to road safety	Lead best practice infrastructure planning and road works
	Align the development program with future growth and population patterns	Minimise unsafe behaviours and vehicles through appropriate regulation and enforcement	Implement policies that contribute to a reduction in vehicle emissions
	Optimise the efficiency of the road network through effective traffic management	Increase market demand for safer vehicles	Use fewer natural resources and produce less waste
		Give priority to safety in the design, development and maintenance of infrastructure	

A SAFE, SUSTAINABLE AND EFFICIENT ROAD TRANSPORT SYSTEM

VALUE FOR MONEY

Quality frontline customer service functions are delivered at minimum cost	Opportunities to improve the way the RTA does business are implemented	Governance and risk management systems are effective	A committed, high performance and flexible workforce	Business partners, industry and the community contribute to positive road transport outcomes
Deliver frontline services that meet customer needs	Use research and data strategically to inform policy and management decisions	Follow best practice asset, project and contract management	Manage for high performance, productivity and staff satisfaction	Effectively communicate the RTA's challenges, priorities and successes
Pursue opportunities for electronic/alternative service delivery	Align business systems to core principles of simplicity, integration, improvement, accountability and efficiency	Maintain effective and accountable decision making, financial management and reporting processes	Provide a healthy and safe workplace	Pursue business partnerships and opportunities for stakeholder involvement
Streamline licensing and registration services		Foster a strong culture of ethics and organisational integrity	Attract, develop and retain high quality staff	Take a leadership role on national policy issues
		Integrate budget allocation, business planning and performance reporting systems		

The RTA's new corporate framework was developed and endorsed by the Executive during the 2004-05 year. The corporate framework directs the organisation with vision, results and strategies in the areas of the road transport systems, road safety, the environment, customer service, business improvement, governance and risk, our workforce and partnerships.

The new corporate framework articulates the RTA's core functions in a manner which:

- Aligns with NSW Government priorities for safer, healthier communities, economic development, social justice and equity, and the environment.
- Embeds sustainability principles into the RTA's strategy, ensuring that its long-term success is based on the enhancement of the economy, the environment and the community.
- Incorporates changes in the RTA's structure and strategic direction which make the RTA more integrated, accountable and efficient.

This annual report is structured along the lines of the corporate framework.

CHIEF EXECUTIVE PAUL FORWARD	
<p>CORPORATE COUNSEL</p> <p>GRAHAM READ</p>	<ul style="list-style-type: none"> ■ Determine legal strategy and policy for the RTA ■ Provide legal advice and support for key RTA policy initiatives and projects ■ Manage and provide legal representation of the RTA
<p>OFFICE OF THE CHIEF EXECUTIVE</p> <p>GENERAL MANAGER, THERESA FAIRMAN (ACTING)</p>	<ul style="list-style-type: none"> ■ Deliver high quality strategic planning and performance management processes ■ Maximise the ability of the Executive to collectively consider and deliver on issues of strategic importance ■ Ensure that the RTA attracts, develops and retains high quality staff with the skills to meet future challenges ■ Provide effective participation in national policy forums, external committees and relevant central agency initiatives
<p>ENVIRONMENT</p> <p>GENERAL MANAGER, ERICA ADAMSON</p>	<ul style="list-style-type: none"> ■ Develop and implement the RTA Environmental Management System ■ Monitor and coordinate reporting on RTA's environmental performance ■ Maintain alliances with external stakeholders with respect to environmental issues ■ Implement environmental planning and management policy, guidelines, strategies and procedures

The Chief Executive manages the affairs of the RTA and is accountable to the Minister for Roads and Parliament for the RTA's overall performance and compliance. The RTA Executive is responsible for supporting the Chief Executive in ensuring the effective governance of the authority. The RTA Executive has collective responsibilities for key functions related to organisational strategy, conformance and performance. The Executive consists of all Directors, the General Managers for Environment and the Office of the Chief Executive and Corporate Counsel (senior executive performance statements can be found in **Appendix 5**). For information on executive appointments and remuneration and executive committees, refer to the **Governance and risk management** section of this report on page 58.

During the year, a number of changes were made to the organisational structure as a result of a capability review. They include:

- The creation of a new Business Reform Directorate.
- The formation of a new Operations and Services Directorate, combining the previous Client Services and Operations directorates.
- The Environment function took a new direction to ensure clear accountabilities, avoid duplication, ensure appropriate skills and simplify processes.
- Motor registries, the Newcastle Call Centre and Driver and Vehicle Administration moved from the former Operations Directorate to the Road Safety, Licensing and Vehicle Management Directorate to provide a single point of accountability for registration and licensing services.

See the **Improving our business** section of this report for more information about business reform on page 56.

CHIEF EXECUTIVE PAUL FORWARD**ROAD SAFETY, LICENSING
& VEHICLE MANAGEMENT**DIRECTOR,
MICHAEL BUSHBY

- Reduce road trauma
- Assess and license drivers and motorcyclists
- Educate road users
- Assess and register vehicles
- Maintain vehicle standards
- Maintain high standard of customer service
- Implement national transport reforms

**ROAD NETWORK
INFRASTRUCTURE**DIRECTOR,
MIKE HANNON

- Maintain State Roads and Bridges
- Develop the State Road network
- Contribute to integrated transport planning
- Manage National Highways and Roads of National Importance
- Develop policies and provide advice on infrastructure

MOTORWAYSDIRECTOR,
LES WIELINGA

- Provide motorway related management services
- Manage RTA's relationship with Tollway Concessionaires
- Coordinate motorways including interoperability and customer service
- Develop RTA's tunnel design and operation policy and processes

TRAFFIC & TRANSPORTDIRECTOR,
CHRIS FORD

- Improve the operational performance of the road network
- Manage incidents
- Plan and organise public transport infrastructure improvements
- Improve pedestrian and cyclist facilities
- Maintain traffic facility assets

OPERATIONS & SERVICESDIRECTOR,
DAVID STUART-WATT

- Construct and maintain road, bridge and traffic infrastructure
- Provide expert management of programs, projects, assets and the network
- Develop and deliver integrated road transport solutions
- Provide specialist technology and technical support
- Provide a range of fleet services
- Ensure heavy vehicle compliance

FINANCEDIRECTOR,
BRETT SKINNER

- Maintain financial and commercial management framework and manage the finance functions
- Monitor, evaluate and report on financial performance
- Develop proposals to ensure adequate funding
- Ensure adequate management of risk exposures
- Manage RTA assets and financial resources
- Improve budgeting and resource management decision making

CORPORATE SERVICESDIRECTOR,
ROD TOUT

- Develop and implement strategic human resource plans and policies including Occupational Health and Safety
- Plan and manage information technology resources
- Provide legal services
- Provide centralised management of resources for business services

BUSINESS REFORMDIRECTOR,
STEPHEN MCINTYRE

- Plan and implement a major business reform program
- Simplify processes and systems and clarify and strengthen accountabilities
- Identify the skills we need for the future
- Support and train managers to operate in the new environment
- Identify cost saving opportunities

**COMMUNICATIONS &
CORPORATE RELATIONS**DIRECTOR,
PAUL WILLOUGHBY

- Manage internal and external communications
- Manage the corporate identity of the RTA
- Assist in special events and publication of key internal and external RTA documents
- Provide communications advice and strategies



This year has been one of enormous achievement and activity across the State. In Sydney work was underway on motorways to the west, north and east of the city. In particular, the Cross City Tunnel moved close to completion, the Westlink M7 progressed at a healthy rate and work continued on the Lane Cove Tunnel. Together, these significant projects will complete the long anticipated Sydney Orbital Motorway network, providing smoother and more reliable travel for motorists, public transport and the freight that keeps our economy moving.

Outside of Sydney there were numerous milestones. In the north, work continued on the upgrade of the Pacific Highway, including the on-time opening of the Karuah Bypass. In the west, the Great Western Highway upgrade reached new milestones in its push across the Blue Mountains. To the south, construction advanced to repair Lawrence Hargrave Drive, with the spectacular new bridge taking shape.

The RTA has primary responsibility for road safety in NSW. This was a busy year, but the combination of engineering, enforcement and education has resulted in the lowest financial year road toll since 1947-48. I am particularly pleased that we managed to improve on the previous year's result. The fatality crash rate (fatalities per 100,000 population) was lower than the national figure and significantly better than a range of OECD countries, including Germany, the USA, France and New Zealand.

The historic Road Users Summit – the first of its kind – was hosted by the RTA and resulted in a series of innovative strategies to further wrestle with the questions posed by increasing traffic volumes and our drive to cut the road toll. These innovations include ideas such as good driver incentives and an audit of speed zones. The summit provided a good basis for subsequent summits on country road users and heavy vehicles, to focus on the particular challenges in those areas.

Despite all this good work, and recognition of the RTA as a strongly performing agency, I have taken steps to ensure we continue to look forward and find ways to improve. To this end, the RTA made some changes to its management structure this year to support simpler systems and processes and improve the way we deliver services. A new Business Reform Directorate is leading the way to strengthen our organisational culture and remove the barriers to better and more efficient services to the public.

As always, all the good work we have done in the past year is a result of our hard-working and creative staff, our partners in government and the private sector, and the contribution of the people of NSW who play such an important role in the development and success of all our projects.

A handwritten signature in black ink, appearing to read 'P. Forward'.

Paul Forward
Chief Executive

RTA PERFORMANCE

The following tables provide a snapshot of RTA performance in selected areas, aligning with the key result areas of the corporate framework.

TABLE 2: POSITIVE ECONOMIC OUTCOMES

The transport system provides reliable and efficient access between commercial, residential and recreational locations

Indicator	Performance			Page
	2002-03	2003-04	2004-05	
Ride quality: smoothness of State Roads (% good)	89.6%	89.5%	89.4%	17
Pavement durability: cracking country State Roads (% good)	79.5%	81%	81.9%	21
Benefit of development program (\$million)	2147	2349	2218	17-28
Major works completed within planned duration or within 10% over planned duration	91%	86%	83.6%	20
Change in urban traffic volume (% increase on previous year)	2.2%	1.4%	2.2%	27
Travel speed: 7 major routes AM peak (km/h, urban)	34	34	31	27
Travel speed: 7 major routes PM peak (km/h, urban)	41	41	41	27

TABLE 3: POSITIVE ROAD SAFETY OUTCOMES

Safer road user behaviour; vehicles and road environment

Indicator	Performance			Page
	2002-03	2003-04	2004-05	
Fatalities/ 100,000 population	7.8	8.2	7.6	31
Fatalities/ 1,000 million vehicle km travelled	8.4	8.0	7.1	31
Young motor vehicle controllers (<25 yrs) involved in fatal crashes per 10,000 licence holders	2.5	2.7	2.5	31-39
Fatal crashes involving heavy trucks per 10,000 heavy trucks on register	9.9	9.0	8.0	31-39
Heavy vehicle inspection stations: number of inspections	83,499	82,634	80,427	36-37

TABLE 4: POSITIVE ENVIRONMENTAL AND URBAN DESIGN OUTCOMES

Impacts on the natural, cultural and built environments are minimised

Indicator	Performance			Page
	2002-03	2003-04	2004-05	
Bus lane length (km)	75	76	78	41
Transit lane length (km)	86	86	86	41
Number of environmental penalty infringement notices issued to the RTA	1	0	0	44
Number of major environmental incidents arising from RTA's direct operations	*	*	7	44
Number of non compliances with environmental licences held by the RTA	6	5	2	44
Condition of heritage assets (% good)	20%	37%	45%	45
RTA's total greenhouse gas emissions from direct energy consumption (tonnes CO ₂ - e)	114,360	112,862	—	51
RTA's total office energy consumption (GJ)	77,491	75,492	—	51

* Comparative figures from previous years are not available due to modification in the reporting system. The 2004-05 figure excludes RTA contractor incidents.

— At the time of printing, data collection and analysis was ongoing. Data for 2004-05 will be available in the next report.

TABLE 5: VALUE FOR MONEY

Customer service, business improvement, governance and risk, workforce and business partnerships

Indicator	Performance			Page
	2002-03	2003-04	2004-05	
Percentage of vehicle registration renewals completed via the internet or telephone	2%	3%	5.38%	56
Use of RTA website (million visits)	2	6	8.9	55
Number of OHS incidents reported	n/a	2130	2194	62
OHS total liability claims costs (\$ million)	2.2	3.1	2.4	63
Separation rate of staff *	5.39	6.39	5.99	65

* Separation rate is the proportion of staff who left the organisation. Includes salaried, wages and casual staff only.

FINANCIAL PERFORMANCE

Strong investment planning and results

In 2004-05, a key focus for strategic financial management has been strengthening the RTA's investment planning and results framework. This framework creates a significant link between RTA investment decisions, the delivery of key business outcomes and maximizing the benefits to the community from the funding provided by the State and Federal governments.

Achievements

- Sound financial management of the \$2.8 billion funding and expenditure program.
- Identified major organisational strategic risks and commenced implementation of the Strategic Risk Management Framework.
- Successfully completed the Treasury's International Accounting Standard requirement of a draft Balance Sheet by December 15, 2004, and March 2005.
- Generated gross revenue of \$70.2 million from sale of surplus property and leasing of residue property.
- Met the target for debt reduction by repaying \$82 million.
- Contributed \$32 million to unfunded superannuation liabilities.
- Commenced development of a formal Investment Decision Framework.
- Evaluated private sector infrastructure projects and provided advice on business proposals for financial and economic viability.
- Managed property information relating to \$3.4 billion of property assets.
- Construction of Crashlab, a world class facility for assessing vehicle safety standards.

TABLE 6: RTA FINANCIAL PERFORMANCE IN 2004-05

	Notes	Result	Result	Target	Result	Target
		02-03	03-04	04-05	04-05	05-06
Financial Performance Indicators						
Debt Servicing Cost as % of Roads Program.		6.5	5.4	5.3	4.9	4.6
Asset Sales (\$M)	1	45.0	26.8	55.0	53.2	30.0
Interest earned						
■ Hourglass Facility	2	4.7	5.2	5.3	4.6	5.0
■ Other Institutions		5.0	5.2	5.3	3.9	5.0

General Notes: The RTA is a budget dependent agency funded by the State and Federal Governments. Many standard financial ratios are therefore not applicable.

1. Sale of surplus real properties including those acquired for roadworks, and which are no longer required. All dollar amounts reported in nominal terms.

2. Target represents benchmark rate as advised by Treasury Corporation.

FIGURE 1: SOURCE OF FUNDS 2004-05 \$2,860M

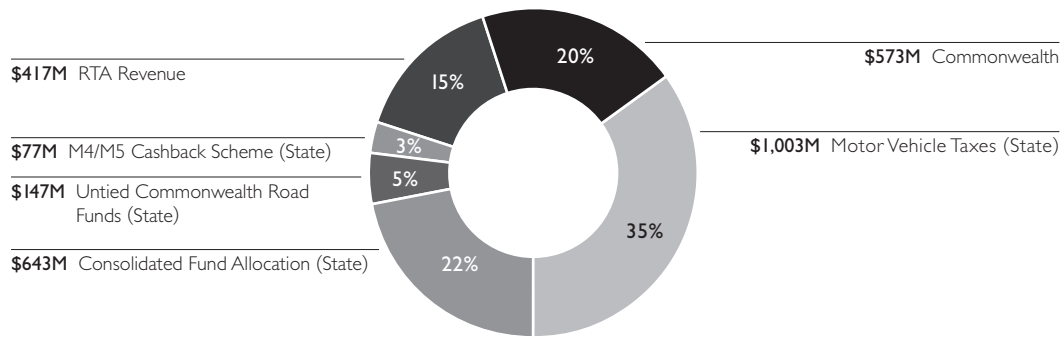
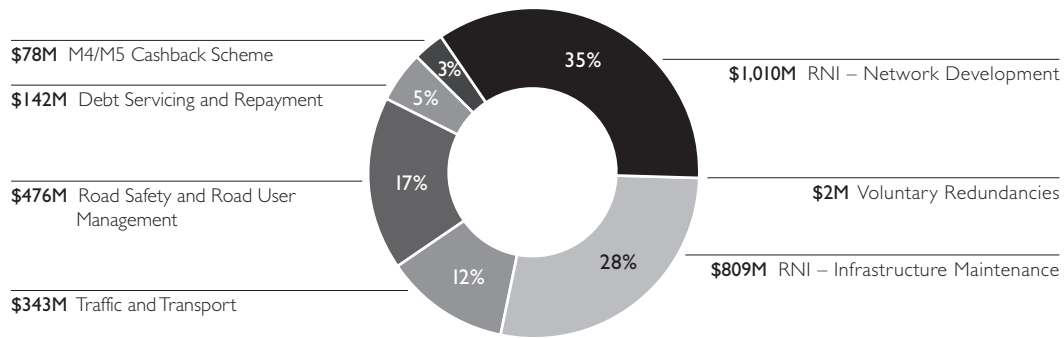


FIGURE 2: EXPENDITURE 2004-05 \$2,860M



FINANCIAL MANAGEMENT

A strong emphasis remained on enhancing business efficiency and risk management across all RTA operations. The Finance Strategy Committee continued in its governance role, including resource funding allocation and program monitoring. This was supported by two key initiatives aimed at improving key resource funding and budgetary control:

- Establishment of the Business Investment Projects (BIP) Committee to review and approve funding of BIPs of strategic importance to the RTA.
- Introduction of a program of strategic review of resource and program budgets.

Evaluation and financial advice was provided on private sector infrastructure proposals, including a number of refinancing proposals. Advice on a number of other projects was also provided, including e-tolling, special number plates and bus corridors.

INTEGRATED MANAGEMENT SYSTEM

The RTA continued to build on its investment in the Integrated Management System. Work continued on phase two of the development and implementation of the Project Management System. The RTA has successfully completed the feasibility study and blue print to improve the system, including enhanced project budgeting, forecasting and reporting.

TOTAL ROADS PROGRAM

The expenditure for the year was \$2,860 million (\$2,836 million in 2003–04). In achieving this result, the RTA met Government commitments to specific initiatives including Action for Transport 2010, the Pacific Highway Upgrade, Western & South Western Sydney Roads and Rebuilding of Country Roads programs.

FUNDING SOURCES

Of the total funds applied to the Roads Program in 2004-05, State sources provided \$2,258 million or 80 per cent (\$2,333 million in 2003-04). The Federal Government contributed \$573 million or 20 per cent (\$460 million in 2003-04) towards National Highways, Roads of National Importance, Centenary of Federation Fund Bridges, the Australian Transport Safety Bureau - Blackspot Program and the Interstate Vehicle Registration Scheme.

A summary of the RTA's financial performance in 2004-05, as compared to previous years, is shown in the table on page 13.

RISK MANAGEMENT

See the section of this report on **Governance and risk management** (page 58) for details.

OFFICE ACCOMMODATION

The RTA submits an annual Office Accommodation Strategy, covering 21 major offices, to the NSW Government Asset Management Committee. The current average space density ratio of office space for these sites is approximately 14.8m² per person, which complies with the NSW Government accommodation guidelines.

PROPERTY MANAGEMENT

The RTA's property portfolio is reviewed regularly. Property not required for road construction and related purposes was either disposed of or leased in accordance with Government policy. A significant focus continued on identifying, implementing and protecting the RTA's commercial opportunities. Initiatives included a review of the advertising strategy for pedestrian bridges and the development of Highway Service Centres (commercial and rest areas along highways which may include retail outlets, service stations and other facilities).

During the year the revenue generated from the leasing or sale of property was above budget (gross revenue was \$70.2 million).

INTERNAL AUDIT

The Control Management Services Branch provided a high-quality, cost-effective auditing service across the full range of the RTA's activities. The branch also provided a range of other services such as corruption prevention and investigation, focused on improving the RTA's control environment. See the section on **Governance and risk management** on page 58 for full details.

CASHBACK SCHEME

The RTA administers this scheme that allows drivers of NSW privately registered motor vehicles using the M4 and M5 motorways to be eligible for a refund of tolls paid on these roads. Refunds of claims are made quarterly and during 2004-05, 504,000 claims were received from 167,000 Cashback customers. The total cost of the scheme, including administration, was \$78.3 million. To the end of June 2005, tollway account providers had opened about 345,000 Cashback accounts. The scheme is funded from Consolidated Revenue.

FUTURE CHALLENGES

- Integrate the Investment Decision Framework into the annual budget cycle and overall business practices.
 - Streamline policies, system and procedures to further improve project forecasting and reporting by tying financial forecasts to project milestones and clearly identifying contingency in projects.
-

0 | POSITIVE ECONOMIC OUTCOMES

INTERMEDIATE RESULTS

The road transport system provides reliable and efficient access between commercial, residential and recreational locations.

Sydney Harbour Bridge approach, Circular Quay and Bennelong Point 1943

STRATEGY

Maintain the road network to retain value, quality and capacity.

STRATEGY

Accelerate investment in projects that will deliver the greatest economic benefit.

STRATEGY

Align the development program with future growth and population patterns.

Optimise the efficiency of the road network through effective traffic management.



MAINTAINING THE ROAD NETWORK

THE NSW ROAD NETWORK

The 182,860 km NSW road network is a significant public asset providing access across the State for commuters, travellers, business and freight.

The road system is divided into four categories:

- 17,776 km of RTA-managed State Roads including 3,105 km of Federally-funded National Highways.
- 2,962 km of RTA-managed Regional and Local Roads in unincorporated NSW.
- 18,487 km of council-managed Regional Roads which receive significant RTA grant funds.
- 143,635 km of council-managed local access roads funded by both local ratepayers and Federal road assistance grants.

The RTA is also responsible for managing:

- 4,867 bridges and major culverts on RTA and council-managed roads.
- 3,410 traffic signal sites.
- Nine vehicular ferries.

INFRASTRUCTURE CONDITION

The ride quality on State-funded State Roads and National Highways is at a high level but in gradual decline, and is highlighted on the Hume, Newell, Sturt and Mitchell highways. These roads are key parts of the State's freight transport infrastructure. The Commonwealth Government's withdrawal from fully funding National Highways is at a time when the infrastructure requires significant investment.

The number of bridges on the State's arterial roads requiring temporary measures to ensure safe use was reduced from 21 to 19 during the year. These temporary measures ranged from the imposition of speed limits to provision of additional support. The RTA is implementing plans to manage these structures and restore them to full use where appropriate.

MAINTENANCE PLAN

Priorities for the Infrastructure Maintenance Program are established

on a risk basis to support safety, retained asset value and reliability of travel on State Roads. These strategic priorities are linked to outputs and service standards using program budgeting and maintenance contracts. The maintenance contracts establish consistent minimum levels of service with requirements for the identification and rectification of defects.

ROAD MAINTENANCE REFORM PACKAGE

The Road Maintenance Reform Package, introduced on 1 July 2000, saw a major change in the way that road maintenance is delivered across the State. A key component of the package was the introduction of single invitation maintenance contracts to create a contractual relationship between the RTA and council maintenance providers. The package continues to progress successfully, with more than 120 contracts with councils and the RTA's in-house service contractors. These reforms include use of consistent standards, procedures and management systems for worker safety, traffic control and safety, environmental protection and quality of works.

During 2004-05 the RTA prepared to move to a more collaborative Alliance style contract with the RTA's in-house maintenance service provider. This will provide cost efficiencies by streamlining internal work processes, with full implementation in 2005-06.

The RTA also had discussions with local government to encourage 'clustering' of local councils to reduce the number of small contracts. This is expected to produce cost savings through economies of scale without jeopardizing local employment.

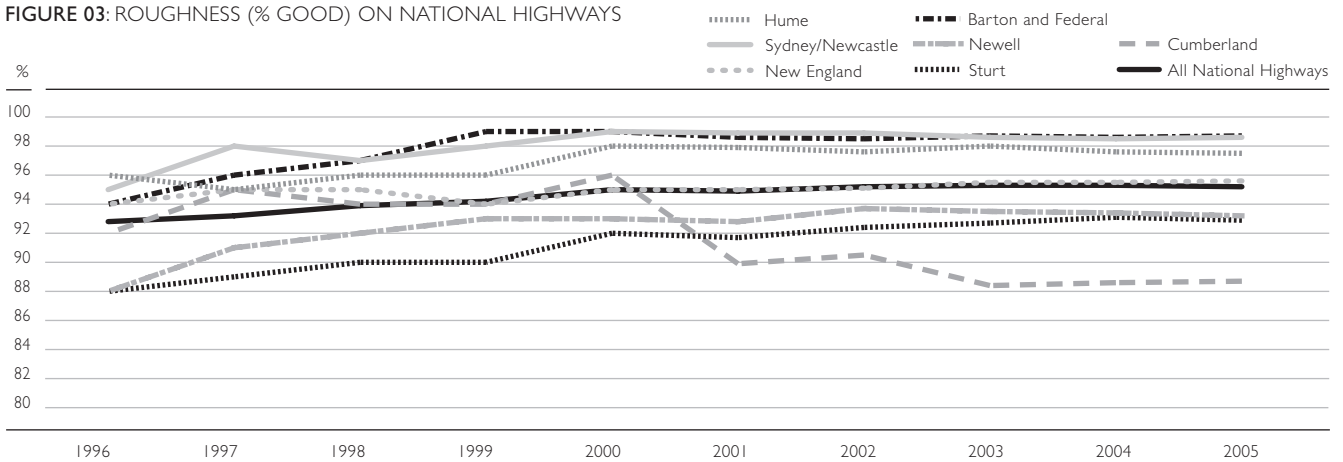
REBUILDING COUNTRY ROADS PROGRAM

The Government's Rebuilding Country Roads Program, part of Action for Transport 2010, involves a commitment by the RTA to spend at least \$100 million a year on renewing roads and bridges to the latest standards. In 2004-05, the RTA spent \$117.54 million on the program.

The first stage of the program – the five-year Country Timber Bridge Program – was completed in 2004-05. The program replaced or restored 140 key timber bridges with the last of these bridges opening in November 2004. The program provided extensive investment across rural NSW.

The RTA continued to complete major works under an accelerated maintenance program for the State's arterial road network. The

FIGURE 03: ROUGHNESS (% GOOD) ON NATIONAL HIGHWAYS



accelerated program is funded by a variety of increased RTA charges, including a rise in the Sydney Harbour Bridge toll, which were announced by the Government in December 2001. All of the additional funds, estimated at \$60 million per annum, are being put directly into maintenance of the RTA's arterial roads and bridges, with the majority to be spent on the RTA's rural and regional arterial roads. These funds represent a real increase over the original Rebuilding Country Roads Program commitment.

Major works recently completed under the accelerated program include:

- 2.5 km of the Pacific Highway at Fredrickton and Wardell Flats.
- The Northern Road from Narellan to Regentville.
- 5 km of the Mid Western Highway west of West Wyalong.
- 2.2 km of the Lachlan Valley Way north of Boorowa.
- Sections of the Southern Freeway between Waterfall and Bulli Tops and between Mount Ousley and Dapto.
- 3.6 km of the Mitchell Highway between Bathurst and Orange.
- Repainting Harwood Bridge on the Pacific Highway.

DISASTER REPAIRS

Disasters cause widespread hardship for the people of NSW and industry. The State Government provides significant financial assistance to councils to repair roads damaged by declared natural disasters. It also funds repairs to road infrastructure on Crown Roads.

In 2004-05, the RTA managed the provision of \$16.88 million of State Government funds to repair damage from declared storms, flooding and bushfires.

MURRAY RIVER BORDER CROSSINGS

The program to upgrade key crossings of the Murray River progressed in 2004-05. The Government's Action for Transport 2010 identified eight key crossings of the Murray River that needed to be upgraded. The NSW and Victorian governments published a Murray Crossings Strategy in March 2002.

Both the NSW and Victorian Governments are fully funding a new

crossing at Barooga-Cobram. Construction of the new bridge has begun and is expected to be completed in late 2006.

The NSW Government is cooperating with the Federal and Victorian governments on the following major projects:

- The new crossing at Corowa – Federation Bridge – which was opened to traffic in February 2005.
- The new crossing at Robinvale which is under construction and is expected to be completed in early 2006.
- A new crossing at Moama-Echuca for which planning is in progress.

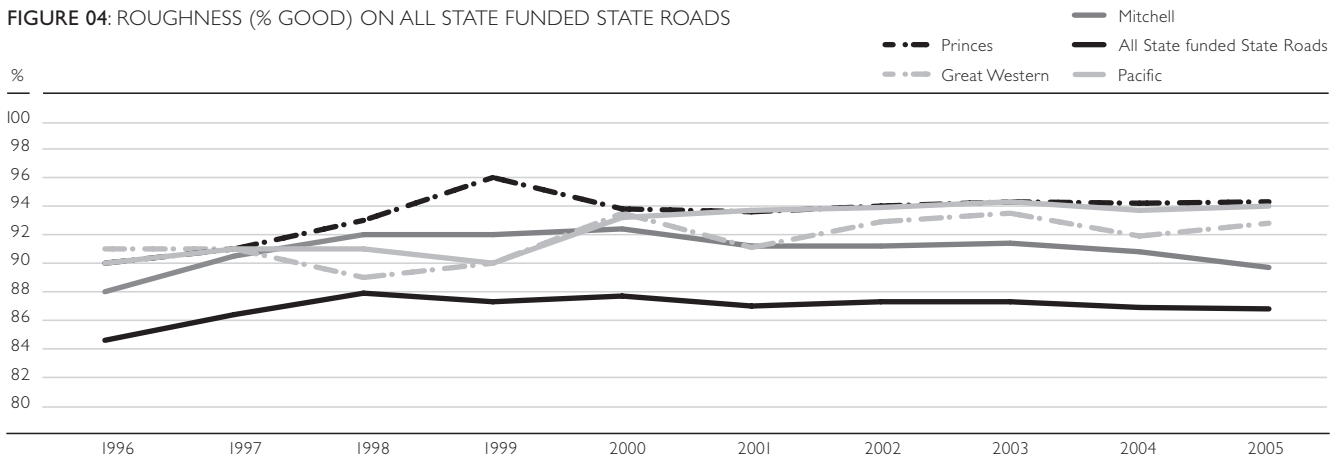
SLOPE STABILITY

In 2004-05 the collection of a Statewide inventory of slopes was substantially completed and a three year risk management program began to assess the risk associated with all slopes in the inventory. All inventory slopes on the Alpine Way were risk rated. Slopes on the Illawarra Highway were also assessed.

In May 2004 the RTA became responsible for the entire length of the Alpine Way. The Alpine Way is a scenic mountain road from Jindabyne to Khancoban which provides access to Kosciuszko National Park, Thredbo Village and access across the highlands to Khancoban. The Alpine Way was originally built by the Snowy Mountains Authority for the construction of the Snowy Mountains Hydroelectric Scheme. The RTA has undertaken a review of geotechnical issues along the Alpine Way as part of its new responsibility for the road.

Highlights of the slope program included slope stability works on Clyde Mountain (Kings Highway), road widening and reprofiling of a cutting north of Berry on the Princes Highway and construction of an improved rock fence on the Princes Highway at the Saddleback Mountain Road overbridge.

Improvements were made at selected locations on Waterfall Way, Dorrigo Mountain, as part of the reinstatement of slopes damaged by intense runoff following significant rainfall in the area. Slope stability works commenced on Manly Road near Spit Road and were completed on Warringah Road, Forestville. A number of slopes along the Putty Road north of Windsor were also treated.

FIGURE 04: ROUGHNESS (% GOOD) ON ALL STATE FUNDED STATE ROADS

LAWRENCE HARGRAVE DRIVE

Lawrence Hargrave Drive, a coastal road north of Wollongong, includes a 900-metre section between Clifton and Coalcliff with a long history of rock falls. More than 50 falls have been reported on the section of road since 1996.

Construction of a major repair project began in June 2004. The project includes the construction of two adjoining bridges. The first major concrete pours were completed in September 2004 and the first pier was completed by early December, with all piling completed in December 2004. The bridge was launched in January 2005 and the final two piers were completed in June 2005.

Work on this project is progressing well and was ahead of schedule. It is expected Lawrence Hargrave Drive will reopen in early 2006.

SYDNEY HARBOUR BRIDGE

The RTA is implementing a Conservation Management Plan for the Sydney Harbour Bridge. A major repainting program continued for the Southern Approach spans.

LOCAL GOVERNMENT LIAISON COMMITTEE

The RTA's Chief Executive and key Directors continued to meet regularly with the Presidents of the Local Government Association of NSW and the Shires Association of NSW via the RTA Local Government Liaison Committee.

The committee's role is to enhance communication and promote cooperation between the RTA and local government on road and traffic issues of mutual interest. Issues discussed by the committee included funding assistance for Regional Roads, AusLink, the Roads to Recovery Program, the timber bridge program and a road classification review. The committee also received regular updates on the progress of the single invitation contract arrangements and benchmarking of road maintenance.

REVIEW OF THE CLASSIFICATION OF STATE AND REGIONAL ROADS

A Statewide review of the classification of State and Regional Roads began in 2004-05.

The identification of roads as State or Regional is a strategic management tool that enables the Government to direct resources to the roads of greatest strategic benefit to the State. The objective of the review is to add or delete roads from the State and Regional Road networks, by taking account of changes in the importance and function of roads. These changes arise from alterations in population, land use, economic activity and the construction of new roads.

The review is being undertaken by a three member panel which has Local Government and RTA experience. The terms of reference require close consultation with Local Government. The overall level of road funding is to remain the same.

The panel will consult extensively with Local Government and undertake detailed analysis before finalising a report in late 2005 which will contain specific recommendations for road reclassifications.

ROADS ACT REVIEW

The *Roads Act 1993* is the primary legislation controlling the management of roads in NSW. A statutory review of the Act was tabled in Parliament in 1999 but was not acted on at that time. In December 2004 the Minister decided that the review of the legislation should be revisited to clarify responsibilities for various classes of road. The review is to take into account the RTA's varying and sometimes conflicting roles under the Act of regulator, consent authority, asset owner, service provider, standards setter, strategic planner and provider of funding. Modern concepts of ownership and asset management also need to be considered. The review provides an opportunity to modernise the Act and present it more clearly.

The review began in March 2005. The RTA has reviewed the report tabled in Parliament in 1999, identified emerging issues and is preparing a discussion paper to facilitate consultation with government agencies, local government and the wider community. Subject to the consultation process, the RTA expects to make recommendations for legislative change in 2006.

FIGURE 05: REBUILDING COUNTRY ROADS PROGRAM EXPENDITURE

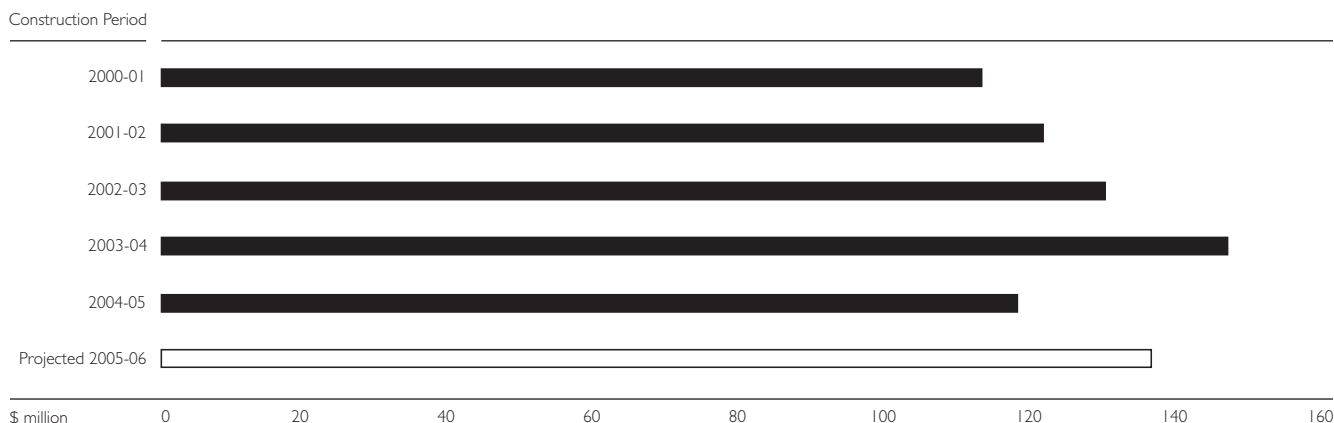
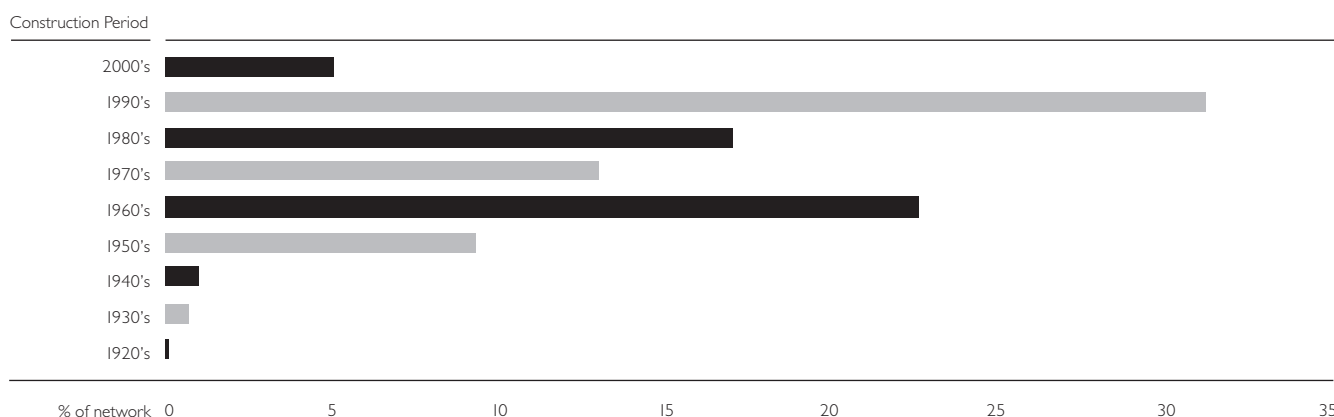


FIGURE 06: DISTRIBUTION OF CONSTRUCTION PERIOD FOR STATE AND NATIONAL ROADS



ROAD DEVELOPMENT

PROJECT DELIVERY

During the year, 23 major construction projects with individual costs of more than \$1 million were completed. Total expenditure on these projects was \$807.7 million.

TABLE 7: PROJECT DELIVERY

	No of projects	Total expenditure (\$ million)	% of projects weighted by project cost
Completed within budget or within 10% over budget	19	748.6	92.7
Completed within planned duration or within 10% over planned duration	15	675.1	83.6

MOTORWAYS

Cross City Tunnel

The tunnel construction is in the final stages of completion, with mechanical and electrical fit-out well underway. The tunnel is

expected to be open before the contract completion date of October 2005. Project related surface works to William Street will continue after the tunnel opening. Following the opening, the RTA will closely monitor the operational performance of the tunnel in relation to air quality, traffic performance, noise impacts and compliance with ongoing conditions of approval.

The 2.1 km twin tunnel, between Darling Harbour and Kings Cross, will connect to the Western and Eastern distributors. The tunnel is designed to improve east-west traffic flows, ease traffic congestion and improve conditions in Sydney's CBD and on the streets approaching the city. By 2016, the tunnel is expected to be used by more than 90,000 vehicles per day; without the tunnel, the majority of these vehicles would be travelling on the city's streets.

The project is being funded, designed and built by the Cross City Motorway Consortium (CCM), in line with the project agreement with the RTA and planning approval conditions issued by the Minister for Planning. The consortium consists of Cheung Kong Infrastructure Holdings Limited (CKI) (50 per cent), Deutsche Bank Capital Partners (30 per cent) and Bilfinger Berger BOT GMBH (20 per cent), the investment company of Bilfinger Aktiengesellschaft.

FIGURE 07: NUMBER OF STRUCTURALLY DEFICIENT BRIDGES ON STATE ROADS (INCLUDING NATIONAL HIGHWAYS)

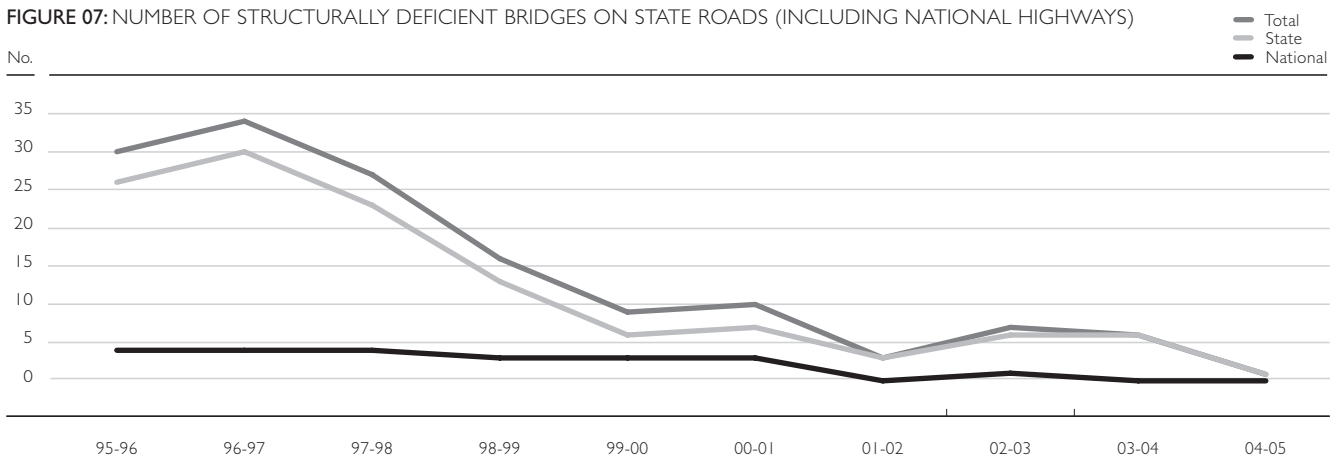
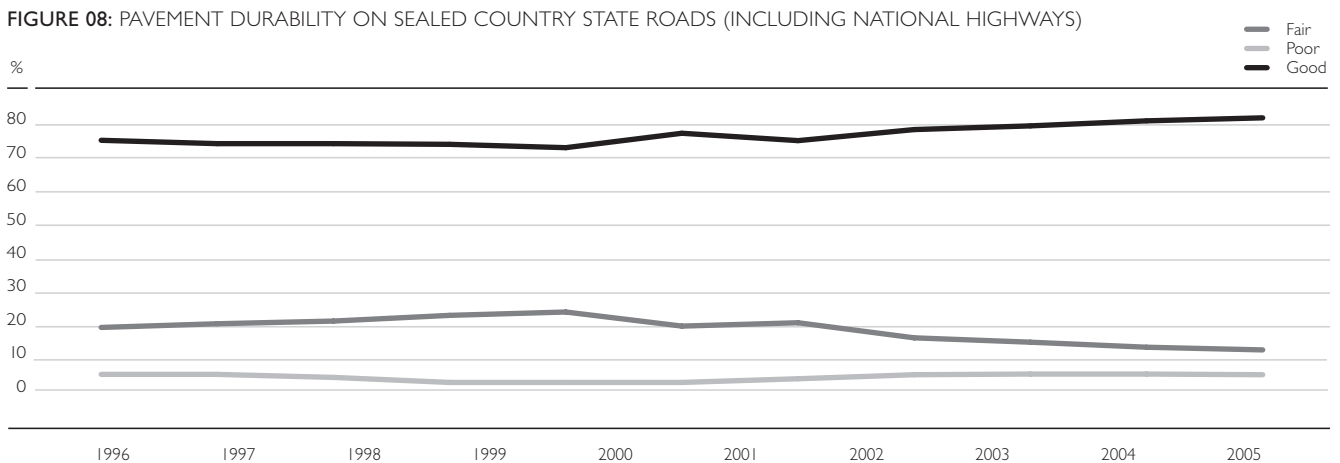


FIGURE 08: PAVEMENT DURABILITY ON SEALED COUNTRY STATE ROADS (INCLUDING NATIONAL HIGHWAYS)



The CCM has engaged the Baulderstone Hornibrook Bilfinger Berger joint venture to design and construct the tunnel, at an estimated cost of \$680 million (including development, design, construction, fit-out and commissioning). CCM will operate and maintain the tunnel for a term of 30 years and two months.

Tolling will be fully electronic and interoperative with other Sydney toll roads. There will be no toll booths on the Cross City Tunnel.

Lane Cove Tunnel

Substantial construction of the Lane Cove Tunnel began in June 2004. The tunnel, between the M2 Motorway and the Gore Hill Freeway, will complete the final link in the Sydney Orbital, and will connect the north-west sector of Sydney with the CBD. The Minister for Planning approved the project in December 2002. The project is expected to be open to traffic in 2007.

The Lane Cove Tunnel company was contracted in December 2003 to finance, design, build, maintain and operate the project. Equity is provided by Thiess Pty Limited, Transfield Holdings Pty Ltd, Cheung Kong Infrastructure Holdings Limited and Li Ka Shing (overseas) foundation. The Lane Cove Tunnel Company has engaged the Thiess John Hollard joint venture to design and construct the project.

The project will provide bus lanes along Epping Road and transit lanes on the widened Gore Hill Freeway from the M2 at the Lane Cove River to the Warringah Freeway. New ramps will be provided to and from the north between Falcon Street at Neutral Bay and the Warringah Freeway to improve access to the Gore Hill Freeway-M2 corridor.

Work was well underway in all areas with eight road headers in operation and excavation of tunnels approximately 60 per cent complete.

Tolling will be fully electronic and interoperable with other Sydney toll roads. There will be no toll booths on the Lane Cove Tunnel.

Westlink M7

Work on the Westlink M7 was well advanced in all areas with 85 per cent of bridgeworks complete and 90 per cent of concrete road pavement construction complete. The project is progressing ahead of schedule and is expected to open to traffic by April 2006.

The Westlink M7 (formerly known as the Western Sydney Orbital), between the M5 Motorway at Prestons and the M2 Motorway at West Baulkham Hills, will form part of the National Highway through Sydney and will be a key link in the Sydney Orbital Motorway network. It will comprise approximately 40 km of dual carriageway

and will support the industrial and commercial development of Western Sydney, taking heavy vehicles off local streets.

In January 2001 the Federal Government made a commitment to provide, progressively, a total of \$356 million to the project with the remaining design and construction funding of more than \$1.5 billion to be provided by the private sector. The NSW Minister for Planning approved the project, with conditions, in February 2002.

The Westlink Consortium was contracted in February 2003 to finance, design, build, maintain and operate the project. Equity is provided by Transurban, Macquarie Infrastructure Group, Abigroup Contractors and Leighton Contractors. Westlink has in turn engaged the Abigroup/Leightons joint venture to design and construct the motorway. Westlink will operate and maintain the tollroad for the remainder of the 34 year concession period after completion of construction. Tolling will be fully electronic and interoperable with other Sydney tollroads. There will be no toll booths on the Westlink M7.

PACIFIC HIGHWAY UPGRADE

The Pacific Highway upgrade reached several important milestones in 2004-05 including the opening of the \$123 million Karuah Bypass and the start of construction on the \$114 million Karuah to Bulahdelah Section 1.

The NSW Government is committed to developing the entire Pacific Highway as a four-lane, dual carriageway route. Under the current 10-year agreement, which concludes in 2006, the NSW Government has committed \$160 million per year to the Pacific Highway for major projects, maintenance and minor works. An additional \$60 million per year is funded by the Federal Government.

During the last nine years, the \$2.2 billion Pacific Highway Upgrading Program has completed 44 major and minor projects. Construction is underway at four sites and 20 projects are in planning and development.

The current 10-year program finishes in June 2006. Details of a new funding agreement beyond the current program are being developed between the Federal and NSW governments.

Highlights during the year included:

Karuah Bypass // The \$123 million Karuah Bypass was opened to traffic in September 2004. This project, jointly funded by the State and Federal governments, provides 9.8 km of four-lane dual carriageway and runs from Swan Bay Road, 5 km west of Karuah, to The Branch Lane, 5 km east of Karuah. The bypass will improve safety and reduce congestion and delays in the area, improving quality of life in the town centre. The new Karuah River bridge is the longest incrementally launched bridge of its type in Australia.

Bundacree Creek to Possum Brush // Construction commenced on the \$115 million, 9.7 km upgrade of the Pacific Highway from Bundacree Creek to Possum Brush, near the township of Nabic. This project is jointly funded by the State and Federal governments and is expected to be complete by mid 2006.

Taree to Coopernook // The \$59 million Taree to Coopernook upgrade will provide 7.3km of dual carriageway between the northern end of the Taree Bypass and the southern end of the Coopernook Bypass, with a new carriageway being built adjacent to the existing road. It is jointly funded by the State and Federal governments. This project is scheduled for completion in August 2005.

Coopernook Bypass // Construction continues on this \$69 million project, which began in February 2002. When combined with the Taree to Coopernook upgrade, the 4.2 km dual carriageway bypass of Coopernook will improve road safety and travel times. This project is fully funded by the State Government and is scheduled for completion in 2006.

Brunswick Heads to Yelgun // This \$209 million, 8.7 km project involves construction of a new dual carriageway generally adjacent to the current highway north of Brunswick Heads and a second carriageway on the Brunswick Heads Bypass. Construction was due to begin in July 2005 and is expected to be completed in late 2006. The project is jointly funded by the State and Federal governments.

Karuah to Bulahdelah Section 1 // Construction of the \$114 million, 11 km Karuah to Bulahdelah Section 1 upgrade began in November 2004, with an anticipated completion date of mid 2006. The upgrade will provide dual carriageways on a new highway alignment over much of the length of the project and this is expected to significantly improve safety. This project is jointly funded by State and Federal governments.

Lakes Way Interchange // The State-funded, grade-separated interchange at the Lakes Way, Rainbow Flat was completed in July 2005. The new overpass will greatly improve road safety at this intersection.

Other highlights

Environmental impact statements (EIS) were released for the:

- Bulahdelah Upgrade (8.5 km)
- Moorland to Heron's Creek (22 km)
- NSW section of the Tugun Bypass (7 km)

Planning approval was received for the following projects:

- Modifications to the Bonville Upgrade project (9.6 km)
- Coopernook to Moorland (10.3 km)

Preferred routes have been selected for:

- Coffs Harbour Highway Planning Strategy (12 km)
- Sapphire to Woolgoolga (24 km)
- Kempsey to Eungai (39 km)

Route options displays have been released for:

- Macksville to Urunga (40 km, including the Warrell Creek project)
- Woodburn to Ballina (32 km)
- Banora Point (2.5 km)

Projects under development

In October 2004, planning commenced on the remaining sections of single carriageway. Ten new projects were added to those already in development.

Major projects being planned for new dual carriageway include:

- F3 to Raymond Terrace (12.2 km)
- Bulahdelah Upgrade (8.5 km)
- Failford Road to Tritton Road (3.3 km)
- Moorland to Herons Creek (22 km)
- Herons Creek to Stills Road (3.3 km)
- Oxley Highway to Kempsey (38.8 km)
- Kempsey to Eungai (39 km)
- Macksville to Urunga (40 km, including the Warrell Creek project)
- Coffs Harbour Highway Planning Strategy (12 km)
- Sapphire to Woolgoolga (24 km)
- Woolgoolga to Wells Crossing (27.8 km)
- Wells Crossing to Harwood (including Ulmarra Bypass)
- Harwood to Iluka
- Iluka Road to Woodburn (35 km)
- Woodburn to Ballina (32 km)
- Tintenbar to Ewingsdale (17 km)
- Banora Point (2.5 km)
- Tugun Bypass - coproponent with Queensland Main Roads (7 km NSW section)

These projects are in various stages of planning, from the early development of route options to the selection of a preferred option, as well as EIS exhibition.

M4 East

The RTA commenced work on an EIS following the announcement of a preferred option by the then Minister for Roads in June 2004. The preferred option was to link the M4 at North Strathfield to Parramatta Road at Ashfield and the City West Link at Dobroyd Point.

Concurrently, the RTA participated in DIPNR's Parramatta Road Task Force, recognising the opportunities the M4 East would create for urban renewal and improved public transport along the corridor:

DIPNR's continuing work on Sydney's metropolitan strategy highlighted the critical significance of Port Botany and Sydney Airport to the NSW economy.

In April 2005, a joint announcement by the Minister for Infrastructure and Planning and the Minister for Roads and Ports indicated that the RTA's M4 East EIS would be put on hold while consideration was given to the broader context, including a review of any need for a future link between the existing M4 and the Mascot/Botany area.

F3 Freeway to M2 Motorway Link

This Australian Government proposal would link the F3 Freeway at Wahroonga to the M2 Motorway at Carlingford. It would also be the final link to provide motorway conditions all the way through Sydney from north to south via the F3, the new link, the M2, the M7 and the F5.

Following completion of a feasibility study, the Federal Government announced in May 2004 the preferred corridor option for the link, which is a wide corridor about 8km long. The new link would be mostly a tunnel running underneath Pennant Hills Road between the F3 at Wahroonga and the M2 at the Pennant Hills Road interchange. It would enable motorists to avoid the 22 sets of traffic signals along the existing route.

The next phase of the project is concept development and EIA. The Federal Government approved funding for this work in April 2005 and is considering the RTA's proposal for undertaking the work.

URBAN PROJECTS

Old Windsor Road/Windsor Road upgrade

The \$420 million program to upgrade Windsor Road and Old Windsor Road to a minimum of four lanes is progressing well. Thirteen kilometres of Old Windsor Road/Windsor Road have been completed at a cost of more than \$100 million. During the year the upgrade of Windsor Road between Norwest Boulevard and Showground Road at Baulkham Hills was completed. Major contracts were awarded for construction of the following sections of the upgrade:

- Roxborough Park Road to Norwest Boulevard, Baulkham Hills.
- Acres Road to Old Windsor Road, Kellyville.
- Mile End Road, Rouse Hill to Boundary Road, Box Hill.
- Boundary Road, Box Hill to Level Crossing Road, Vineyard.

Substantial construction began on three of these sections, and all are scheduled for completion in late 2006, at which time Windsor and Old Windsor roads will have been upgraded to four lanes between Parramatta and McGraths Hill.

Tenders for construction of the final project in the program, the Windsor flood evacuation route across South Creek, were called in June 2005.

The Windsor Road upgrade is improving the accessibility, safety and reliability of travel in the north west sector of Sydney. The upgrade will significantly contribute to the economic development of Western Sydney.

Bangor Bypass

The Bangor Bypass is a four lane divided road consisting of two sections – a 2.8km North-South Link between New Illawarra Road and Alfords Point Road to the west of and parallel to Old Illawarra Road and a 3.4km East-West Link between the Woronora Bridge and the North-South Link.

The Minister for Planning approved the Bangor Bypass in November 2002. The construction contract for the East-West Link and a short section of the North-South Link was awarded to Abigroup and major work began in June 2003. The Minister for Roads announced that full construction of the northern section of the North-South Link between the East-West Link and Alford's Point Road would be accelerated and opened to traffic in conjunction with the East-West Link.

This expanded scope of work linking Woronora Bridge to Alford's Point Road and bypassing Menai Road and part of Old Illawarra Road, was opened to traffic in February 2005. The bypass has relieved traffic volumes on Menai Road and Old Illawarra Road, enabling better access between Sutherland and Bankstown and reducing congestion and improving safety on Menai Road.

Hoxton Park Road upgrade

Hoxton Park Road is being progressively upgraded to provide a divided road at least four-lanes wide and an off-road cycleway. It carries the Liverpool to Parramatta Bus Transitway (LPT) on two separate, central lanes between Banks Road and Brickmakers Creek. Construction of the section between Hill Road and Brickmakers Creek was opened to traffic in May 2005 and provides four general traffic lanes and two central lanes for the LPT, consistent with the design between Banks Road and Hill Road.

Concept design for the final section between Cowpasture Road and Banks Road is well advanced. Within this section, construction of a new signalised intersection at Whitford and Illaroo roads commenced in December 2004.

Cowpasture Road upgrade

Cowpasture Road was a 12.8 km, two-lane, undivided arterial road from the roundabout at The Horsley Drive, Wetherill Park, to Camden Valley Way, Leppington. It is being progressively upgraded to a four-lane divided road.

Cowpasture Road is currently being upgraded in two sections:

- Between the M7 Motorway and Hoxton Park Road. Major construction began in June 2004 and is expected to be completed in 2006 in conjunction with the opening of the M7 Motorway.
- Between Hoxton Park Road and Main Street. Major construction commenced in May 2005 on the upgrade which is expected to be completed in late 2006.

Concept development works are being carried out for the two remaining sections of Cowpasture Road: from Main Street to Camden Valley Way and from North Liverpool Road to the M7. The Cowpasture Road upgrade is improving accessibility, safety and reliability of travel.

Camden Valley Way upgrade

In January 2005, construction began to widen the section of Camden Valley Way between the M5 and Bernera Road at Prestons. Concept

design and a preliminary environmental assessment are being undertaken for the section between Bernera Road and Cowpasture Road.

North-West Bus T-way Network

The North-West T-Way Network comprises two links – Parramatta to Rouse Hill Regional Centre (17 km with 20 stations) and Blacktown to Parklea (7 km with 10 stations). Major construction works commenced in June 2005 and overall completion is scheduled for the end of 2007.

The T-way will service the suburbs of Parramatta, Westmead, Wentworthville, Old Toongabbie, Winston Hills, Seven Hills, Kings Langley, Bella Vista, Kellyville, Balmoral Road release area, Glenwood, Kellyville Ridge, Mungerie Park, Blacktown, Kings Park, Acacia Gardens, Parklea, Stanhope Gardens. These areas will be provided with better connections to educational, recreational, employment and health facilities and the CityRail train network.

IMPROVING ACCESS BETWEEN CITIES AND REGIONS

Hume Highway

The design-construct-maintain contract for the Albury Wodonga Hume Freeway project in NSW was awarded to Abigroup Pty Ltd in February 2005. Construction was due to commence in July 2005 and is scheduled for completion in mid 2007. The \$374 million project in NSW is fully funded by the Federal Government.

New England Highway

Planning continued for the link between the F3 at Seahampton and the New England Highway at Branxton. The Federal Government's AusLink program has allocated a total of \$253 million for the project for the five years from 2004-05 to 2008-09, and has made construction funding conditional on a 20 per cent contribution from the State Government. Funding for construction of the project has yet to be resolved.

Planning continued for the interchange with Weakleys Drive at Beresfield that will eliminate three sets of traffic signals for through traffic on the New England Highway. Construction tenders for the fully Federal funded project are expected to be invited in the first half of 2006. In 2003, the State Government completed the associated \$7 million Beresfield-Thornton link road which is an integral component of the project.

Construction of the \$8.7 million fully Federal funded Duval Creek realignment, 13-15 km north of Armidale, was completed and opened to traffic in December 2004.

Construction of Devils Pinch realignment, 27-30km north of Armidale, continued during the year. The \$25 million project, fully Federal funded, is scheduled for completion in early 2006.

Princes Highway

Upgrading of the Princes Highway has been a high priority for the NSW Government. The route has a poor accident record and in late 2004 a thorough safety review of the route was undertaken to

develop a road safety strategy for the Highway between Yallah and the Victorian Border. The strategy also includes a Federally funded program of improvement works between Nowra and Jervis Bay.

The NSW Government will continue to lobby the Federal Government for a substantial commitment to this route which, south of Wollongong, does not form part of the Commonwealth's AusLink Network for funding purposes.

North Kiama Bypass

The first stage of the North Kiama Bypass was finished with the completion of a 942 metre bridge on the Princes Highway across the Minnamurra River Floodplain in February 2003. This bridge is an important milestone for the North Kiama Bypass that will ultimately link the Kiama Bypass in the south and the Princes Highway near Dunmore, in the north. In August 2003 a contract was awarded for the remaining works including drilling and blasting of hard rock cuttings, construction of embankments over soft ground, a further six bridges and several large culverts, retaining walls, noise walls and placement of the new road pavement. During 2004-05, earthworks and culverts were substantially completed, pavement works commenced, three bridges were completed and work began on the remaining three bridges. The project is scheduled for completion late in 2005.

Great Western Highway

The Great Western Highway upgrade program progressed this year with two new sections opened to traffic. The program will widen the highway to four lanes between Penrith and Katoomba and to mostly three lanes between Katoomba and Mount Victoria, with further upgrades to Lithgow. The upgrade will improve travel times for motorists and provide a safer road environment for all road users including pedestrians and cyclists.

Projects have been completed at Blaxland, Warrimoo to Valley Heights, Faulconbridge, Linden, Medlow Bath, Soldiers Pinch and South Bowenfels. In August 2004 the four-lane realignment of the highway at Shell Corner near Katoomba was opened to traffic and the four-lane upgrade at Wentworth Falls West was opened in June 2005. Construction continued between Leura and Katoomba and preliminary works commenced on the Woodford to Hazelbrook project. Planning works progressed for projects between Lawson and Wentworth Falls.

The State and Federal governments have committed \$360 million and \$100 million respectively to the upgrade program. Along with the upgrade, work continues to improve the overall safety of the route. Construction continued on works to improve safety on the Lapstone Hill section of the highway. These works include extension of the central median crash barrier; a wider westbound shoulder for cyclists and a reduction of the speed limit to 70 km/h.

CENTRAL COAST PROJECTS

The Entrance Road and Avoca Drive Intersection upgrade

The \$4.8 million major upgrade of this intersection was opened to traffic in July 2004. The improvements include new traffic signals and

widening to allow for two right turn and two left turn lanes from Avoca Drive into The Entrance Road. The work reduces congestion and major delays experienced during peak hours and Saturday mornings and also helps to deal with the increased demands on the intersection caused by the current expansion of the Erina Fair Shopping Centre. The intersection improvements include a Gosford-bound Bus Priority Lane along The Entrance Road and a new off-road shared cycleway/footpath along Avoca Drive between The Entrance Road and Dalgety Crescent.

The Entrance Road and Terrigal Drive intersection upgrade

A contract was awarded in April 2004 for a \$10 million major upgrade to replace the existing roundabout with new traffic signals. The upgrade provides two through, and two right turning lanes, on most approaches to improve traffic flow as will two new left-turn lanes from Terrigal Drive to The Entrance Road. A dedicated left turn bay at Penrose Crescent is included to provide extra safety for turning motorists, while the traffic signals reduce the delays and improve safety for pedestrians. The project also includes a right-turn lane for southbound traffic on The Entrance Road for motorists wishing to turn into Narrawa Avenue. A dedicated turn lane for northbound traffic on Barralong Road needing to turn left into The Entrance Road is included and on and off-road cycle lanes are provided for cyclists. The project was substantially completed by June 2005.

RURAL PROJECTS

Lidsdale to Cox River Deviation

Work commenced in February 2003 on this \$22 million, 2.6 km realignment of the Castlereagh Highway to improve safety and minimise flood impacts on the road. A new two-lane bridge over the Coal Convey was completed in November 2003 and a new bridge over the Cox's River was completed in April 2004. Road works are currently in progress with completion planned for August 2005.

Gerogery Level Crossing

Construction commenced in November 2003 on the approaches for a new rail overbridge on the Olympic Highway, south of Gerogery and a contract for construction of the new bridge was awarded in August 2004. The new 140 metre, four-span bridge replaces a level crossing. The total project is 1.6 km long including the new concrete and steel bridge. The bridge over the railway will significantly improve road safety and travelling conditions and is expected to be completed late in 2005.

MANAGING TRAFFIC

SPEED AND TRAFFIC VOLUME TRENDS

On the seven major routes to and from the Sydney CBD, average speeds in 2004-05 were 31 km/h for the AM peak, which is lower than the past few years although generally consistent with the long-term performance, and 41 km/h for the PM peak, which was unchanged since 2002-03. The trends in average speeds for these major routes are shown on page 27, together with the growth in

traffic volumes on these routes during the same period. Despite traffic volume growth of around 47 per cent during the past 15 years, the trend in average peak hour speeds has remained consistent.

KEEPING THE TRAFFIC FLOWING

Initiatives in 2004-05 aimed at maintaining consistent travel times for motorists, particularly during peak hours, focused on:

- Responding more efficiently to incidents to minimise disruption to traffic flow.
- Addressing causes of congestion and delay by improving the operation of intersections and developing electronic tolling.
- Helping road users navigate the road system more effectively.
- Improving the traffic signal control system.

Incidents and special events

The Transport Management Centre (TMC) is responsible for managing special events and unplanned incidents and disseminating information to road users. It is the central point for identifying and directing the response to incidents such as crashes, breakdowns and spills. It provides public information through the media, the call centre and variable message signs.

The TMC is responsible for optimising traffic systems, including fine-tuning coordinated traffic signal systems and controlling operations such as:

- Deployment of Traffic Commanders to assume primary responsibility for traffic management around incidents on major roads in NSW.
- Deployment of a Traffic Emergency Patrol (TEP) service for motorists along major routes in Sydney and surrounding areas. TEP services were extended at Tweed Heads and Coffs Harbour during the summer months and similar seasonal operations will be considered for the future.
- Operation of Variable Speed Limit signs on the M4 and M5 motorways to allow speed limits to be adjusted in response to prevailing traffic conditions.
- Expansion and operation of the system of 372 variable message signs across Sydney's metropolitan area and selected major routes across the State.
- Expansion and operation of the network of 430 closed circuit television cameras monitoring roads across Sydney and selected major routes.

Further work was undertaken during 2004-05 to improve traffic reports on the RTA website (www.rta.nsw.gov.au). The improvements are scheduled to come on line in late 2005. They include images from 25 cameras compared to the current 10 and a traffic flow map indicating traffic conditions on a number of major routes. The map will break the routes into various smaller links which will be coloured coded as red, orange or green to give an indication of traffic conditions. Red indicates heavy volumes and more congested conditions whereas green indicates free flowing conditions. The colour coding will be updated regularly throughout the day.

Intersection and network improvements

Intersection improvements and improved access to major roads result in reduced travel times and delays on corridors and at specific locations. Congestion and travel times on the network are monitored to identify routes and locations in need of attention.

In 2004-05 improvements included construction of traffic signals, roundabouts and turn bays in the following locations:

- Suburban Sydney, including Stacey Street and Rickard Road, Bankstown, Bells Line of Road, Terrace Road and Grose Vale Road, Richmond, and Seven Hills Road and Astoria Park Road, Baulkham Hills.
- Northern NSW, including the Pacific Highway at South Kempsey, Frederickton and Collombatti.
- South western NSW, including Splitters Creek Road, West of Albury, and Gilmore Road, West of Tumut.
- Southern NSW, including Springhill and Masters Road, Coniston.

Traffic signal coordination

Traffic signal coordination is essential in moving traffic efficiently on arterial roads. The Sydney Coordinated Adaptive Traffic System (SCATS) responds to traffic demand as it happens and coordinates the traffic signal timings to ensure the best traffic flows. SCATS capability has been enhanced to achieve smooth traffic flows on arterial roads and priority for buses.

The Traffic Management Interface System (TMIS) provides a user configurable map-based interface for the various traffic management applications used in the TMC. These applications include SCATS, the Public Transport Information Processing System (which provides priority traffic signal operations for bus movements), the Central Management Computer System (which is used for incident management), the Traffic Information Reporting Facility (which is used for reporting incident details) and the Video Control System (which is used for controlling Closed Circuit Television Cameras). The TMIS displays key information from these applications such as site status, alarms, congestion, closed circuit television images and incidents, all in a highly user-configurable way. Selecting any of these features gives detailed information that allows staff to monitor and control the operation of the traffic network through a seamless connection to the underlying applications. TMIS has been designed to allow for additional applications to be interfaced as needed. The first release, to be deployed live in August 2005, is the foundation on which further integration can be built.

A measure of the success of SCATS is its continued expansion worldwide. SCATS is currently licensed to more than 8,300 intersections in eight States and territories in Australia, and a further 13,100 sites in 75 cities in 18 other countries.

International distribution rights for SCATS were successfully renegotiated with the RTA's international distributor, Tyco Projects (Australia) Pty Ltd, in May 2005. The agreement includes a staged increase in licence fees over the next two years.

Electronic toll collection

The electronic tolling system was installed on the Sydney Harbour Bridge and Sydney Harbour Tunnel in 2001 and usage has continued to grow. Electronic toll collection allows easier passage through tollbooths. The progressive introduction of E-Only lanes has improved traffic flow, as well as providing environmental benefits by reducing air and noise pollution because vehicles do not have to stop to pay a toll.

The use of electronic toll tags has rapidly expanded due to the ability to use a tag issued for one motorway on all motorways in eastern Australia. The RTA has issued 236,000 electronic toll tags for the Sydney Harbour Bridge and Tunnel. More than half a million tags are in use in NSW, including tags issued by other motorway operators. More than 79,000 tag readings per day have been recorded on the Sydney Harbour Bridge, Tunnel and Cahill Expressway and more than 65 per cent of vehicles use E-toll tags during the morning peak.

The Sydney Harbour Tunnel tollbooths have progressively been reconfigured to improve throughput and reduce queues. This involved additional E-Only booths.

The RTA provides a toll compliance service for all toll roads in NSW. An outsourced Toll Compliance Management Process (TCMP) will be in operation with the opening of the Cross City Tunnel to improve the level of service and cater for expected rapid growth in demand for these services with the opening of fully electronic toll roads. The RTA will provide this service to the operators of toll roads, allowing them to follow-up motorists who fail to pay the required toll.

The RTA's Toll Infringement Violation System (TIVS) is being tested and is due to proceed into production in September 2005. This system will also provide a backup in the event of a TCMP failure.

The RTA is further upgrading its electronic tolling back office systems to take full advantage of the services provided by TIVS and TCMP in recovering tolls for the RTA-operated tollroads.

IMPROVED SIGNPOSTING

Signposting provides clear guidance and information to motorists using the State Road Network. The RTA, with Tourism NSW and others representing the tourism industry, continues to play a lead role in the development of new tourist signposting strategies. Provision of new signs for new road links, such as the Cross City Tunnel, Lane Cove Tunnel and WestLink M7, and the upgrade of existing signs are an important focus of the RTA.

MAINTAINING TRAFFIC FACILITIES

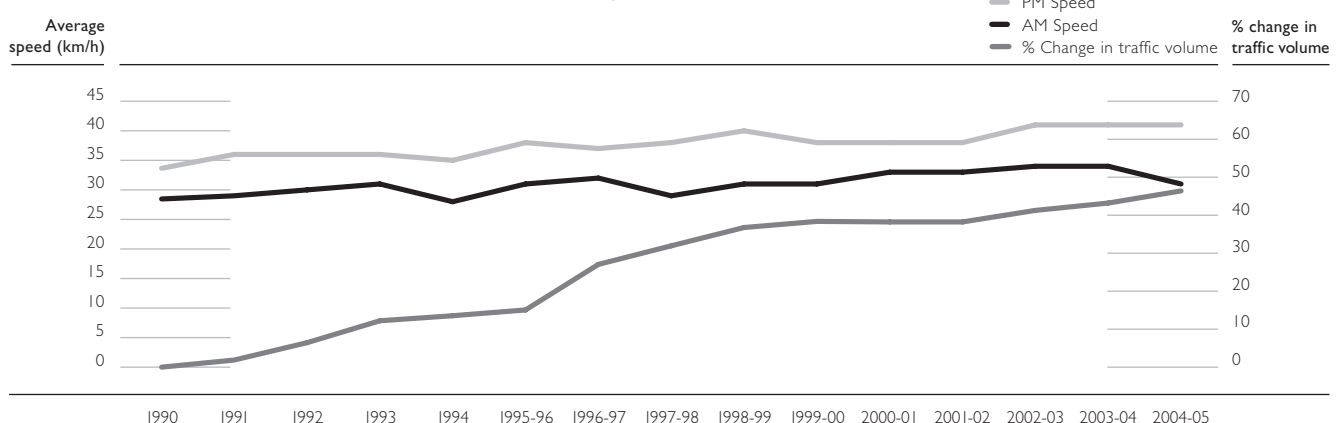
The RTA manages traffic facilities to ensure they remain in suitable condition and to minimise costs. Traffic facilities include traffic signs, lines and other pavement markings, traffic signals and other electronic equipment.

Treasury has approved an advance of \$18 million over three years for the bulk replacement of high voltage incandescent traffic signal lamps with LED (light emitting diode) lamps. Replacing these lanterns with LED lanterns brings long-term environmental benefits, reduced power charges and improved visual performance. Tender documents for the first pilot contract were finalised in May 2005 and the contract will be awarded to the pre-qualified traffic signal contractor in July 2005.

ALTERNATIVE TRANSPORT USE

The RTA actively encourages the use of alternatives to private motor vehicle use, including public transport, cycling and walking. As well as environmental and health benefits, the increased use of these transport modes can reduce congestion on the roads. For details, see page 41 of this report.

FIGURE 03: SPEED AND TRAFFIC VOLUME TRENDS FOR SEVEN MAJOR ROUTES TO AND FROM SYDNEY



FUTURE CHALLENGES:

- Continue to provide an appropriate level of maintenance despite reduced funding under the Federal Government's AusLink Program and associated higher vehicle mass limits.
 - Continue a program to strengthen older RTA bridges.
 - Continue to implement the State Government's ongoing accelerated maintenance and rebuilding program for RTA roads using the increases in various RTA charges, including the Sydney Harbour Bridge toll, announced in December 2001.
 - Continue to work with local government, internal providers and industry to implement the Road Maintenance Reform Package.
 - Complete and implement the Conservation Management Plans for State heritage timber truss bridges, with NSW Heritage Office endorsement.
 - Progress the Sydney Orbital road network by continuing construction of the Westlink M7 and Lane Cove Tunnel.
 - Facilitate the opening of the Cross City Tunnel to traffic.
 - Progress the Pacific Highway upgrade, including Karuah Bypass, Taree to Coopernook, Bundacree Creek to Possum Brush, Coopernook Bypass, Brunswick Heads to Yelgun and Karuah to Bulahdelah Sections.
 - Progress the Princes Highway upgrade, including the North Kiama Bypass.
 - Progress the Great Western Highway upgrade in the Blue Mountains.
 - Continue to implement urban design corridor strategies to ensure a whole of Government approach to land use and transport planning.
 - Complete the Old Windsor Road/Windsor Road upgrade.
 - Complete the construction of the North West T-way
 - Implement the Central Coast Transport Action Plan.
 - Duplicate the Alfords Point Bridge.
 - Progress development of concept proposal and preparation of an Environmental Impact Statement for the F3 Freeway to M2 Motorway Link.
 - Continue to maintain consistent travel times through network operations and effective management of incidents and special events.
 - Design new network developments that integrate into the road transport system.
 - Implement Intelligent Transport Systems, using electronic tolling and other innovative equipment to improve traffic flow and traveller information.
 - Continuously improve the efficiency of traffic facilities maintenance and, in particular, replace high-consumption incandescent traffic signal lamps with more energy-efficient LED lanterns.
 - Maximise NSW road user knowledge of changes to road rules and traffic facilities.
-

02 POSITIVE ROAD SAFETY OUTCOMES

INTERMEDIATE RESULTS

Safer road user behaviour, vehicles and road environment.

Kirribilli 1943

STRATEGY

Maximise NSW road user competence and knowledge.

Increase community awareness and positive attitudes to road safety.

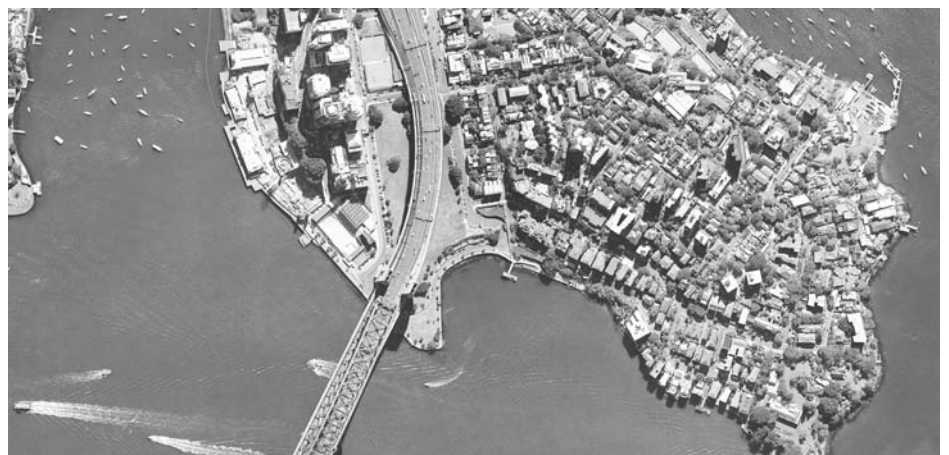
STRATEGY

Minimise unsafe behaviours and vehicles through appropriate regulation and enforcement.

STRATEGY

Increase market demand for safer vehicles.

Give priority to safety in the design, development and maintenance of infrastructure.



FATALITIES

There were 512 fatalities on NSW roads in 2004-05 (preliminary figure).

The rate of fatalities per 100,000 population is an internationally accepted method of measuring road safety performance across different jurisdictions. In 2004, NSW had a fatality rate of 7.6 fatalities per 100,000 population, a rate which is lower than that for the whole of Australia (7.9). Of all the Australian States and Territories, only the ACT (3.1) and Victoria (6.9) had a lower fatality rate than NSW in 2004.

The current rate for NSW also compares favourably with the most recent results for a number of other OECD countries – Germany (8.0), France (10.1), OECD Median (11.4), New Zealand (11.5), and USA (14.8). The best performers are geographically small jurisdictions: Great Britain (5.4), Sweden (5.9), Norway (6.2) and Netherlands (6.3).

FACTORS INVOLVED IN FATAL CRASHES

A study of the calendar year ending 31 December 2004 (preliminary figures) revealed that:

- Speeding was a factor in around 38 per cent of fatalities.
- At least 16 per cent of fatalities were the result of an incident involving a driver with a blood alcohol level above the legal limit.

- At least 19 per cent of people killed in motor vehicles were not wearing available restraints.
- Driver fatigue contributed to about 16 per cent of fatalities.
- At least 12 per cent of motorcyclists killed were not wearing helmets.

COMPETENT ROAD USERS

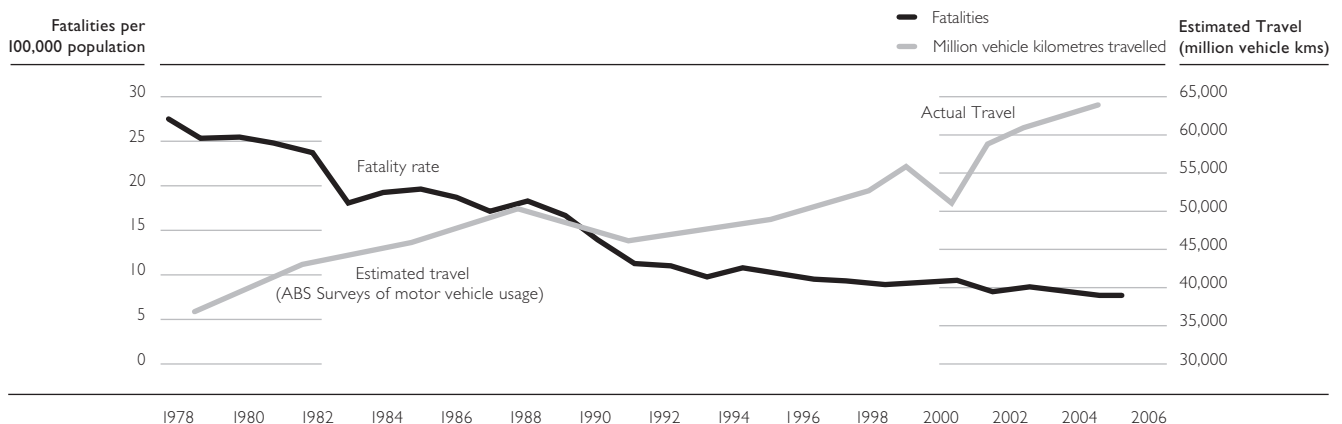
SPEED MANAGEMENT

Trials of in-car digital speed cameras for heavy vehicles and point-to-point speed cameras were conducted through the year. Point-to-point speed measurement is a relatively new technology which uses two fixed speed cameras to identify a vehicle by number plate recognition and calculate the average speed for the journey between the two points. The system was trialled at two locations on the Pacific Highway and one on the M4 Motorway.

The purpose of the trial was to:

- Evaluate the viability and suitability of different speed detection technologies.
- Develop policy and procedures for the effective implementation and ongoing management of a point-to-point enforcement program.
- Evaluate the potential road safety benefit through analysis of trial speed data.

FIGURE 10: TRENDS FOR FATALITIES PER 100,000 POPULATION AND MOTOR VEHICLE TRAVEL SINCE 1978



Data collected during the trial is being used to assess driver behaviour over various distances and to determine the potential of point-to-point systems to reduce speed across the NSW road network.

DRUG DRIVING CAMPAIGN

A drug driving campaign was implemented targeting heavy vehicle drivers and operators. The aim of the campaign was to reduce the incidence of truck drivers using drugs to combat fatigue. The campaign included radio advertisements, posters at rest stops and magazine/press advertisements. Operators were targeted with a direct mail information kit which included a letter, a brochure for operators and drivers and a poster.

SEAT BELT CAMPAIGN

The RTA implemented a Statewide campaign to encourage heavy truck drivers and operators to promote and use seat belts. The focus of the campaign was the fact that seat belts are effective for improving truck drivers' safety. Operators as well as drivers were targeted, encouraging operators to make sure their trucks have comfortable and working seat belts, and to encourage their drivers to use them.

Evaluation of previous RTA campaigns indicated that the proportion of heavy vehicle drivers saying they always wear a seat belt increased from 39 per cent to 48 per cent. The 2005 campaign, completed in June, reinforces the messages of the earlier campaigns.

HEAVY VEHICLE DRIVER FATIGUE CAMPAIGN

A driver fatigue campaign targeted at heavy truck drivers and trucking companies provided practical information on the causes of driver fatigue and ways to avoid it. Operators were encouraged to meet their legal obligations by ensuring they managed their rosters and schedules to prevent fatigue.

SOBER DRIVER PROGRAM

An independent evaluation of the Sober Driver Program was being undertaken and is expected to be finalised in March 2006. The evaluation, which includes interviews with participants, facilitators and magistrates, should reveal the effectiveness of the program in reducing drink drive re-offending.

The nine-week program helps participants understand the effects of drink driving on themselves and the community and aims to reduce re-offending by participants. The program is jointly funded by the RTA and Motor Accidents Authority and is delivered by the Probation and Parole Service of the Department of Corrective Services.

ALCOHOL INTERLOCKS

The Alcohol Interlock Program continues to be available for courts to use as an option in the sentencing of drivers convicted of certain serious drink driving offences. There are currently over 200 drink drivers participating in the interlock program. An alcohol interlock is an electronic breath-testing device which prevents a motor vehicle from being started if the concentration of alcohol in the driver's body exceeds the pre-set limit of 0.02.

YOUNG DRIVER DISCUSSION PAPER

The discussion paper, *Improving Safety for Young Drivers*, was released in November 2004. The paper contained 11 potential initiatives, with community comments sought until 28 February 2005.

In December 2004 two initiatives from the discussion paper were announced:

- A ban prohibiting P1 and P2 licence holders from driving certain vehicles.
- A limit of one passenger for 12 months for P1 and P2 drivers who lose their licence due to disqualification for a serious driving offence. This passenger restriction will apply when the licence is re-issued.

These restrictions were developed for implementation in July 2005. Other options canvassed in the discussion paper are being considered.

REMOVAL OF APPEAL RIGHTS

AGAINST DEMERIT POINT SANCTIONS

The *Road Transport (General) Amendment (Driver Licence Appeals) Regulation 2005* was introduced on 17 January 2005 to remove the right of appeal against licence sanctions imposed against unrestricted licence holders who accumulate 12 or more demerit points. This brought NSW into line with the nationally agreed position. The change also removed confusion in Local Courts about whether or not an appeal right existed.

COMMUNITY AWARENESS

SCHOOL EDUCATION PROGRAMS

An external evaluation of the Early Childhood Road Safety Education Program was conducted. It examined the delivery of road safety education to 2,600 pre schools, long day care centres, occasional care centres and mobile/temporary child care facilities in remote communities across NSW. The results indicated a high awareness and use of this program. It confirms that the program is providing quality resources and professional development, and building knowledge, skills and confidence in the teaching of road safety.

More than 3,000 primary and high schools continued to receive consultancy and professional development support across the State.

A new resource for Stage 5 school students, 'Shifting Gears', was launched by the Minister for Roads in October 2004. The resource was developed in collaboration with NRMA Motoring and Services, the Department of Education and Training, the Catholic Education Commission NSW and the Association of Independent Schools. It contains a variety of teaching/learning activities highlighting key road safety messages for 15-16 year olds. 'Shifting Gears' is based on the NRMA's SHIFT 2nd Gear CD-ROM. Activities focus on the complexity of driving, factors which contribute to crashes, risk behaviours, decision making and personal responsibility when using the road.

SAFETY AROUND SCHOOLS PROGRAM

The School Crossing Supervisor Scheme is a component of the Safety around Schools Program. There are 700 school sites with supervisors.

The trial of the effectiveness of flashing lights in school zones was completed and a final report is being compiled. The independent Safety Around Schools Review Panel continued its role in considering submissions from schools on road safety issues.

YOUTH PROGRAMS

The RTA released a new resource for TAFE teachers called 'Shifting up a gear with TAFE NSW'. Developed in collaboration with TAFE NSW and NRMA Motoring and Services, the resource contains a variety of teaching/learning activities which focus on the complexity of driving, factors which contribute to crashes, risk behaviours, decision making and personal responsibility when using the road.

Road safety officers and RTA contractors continued to deliver workshops for parents to help learner drivers become safer drivers. More than 200 workshops were delivered around NSW during the year.

The RTA continued its successful partnership with Youthsafe which undertook a research project with Arabic and Chinese communities to identify key strategies for communication with parents and young people. This project particularly looked at promoting the 'Helping Learner Drivers Become Safer Drivers' parent workshops.

The RTA continued with its 'Notes' and 'Mockingbirds' public education campaigns which target youth speeding.

COMMUNITY INTER-AGENCY PROGRAMS

The RTA continued an effective partnership with local government through the jointly funded Local Government Road Safety Program (LGRSP), which develops road safety initiatives within local communities. By 30 June 2005, 102 of the 152 NSW councils were involved. Eighty one Road Safety Officers are employed in local councils. These officers delivered more than 300 community-based road safety education projects in the past year. The LGRSP is the result of a positive and proactive collaboration between the RTA, the Institute of Public Works Engineering Australia, Motor Accidents Authority and the Local Government Association of NSW and the Shires Association of NSW.

The RTA encourages the community to support, and be involved in, road safety initiatives, particularly at a local level. As well as the LGRSP, other community initiatives included nine Community Road Safety Groups in the Southern and South West RTA regions and four RTA-funded Drink Drive Prevention Officers employed across regional areas of NSW in partnership with Area Health Services.

The RTA provides a toll free 1800 road safety information number and website for road safety publications. During 2004-05:

- 5,302 orders for road safety community education materials were filled.

- About 3.7 million road safety community education publications and other resources were sent to customers.
- The 1800 number call centre processed 4,095 inquiry calls.
- RTA customers ordered 142,861 road safety publications by e-mail via the online road safety resource catalogue.

PUBLIC EDUCATION

During 2004-2005 the RTA's public education campaigns built on existing messages and previously successful road safety campaigns.

The Brain Bus

As an extension to the highly successful drink drive campaign, 'Drinking kills driving skills', an alternative transport scheme known as the Brain Bus was launched towards the end of June 2005. The bus, a 44 seat coach with 'The Brain' decal on the side, is the alternative transport component of Southern Region's 'Snow Safe' campaign which operates every year out of Jindabyne. Alternative transport programs offer a safe way for people who have been drinking to get home, without driving their car.

The Brain Bus promotes the alternative transport program while linking it to the mainstream 'Drinking kills driving skills' message. Other components of the campaign include press, radio, poster and in-hotel merchandise. Early indications suggest an increase in patronage of 30 per cent on previous years.

The launch of the 'The Brain' television commercial in May 2004 helped to make the drink driving issue once again topical with the community. The Brain campaign continued in 2004-05 and was supported this year with a direct marketing campaign targeting 2,500 country hotels and clubs. The direct marketing was designed to encourage publicans to be part of the campaign. The response was very positive across all regions.

Road tunnels

A public education campaign promoting the safety features and procedures in Sydney's road tunnels was developed and conducted in June 2005. The object of the campaign was to raise the awareness of the principles of road tunnel safety amongst frequent, occasional and future tunnel users and bus operators. The key message of the campaign was to educate those road users who may use the tunnel regarding the fundamental principles of road tunnel safety and where to obtain additional information. The campaign included paid communications activity, in-tunnel technology and the RTA internet website. Mainstream radio (breakfast and drive radio spots), radio 'break-in' messages, press, website, brochures and posters were the key communication strategies used to deliver the message.

Aboriginal road safety campaign

Support of the 'Bring the Mob Home Safely' Aboriginal road safety campaign continued with the production of road safety banners and the production of the Aboriginal Road Safety calendar for the second year running. The campaign has been greeted as a welcome addition to the RTA's Aboriginal road safety efforts and has received a positive response from the Aboriginal community.

Geared young driver magazine

The RTA produced two editions of a new magazine for young drivers. *Geared* is a high quality, bold and engaging product, designed to sit comfortably beside other youth magazine titles. It was developed after detailed research into the target market which includes young people from aged 16-25 who have a Learner or Provisional licence.

The 65-page magazine includes articles about safe driving, the licensing system, basic do-it-yourself mechanics, celebrity interviews, drink driving and other high risk behaviour, buying a second hand car and much more. About 110,000 copies of each issue were distributed to young drivers through the RTA's motor registry network.

Reader response was overwhelmingly positive, thanks to the high quality of the writing, design and photography, and the careful crafting of the key messages. The magazine engages with readers instead of "preaching" to them. The RTA plans to produce the magazine twice-yearly.

Other campaigns

Other road safety public education campaigns were supported and delivered. Campaigns included those targeting speeding (urban and country), driver fatigue (the 'microsleep' campaign), railway level crossings, seat belts and 40 km/h school zones.

SPEEDBLITZ BLUES

The 2004–05 cricket season marked the RTA's third year as the major sponsor of the NSW cricket team, the SpeedBlitz Blues. The RTA has signed a second three year contract to sponsor the team. The sponsorship is a key component of the RTA's efforts to raise public awareness and change attitudes to speeding. The team became known as the SpeedBlitz Blues in 2002, under an RTA sponsorship aimed at raising awareness of the dangers of speeding – the single biggest cause of deaths and injuries on NSW roads.

With one ING Cup and two Pura Cup victories during the first term of the sponsorship, the SpeedBlitz Blues have performed brilliantly on the field.

Off the field, the team has shown their commitment to the RTA sponsorship with many squad members participating in the school visits program, 'SpeedBlitz Blues On the Road', promoting the message 'Slow down. Take control' to more than 11,500 young people.

In November, SpeedBlitz Cricket was launched – an online cricket game designed to deliver anti-speeding messages to cricket lovers in a fun and interactive way. To play the game, visitors selected a batsman from the SpeedBlitz Blues team before going in to bat against a fielding team of police officers. Each over had a set speed limit that the batsman must not break, or they would be 'caught out', gain demerit points reflecting the real life demerit points scheme and risk losing their (player) licence. Almost 30,000 games were played during the 2004–05 cricket season.

DRIVER REVIVER

The RTA continued its partnership with volunteer groups including Lions Clubs International, the State Emergency Service, Volunteer Rescue Association and Bushells Tea in supporting the Driver Reviver program in NSW. Driver Reviver sites are places for motorists travelling long distances, particularly during peak holiday travel periods, to break their journey and have a free drink and a snack, with over 90 sites across NSW.

The use of Driver Reviver was promoted through advertising, publicity, variable message signs, the RTA call centre, the Transport Management Centre and the RTA website.

MOTORCYCLE SAFETY

The RTA continued its partnership with the Motor Accidents Authority to develop new motorcycle campaign materials that were launched during Motorcycle Awareness Week in October 2004.

The RTA also continued to work with its key motorcycle safety stakeholder, the Motorcycle Council of NSW, on a group riding information brochure and the protective clothing seminar 'Gearing Up'.

A focus day on motorcycle safety was held in Moss Vale in March 2005. The day was organised by local Road Safety Officers with support from both regional and corporate RTA staff. Information on local crash statistics and various education and engineering solutions was presented to motorcycle stakeholders such as the NSW Police, Department of Health, council traffic engineers, RTA traffic engineers and representatives from the motorcycle community. The aim of the focus day was to use a multidisciplinary approach to address motorcycle safety on key routes such as the Illawarra Highway. Attendees discussed a range of local motorcycle road safety issues and developed strategies for consideration by the relevant agencies.

PEDESTRIAN SAFETY

In February 2005 the RTA published guidelines for implementing 40 km/h speed limits in high volume pedestrian areas. Using these guidelines, 40 km/h speeds limits and associated traffic calming schemes were implemented in 24 town and city centres.

The RTA published *A guide to using motorised wheelchairs* in June 2005. The guide replaces a previous RTA document and clarifies the basic rules and safety issues for using motorised wheelchairs.

ABORIGINAL ROAD SAFETY

Funding was provided to several Aboriginal community projects. The 'On the Road – Aboriginal Driver Education Program' assists Aboriginal people in Lismore and surrounding areas to gain a class C driver licence. An evaluation of the Community Patrols project, which aimed to reduce unlicensed and dangerous driving by young Aboriginal people in the Lismore area, was also funded.

Drink drive and restraint usage campaigns were developed and implemented to target Aboriginal communities in Western NSW. Funding was provided to the Daruk Aboriginal Community

Controlled Medical Service to launch a pilot Aboriginal child restraint hire program in Mt Druitt in Western Sydney.

Targeted communication campaigns were run for Aboriginal events such as the Annual Aboriginal Rugby League Knockout and the National Aboriginal and Torres Strait Islander Week to raise awareness of road safety in Aboriginal communities.

The RTA Western Region developed and implemented a drink drive campaign targeting Aboriginal communities in the Walgett, Dubbo, Moree Plains, Central Darling and Wellington local government areas. The region also ran a restraint usage campaign.

The RTA is an active member of the National Indigenous Road Safety Working Group and participated in the 2004 National Indigenous Road Safety Forum. The RTA supported the 11 recommendations from this forum which have been submitted to the Standing Committee on Transport to inform government ministers on the Australian Transport Council.

ROAD USER SAFETY SUMMITS

A series of summits were held in 2004-05 to discuss various road user issues. The Road Users Summit was held in Sydney in March 2005 and a Country Road Users Summit was held in Dubbo in May 2005. A Heavy Vehicle Summit was planned for early July 2005.

The summits were attended by stakeholder agencies, professional bodies and community representatives. Presentations were made on:

- Speed management – consistency of speed zones; schools zones; speed cameras and wet weather limits.
- Traffic management, driver courtesy, penalties and incentives.
- Country road environment infrastructure, development and maintenance issues.

Issues identified for action or further investigation included:

- Good driver incentives, where drivers with unrestricted licences will earn up to six additional merit points as part of a plan to encourage better, safer driving.
- Changes to the double demerits scheme and a review of other demerit points and fines.
- Consistency of speed zones.
- Improving driver knowledge about sharing the roads with heavy vehicles.
- The impact of extreme weather conditions such as drought and flood on road infrastructure.
- The condition of NSW's 3000 timber bridges.
- Targeted enforcement of compliance of heavy vehicles.
- Heavy vehicle loading issues for farmers and primary producers.

A number of initiatives in response to the summits have been implemented in 2004-05, while a number of others are being prepared for implementation in 2005-06.

REGULATION AND ENFORCEMENT

SPEED PENALTY CHANGE

In February 2005 the Minister for Roads announced changes to the penalty that applied to the offence of exceeding the speed limit by not more than 15 km/h. From Monday, 4 April 2005, the demerit point penalty that applied to the offence was increased from two to three points. The Traffic Infringement Notice fine for light vehicles was reduced from \$130 to \$75. Penalties for all other speeding offences remained unchanged. A comprehensive media campaign was conducted to inform motorists of the change.

EXPANDING POLICE POWERS

As of 24 June 2005, the NSW Police were given expanded powers to immediately suspend and confiscate, on the spot, the licence of any driver caught committing certain serious driving offences. Under the changes, drivers can be removed from the road immediately if they are caught travelling more than 45 km/h over the speed limit, or are deemed to have caused death or grievous bodily harm through the use of a vehicle.

The changes are an extension of existing immediate licence suspension laws for drink driving and follow a review of licence suspension processes by the RTA, NSW Police and the NSW Attorney-General's Department.

DEMERIT POINTS AND FINES REVIEW

In order to improve consistency, a new 15 level hierarchy of fines was developed to provide a rational order of offences and subsequent penalties. The review process resulted in major changes to some fines based on the road safety implications of the offence. Some fines were considered appropriate at their current level but were rounded up or down to align with one of the new 15 fine levels.

Following the Road Users Summit in March 2005, the Minister announced other changes to coincide with the changes to fines and demerit points to be introduced from 1 July 2005. These included the removal of an additional demerit point applied to offences other than speeding, seatbelt or helmet use under the Double Demerit Point provisions, and removal of specific speeding offence categories where the speed travelled is in excess of 130 km/h.

INTELLIGENT ACCESS PROGRAM

The RTA continues to work with Austroads to establish the Intelligent Access Program (IAP). The IAP aim is to implement a voluntary system that monitors freight vehicles remotely using satellites and Global Positioning Systems (GPS) to track each vehicle's location. This enables operators and responsible government agencies to ensure these vehicles operate how, where and when they should. For instance, some large freight vehicles such as B-double trucks are restricted to certain major routes and the IAP approach assists in making sure drivers use only those permitted routes.

This ability to accurately monitor compliance provides opportunities for both agencies and transport operators to optimise the efficiency and safety of freight travel and to effectively manage the road infrastructure (such as road pavement and bridges on freight routes).

In February 2005, the Chief Executive was appointed Chair of the Austroads IAP Committee of Management to oversee the final stages of IAP development, which includes:

- The technical and functional specifications for the IAP.
- Operational guidelines for the management of interrelated parties under IAP.
- The establishment of the Certification and Auditing Group.
- Certification agreements with IAP service providers.
- National model legislation to support the IAP.

The RTA is also leading the development of a certification and auditing program for IAP parties providing telematics services under the IAP.

COMPLIANCE AND ENFORCEMENT

The RTA continued to work towards the successful implementation of new compliance and enforcement provisions, as part of national legislative reforms to improve the heavy vehicle industry compliance.

This included:

- Passage through Parliament of State based legislation contained within the *Road Transport (General) Act 1999*.
- Development of communications materials to assist all parties in the road transport supply chain meet their 'chain of responsibility' obligations under the new laws.
- Working as lead agency through Austroads to develop administrative guidelines to support the nationally consistent application of these provisions.
- Development of training resources for RTA enforcement staff.

Heavy vehicle safety

The *Road Transport Legislation (Speed Limiters) Amendment Act 2005* was introduced to counter tampering with heavy vehicle speed limiters. Under this legislation, any speed limited heavy vehicle which is detected travelling at a speed of more than 115 km/h will be deemed to have a speed limiter which is not functioning correctly. The person responsible for the vehicle will be subject to heavy penalties.

Successful campaigns have been conducted targeting heavy vehicle drivers with messages on the importance of seat-belt wearing, fatigue and the dangers of drug use.

Truckscan in RTA enforcement vehicles

The RTA introduced Truckscan technology in 42 RTA enforcement vehicles. Truckscan is an electronic interface used by RTA Inspectors to:

- Check driver licence and vehicle registration information.
- Validate driver logbook entries against Safe-T-Cam sightings.
- Input inspection details.

Importantly, Truckscan allows inspectors to generate manual, non-photographic Safe-T-Cam sightings. Heavy vehicles can now be detected by Safe-T-Cam at more than 170 road-side locations throughout NSW.

UPGRADE OF SAFE-T-CAM NETWORK

Safe-T-Cam is an automated monitoring system that uses digital camera technology capable of reading the front number plate of heavy vehicles. The system identifies heavy vehicles that are breaking laws, including speeding and traveling beyond prescribed driving hours.

The Safe-T-Cam network was upgraded with the latest generation HYMOD technology during the first half of 2005. The HYbrid MODular processing system has been developed by the CSIRO and provides far greater processing power than the current Safe-T-Cam hardware, which was first deployed in the mid-1990s. HYMOD provides a number of improvements to Safe-T-Cam, including:

- An increase in the digital pixelation of number plate images.
- Improvements in the discrimination of number plate characters that are of similar style and shape (O and Q for example).
- More sophisticated methods of identifying the location of a number plate if located off-centre or obscured.
- Faster processing times, which will allow Safe-T-Cam to perform multiple reads of individual number plates to improve Optical Character Recognition (OCR) accuracy.
- The opportunity to use Safe-T-Cam for other activities, such as point-to-point speed camera enforcement.

As part of the HYMOD upgrade, the CSIRO has upgraded the OCR software, to ensure that Safe-T-Cam has the capability to read the increasingly large number of character font styles used on number plates in both New South Wales and other jurisdictions.

SAFE-T-CAM EXPANSION INTO SOUTH AUSTRALIA

The RTA has been working closely with Transport South Australia to achieve a seamless and integrated expansion of the NSW Safe-T-Cam network into South Australia. The planned expansion has the potential to reduce the number of crashes involving heavy vehicles where speed and fatigue are contributing factors.

HEAVY VEHICLE NOTICE SYSTEM

The RTA introduced the Heavy Vehicle Notice System (HVNS) to all Heavy Vehicle Checking Stations during the first half of 2005. The HVNS represents a major enhancement to Truckscan. The HVNS provides for greater efficiency by allowing RTA Inspectors to electronically record and process traffic infringement notices, breaches, licence suspensions and defect notices at the roadside.

UPGRADE OF HEAVY VEHICLE CHECKING STATIONS

Heavy vehicle checking stations are an important part of the RTA's heavy vehicle enforcement program which consists of periodic inspections, random road-side inspections and Safe-T-Cam.

During 2004-05, the RTA upgraded the Mount White and Marulan Heavy Vehicle Checking Stations. Weigh-In-Motion equipment was replaced and Safe-T-Cam technology was installed. The upgrade will improve the RTA's capability to detect vehicle mass, speed and driving hours offences.

IN-CAR DIGITAL SPEED CAMERA TRIAL

The RTA, in consultation with NSW Police, commenced a trial of in-car digital speed cameras to target speeding heavy vehicles. The trial concluded in March 2005 and recommendations are being finalised.

ENHANCED ENFORCEMENT PROGRAM

The Enhanced Enforcement Program (EEP) is a partnership with NSW Police to improve road safety through a higher level of police visibility and enforcement at strategic times of the year. The RTA contributed more than \$7 million for the financial year to fund operations targeting speeding, drink-driving, fatigue, heavy vehicles, seat belt use and helmet use.

Seven Statewide enforcement operations were conducted and supported by RTA public education campaigns. These advertising campaigns used a mixture of television, radio and press to increase local community awareness of police operations such as RoadSafe, SouthRoads, WestRoads and NorthRoads. In addition to this, double demerit points campaigns were conducted to support Statewide enhanced enforcement police operations including Operation Slow Down, Tortoise Go Slow and Safe Arrival.

Regional enforcement operations across the year saw the RTA, council Road Safety Officers and NSW Police working together to address more local issues. The EEP model was also applied effectively in the 2004-05 review of the Princes Highway with NSW Police and the RTA developing a joint action plan.

NEW DRUG DRIVING LAWS

The NSW Government approved the preparation of legislation to enable a 12 month trial of random roadside drug testing and the compulsory drug testing of any driver, motorcycle rider or supervising licence holder involved in a fatal traffic crash. *The Road Transport Legislation Amendment (Drug Testing) Bill* is expected to commence in 2006.

FIXED DIGITAL SPEED CAMERAS

At the end of the financial year there were 109 fixed digital speed camera sites operating in NSW, including a trial of 13 cameras in school zones. In addition, the RTA continues to test point-to-point speed cameras on the Pacific Highway and the M4 Motorway.

In November 2004, the *Road Transport (Safety and Traffic Management) Act 1999* was amended to clarify the use of symbols, letters and numbers for security purposes on speed camera images.

SAFER VEHICLES

NATIONAL HEAVY VEHICLE INITIATIVES

The RTA has directly contributed to a number of national road transport reform initiatives in conjunction with the National Transport Commission (NTC). These initiatives included proposals for:

- 26 metre B-Doubles: examining issues around allowing longer semi-trailer combinations with greater capacity in conjunction with higher safety levels.
- Third Determination Heavy Vehicle Charges: a national process for setting consistent heavy vehicle registration charges across Australia.
- Improve national data sharing, aimed at ensuring transport regulation is implemented consistently to improve safety, economic and environmental outcomes.

NATIONAL HEAVY VEHICLE ACCREDITATION SCHEME

The National Heavy Vehicle Accreditation Scheme (NHVAS) has been operating in NSW since July 2001 and offers operators accreditation in Maintenance Management and Mass Management. Heavy vehicles over 4.5T Gross Vehicle Mass (GVM) can join the NHVAS provided that operators demonstrate compliance with the business rules and standards via regular audit. In 2004-05 the RTA was involved in the review of NHVAS business rules and the development of a new Heavy Vehicle Auditor Accreditation Scheme. There are a number of accreditation schemes which require different processes for accrediting auditors for each scheme. The establishment of a national pool of auditors, who are able to audit across all the heavy vehicle schemes, should ensure accreditation becomes more accessible. Auditor training and assessment will also move to a more competency-based approach in an effort to increase the number of training providers, particularly in rural and remote areas.

BRAKE AND SUSPENSION TESTING EQUIPMENT

The RTA successfully procured and installed 22 roller brake testing and 34 suspension testing equipment units at 14 RTA Heavy Vehicle Inspection Stations. The new testing equipment will ensure consistent brake, steering and suspension inspections are performed under the Heavy Vehicle Inspection Scheme.

AUSTRALIAN NEW CAR ASSESSMENT PROGRAM (ANCAP)

The RTA has continued its active participation in ANCAP, which has provided consumers with vehicle safety information for 13 years. During 2004-05, 15 tests on different vehicles were conducted under ANCAP.

In November 2004 ANCAP released the results of its research into pole testing of four wheel drive (4WD) vehicles to demonstrate the effectiveness of side airbags.

As a result of this research, ANCAP has adopted pole testing for all side air bag equipped 4WDs. 4WDs not equipped will score zero for the pole test, encouraging manufacturers to provide side airbags. It

has been demonstrated that vehicles that score well in ANCAP tests also perform better in protecting their occupants in real world crashes.

Work was undertaken to relocate the RTA's vehicle testing laboratory, Crashlab, from Rosebery to Huntingwood. The new Crashlab facility includes major upgrades and will become operational in July 2005.

REVIEW OF THE AUTHORISED INSPECTION STATION SCHEME

Work continues on implementing the recommendations of the Authorised Inspection Station (AIS) review. The work aims to improve the AIS scheme including:

- Implementation of a new streamlined booking system for Vehicle Identification Inspection Unit (VIU) inspections.
- Continued development of AIS online, which will benefit stations, the RTA and the environment by providing paperless and speedier communication with stations and allowing AIS to notify the RTA of changes to station details online.
- A planned trial of mobile VIU inspections in regional NSW to facilitate a Statewide approach to inspections by the unit.

SAFER ROADS

BLACK SPOT PROGRAMS

The State Black Spot program targets the road network's worst crash 'black spots' and 'black lengths'. Excluding the Pacific and Princes Highway projects (see below), a total of \$16.5 million of State funds was spent in 2004-05 on State Black Spot treatments. These funds allowed for a number of improvements across the road network including traffic signal improvements, intersection reconstruction and safety barrier installation. Significant improvements were made to 125 crash locations.

The Federal Black Spot program, administered by the RTA, constructed 93 new road safety projects, with total Federal funding of \$14.3 million.

REST AREAS

The RTA built or upgraded 24 roadside rest areas to help drivers and motorcyclists avoid fatigue. Expenditure on these areas during 2004-05 was \$3.9 million, including rest areas on the Pacific Highway. Maps showing light vehicle and truck rest areas are available from motor registries and on the RTA website.

ROADSIDE FACILITIES

The second crash test of wire rope safety barrier (WRSB) on a 200 metre radius curve was conducted by the RTA in March 2005. The test involved a 1600 kg test vehicle impacting the convex side of the WRSB at an impact speed of 80 km/h and an impact angle of 25 per cent. The re-directive qualities of the WRSB were excellent during the crash test with the WRSB successfully containing and redirecting the test vehicle with minimal occupant risk.

PACIFIC AND PRINCES HIGHWAY UPGRADES

In 2004-05, State funding was allocated to road safety improvements on these key highways, including \$21.9 million for the Pacific Highway and \$2.1 million for the Princes Highway. This funding was in addition to major work to upgrade both highways (for details see the **Road development** section of this report on pages 20 to 25).

Initiatives included the installation of wire rope barriers, profile line marking, variable message signs and improved lane delineation and signage. Other projects resulted in upgrades to the road shoulder, rest areas and clear zones. Intersection improvements were completed at several locations including Johns River, Nahiac, Bulahdelah, Jaspers Brush, Meroo Meadow and Bawley Point.

FUTURE CHALLENGES

- Implement programs to satisfy the unique concerns regarding older drivers and older pedestrians.
 - Determine the major causal effects of pedestrian crashes and introduce suitable engineering and education programs.
 - Break the mindset in rural areas that drinking and then driving is acceptable.
 - Change the mindset of people who use drugs, so that they see that driving under the influence is dangerous and not acceptable.
 - Research the extent and effect that mobile phone usage has on driver behaviour.
 - Implement the compliance and enforcement legislative provisions to achieve increased compliance within the heavy vehicle industry.
 - Continue to combine technology and intelligence to cost-effectively target non-compliant vehicles and operators with a poor compliance history.
 - Achieve a balance between road safety, network utilisation, infrastructure protection and vehicle productivity through appropriate heavy vehicle access arrangements and compliance strategies.
 - Encourage accreditation and self-regulation as the basis for improved industry business systems and practices in place of regulatory inspections.
 - Introduce a technology based Authorised Inspection Station scheme that will benefit the community, the environment, inspection stations and the RTA.
 - Maintain the decline in the road toll despite increasing traffic volumes and travel rates.
 - Satisfy the demand on infrastructure in the rapidly growing coastal areas of NSW and ameliorate the road safety concerns.
 - Maintain a consistent, safe and easily recognisable speed regime for the travelling public.
 - If the trial is successful, introduce the point-to-point speed camera system for heavy vehicles and market its benefits to the travelling public.
-

03 POSITIVE ENVIRONMENTAL AND URBAN DESIGN OUTCOMES

INTERMEDIATE RESULTS

Impacts on the natural, cultural and built environments are minimised.

STRATEGY

Encourage use of alternative transport.

Lead best practice infrastructure planning and road works.

STRATEGY

Implement policies that contribute to a reduction in vehicle emissions.

Hyde Park 1943

STRATEGY

Use fewer natural resources and produce less waste.



ALTERNATIVE TRANSPORT

BUS PRIORITY

Review of bus services

The RTA has been working with other transport agencies to respond to the NSW Government’s Review of Bus Services. The review identified 43 strategic bus corridors in Sydney. Sixteen of these were a high priority for the introduction of bus priority measures, and are focused on the key centres of Parramatta, Bankstown, Hurstville and Burwood. The RTA is responsible for the introduction of bus priority measures on the network of strategic bus corridors identified for Sydney, Wollongong, Newcastle and the Central Coast.

The NSW Treasury has allocated an additional \$90 million to the RTA’s budget over the next three fiscal years (2005-06 to 2007-08) to implement bus priority measures on these corridors. The funding is in addition to the RTA’s \$15 million annual bus priority allocation.

The RTA has begun developing packages of works to improve priority for buses on these corridors. Bus priority measures improve the efficiency of bus operations and include bus lanes, priority traffic signals and enforcement measures.

Technology to enhance bus priority

Testing of the Public Transport Information Processing System (PTIPS) on the busy Route 400 between Bondi and Burwood (via Sydney Airport) has demonstrated significant benefits in terms of bus travel times and on-time running.

The PTIPS system uses global positioning systems and radio data communications to deliver information about each bus and its location. This information is used to forecast the arrival time of the bus at traffic signals ahead.

PTIPS is able to alter traffic signal timing to:

- Allow the bus to maintain its scheduled timetable.
- Give bus passengers a more reliable service.
- Allow bus operators to schedule their buses more efficiently.

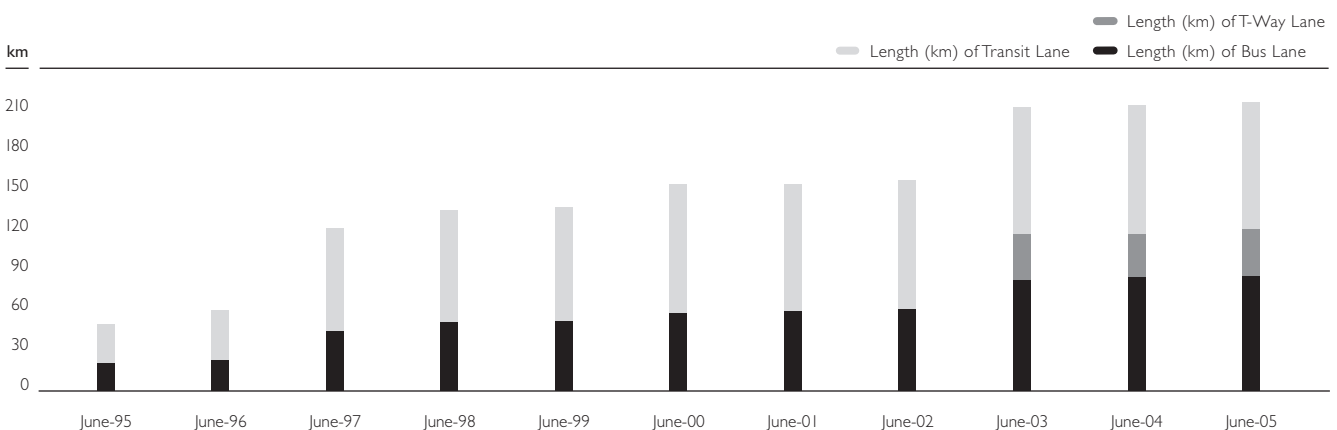
Warringah road project

Work is well advanced on the Warringah Road bus priority project. The project aims to improve access and priority for buses entering Warringah Road and at locations where buses experience delays along the corridor. Measures include bus ‘queue jump’ facilities at intersections and bus-exclusive right turns.

Growth in bus and transit lanes

The growth in bus, T-Way and transit lanes in recent years is illustrated in Figure 11.

FIGURE 11: GROWTH OF BUS LANES, T-WAY AND TRANSIT LANES IN SYDNEY



Reducing illegal use of bus lanes

To ensure bus lanes are effective, it is essential that illegal use is kept to a minimum. The RTA has developed new enforcement cameras specifically for use in bus lanes. Illegal use of bus lanes increases bus travel times and operating costs. The RTA has taken several measures to improve motorists' compliance with bus lane rules, including public education campaigns and colouring all of Sydney's bus lanes red to increase their visibility.

Enforcement strategies have also been developed, but policing has generally been difficult because of the limited availability of safe roadside areas for police to pull over drivers. Camera technology does not have the same limitations and a trial has been undertaken to detect and automate an infringement process for illegal bus lane use.

In mid 2005-06 the first package of 13 enforcement systems on bus lanes in North Sydney and Glebe and on the Liverpool to Parramatta Transitway will be implemented. Later in the financial year more cameras are planned for key bus corridors within the Sydney CBD.

TELEWORKING

The RTA continued to provide advice and assistance to government agencies and businesses on teleworking. This work contributes to the RTA's aim to reduce vehicle kilometres and car dependency and improve air quality. RTA staff members were also supported in teleworking at home or at RTA telecentres in Gosford and Penrith and at hot desks at Parramatta.

TRAVEL DEMAND MANAGEMENT

The RTA continued to assist government agencies and other organisations to produce and use their own transport access guides. Transport access guides provide customised travel information on sustainable, low energy forms of transport such as walking, cycling and public transport for people travelling to and from a particular site. Information about transport access guides is on the RTA website www.rta.nsw.gov.au/transportaccessguides.

University of Newcastle initiative

During 2004-05, the RTA worked with the University of Newcastle to implement parts of the Ourimbah Campus Transport Access Plan. The plan aims to reduce car dependency and encourage and facilitate sustainable transport access to the campus. Customised transport information was developed and published, including on the campus transport access website www.ccc.newcastle.edu.au/visitors/.

A transport information package was issued to 200 new students travelling to the campus during Orientation Week in February 2005. The package aimed to influence behaviour of new students before they had established regular travel patterns. It contained a travel behaviour survey, information on public transport including timetables and free bus tickets for a week, concession card forms, walking and cycling brochures, maps, a transport access guide brochure, a water bottle badged with sustainable transport logos, a wallet and a pedometer. A transport information display stand

was staffed by local bus companies, the student union, the university and the RTA.

Results of transport surveys conducted in 2005 indicated the majority of people travelled to the campus by car. However compared to the 2004 survey results, bus usage doubled and train usage increased by 18 per cent in 2005. While the number of people cycling and walking to the campus remained comparatively small, the percentage of people using these modes almost doubled in 2005.

Green business program

The RTA conducted a trial Green Business Program at Five Dock Motor Registry. The program trialled environmental improvements that could be implemented for all motor registries across the State. The trial resulted in reductions in energy and water usage, increased recycling, improved waste management and pollution prevention and increased sustainable transport use by car pooling, walking and cycling. Five Dock staff used a pedometer to record the number of steps they walked during the trial and collectively recorded 23 million steps – the equivalent of walking around Australia with a side trip to Alice Springs. The Mayor of Canada Bay presented the RTA with a Gold Award in the council's 2004 Green Citizens Awards in the Green Business Category.

CYCLISTS

Cycling is a healthy and environmentally friendly alternative to the car for middle distance trips and is particularly efficient for short trips. Increased bicycle travel has the potential to improve air quality and the health of the community.

In 1999, the Government launched its long term Action for Bikes - BikePlan 2010 to promote cycling and outline the development of an integrated network of cycling facilities. In 2004-05, the RTA continued to implement strategies outlined in the plan and promoted cycling as a healthy, affordable, flexible and environmentally friendly form of transport.

The length of cycleways in NSW increased by 185 km in 2004-05. This figure included 85 km of off-road cyclepaths and 100 km of on-road cycleway. More than 1100 km of off-road shared pathways are now in service across NSW for the use of cyclists and pedestrians and there are more than 2100 km of on-road dedicated cycle lanes.

This year, the RTA completed many off-road cycleways including:

- The western section of the route between Fairfield City Farm and the Parramatta to Liverpool Rail Trail at Guildford.
- Parramatta to Fairfield along Randle Street and from Railway Terrace to Boomerang Street, Granville.
- M5 East Cycleway – the completion of sections along Coward Street, Mascot.
- Mascot to Darlinghurst Cycleway – completion of missing section between Mascot and Paddington.
- Fernleigh Track Cycleway – completion of Stage 2 construction between Kahibah and Whitebridge.

During the 2004-05, the RTA provided more than \$5.3 million dollars to councils on a dollar for dollar basis, to develop and construct local cycleway networks. Eighty nine local bicycle network projects were funded at a combined cost of \$10.8 million.

The RTA continued to support community events that encourage greater use of cycling, including the RTA Big Ride and the RTA Cycle Sydney. More than 6000 people participated in the RTA Cycle Sydney on 30 November 2004.

The RTA organises Bike Week every September to encourage riding in local communities and promote bicycle safety. The RTA provided seed funding to local councils, Police Citizens Youth Clubs and bicycle user groups to promote bicycle events. About 50 events were held around the State, including bike skills sessions, various rides and information seminars for older people.

In February 2005, the Department of Infrastructure Planning and Natural Resources (DIPNR) released the document – *Planning guidelines-walking and cycling*. DIPNR and the RTA worked with professionals and community groups to develop the guidelines. The guidelines help land use planners and related professionals to consider cyclists' and pedestrians' needs in all aspects of their work and particularly when developing sustainable neighbourhoods and cities.

The RTA is keen to improve the skills of its staff involved in planning, designing and building bicycle and pedestrian facilities. The RTA has developed two training courses about bicycle and pedestrian facilities: a one-day course for senior officers, decision makers and road related project managers and a two-day course for road transport engineering and planning practitioners. Five sets of these courses were delivered to a total of 139 RTA staff. These courses are now also available to councillors and council officers.

PEDESTRIANS

In 2004-05 the RTA has undertaken a number of initiatives to improve pedestrian access and safety. Facilities provided for pedestrians included:

- Pedestrian bridges at Leichhardt, East Gosford and Epping. Planning is well advanced for Canterbury, Wiley Park, Auburn and Yagoona.
- New and reconstructed pedestrian traffic signals at Ultimo, Coogee, Glebe, Kensington, Kingsgrove, Moore Park, Telarah, Wollongong, Albion Park, Thirroul and Long Jetty.

- Pedestrian crossings and refuges.
- Additional audio-tactile push buttons to assist pedestrians with vision impairment.
- Kerb ramps.
- Pedestrian fencing.

To develop integrated pedestrian networks, the authority helped local councils prepare Pedestrian Access and Mobility Plans (PAMPs). Sixty five PAMPs have been developed across the State, including 11 completed during 2004-05. The RTA supported councils in building the pedestrian facilities in these plans. PAMPs aim to improve safety, convenience and mobility for links between public transport and other key centres of pedestrian movements.

The RTA continued to promote walking as an alternative to private car travel for short trips. The RTA continued to support the Pedestrian Council of Australia Limited, particularly the council's annual Walk to Work Day in November 2004 and its Walk Safely to School Day in May 2005. The events reinforce safe pedestrian behaviour amongst parents, teachers and children.

INFRASTRUCTURE PLANNING AND ROADWORKS

ENVIRONMENTAL IMPACT ASSESSMENT

As required by Part 5 of the *Environmental Planning and Assessment Act 1979*, the RTA ensures preparation of Environmental Impact Assessments (EIA) for various road infrastructure projects. Reviews of environmental factors (REFs) consider potential environmental impacts of road construction or maintenance projects. REFs help the RTA decide whether a proposal is likely to significantly affect the environment and therefore require an Environmental Impact Statement (EIS).

In 2004-05 three EISs and 375 REFs were prepared. The three EISs published this financial year were all projects on the Pacific Highway upgrade – the Bulahdelah Bypass, the Moorland to Herons Creek upgrade and the Tugun Bypass (in association with the Queensland Department of Main Roads).

An RTA EIA Toolkit was released in August 2004. The toolkit aims to streamline the preparation and approval of environmental assessments in a 'whole of government' approach. Its intent is to clarify whether an EIS is required, and if so, to provide a more focused scope EIS.

TABLE 8: RTA NON COMPLIANCES WITH ENVIRONMENTAL LICENCES

Licence No.	Licence Name	Date Non-compliance Issued	Licence Condition	Reason/s
1530	Bellambi Depot	13 Oct 2004	U1	Pollution Reduction Program - certain aspects of environmental controls (Part 2) could not be completed by 31 Dec 2003.
7512	Sydney Harbour Bridge	20 Nov 2004	R4.5	Failure to submit quarterly waste tracking report.

ENVIRONMENTAL MANAGEMENT SYSTEM

The RTA maintains an Environmental Management System (EMS) to assist in continually improving environmental performance of its operations. Key developments in the EMS for 2004-05 included release of an EMS Brochure, development and release of the Environmental Incident Reporting Policy and Procedure and report form, approval of the RTA Quality, OHS and Environmental Audit Package, release of seven Environmental Directions, and release of the Environmental Training nomination form.

ENVIRONMENTAL EDUCATION AND TRAINING

The RTA provides formal and informal environmental training opportunities to staff. A central register developed in 2003-04 has assisted in informing staff of the environmental training courses available. Over the past year approximately 2,900 hours of formal environmental training was undertaken, attended by more than 140 staff. The environmental training courses included environmental awareness when undertaking road maintenance activities, erosion and sediment control training and waste water management.

ENVIRONMENTAL COMPLIANCE

The RTA currently holds 10 Environmental Protection Licences (EPLs) under the *Protection of the Environment Operations Act 1997*. The EPLs were issued for various activities such as waste generation and storage for the Sydney Harbour Bridge, freeway/tollway construction for the F5 widening and vehicular ferry vessel construction and maintenance at Mortlake slipway. In the past year two non-compliances were issued for two separate EPLs held by the RTA (see Table 8 on page 43). No Penalty Infringement Notices (PINs) were received from the Department of Environment and Conservation (DEC) during 2004-05.

CONTRACTOR ENVIRONMENTAL PERFORMANCE

Contractors play an important role in delivering RTA projects. To ensure superior and improved delivery in projects, contractors undergo a performance assessment. Construction contracts

valued at more than \$200,000 and single invitation contracts (SIMC) valued at more than \$50,000 are assessed three times a year and following significant milestones. Contractor performance is assessed against 13 performance criteria including timely delivery of work, management of occupational health and safety and environmental performance.

During the year 241 performance reports were undertaken. Of these 18 per cent were internal service provider construction contracts and 82 per cent were external contracts. For maintenance contracts, 306 performance reports were undertaken. Of this total, 77 per cent were council reports and 23 per cent were internal service provider reports. Environmental contractor performance for construction and maintenance in 2004-05 is represented in Figure 12 below. Environmental performance has remained steady since last financial year.

AIR QUALITY

M5 East Freeway air quality

The Air Quality Management Plan (AQMP) was released in 2002 for the sub-region of the M5 East Freeway ventilation stack to meet one of the M5 East Freeway conditions of approval. The \$2.5 million program, primarily introduced to identify opportunities to improve air quality in the sub-region, is due for completion in 2007.

The AQMP Steering Group, comprising representatives from NSW Health, DIPNR, DEC and the RTA, developed strategies for the AQMP. Table 9 includes the actions implemented in 2004-05.

Ambient air quality monitoring continued for the M5 East Freeway. Monitoring data and reports are available on the RTA's website. No air quality goals were exceeded due to operation of the M5 East Freeway stack. However in January 2005, an above goal reading was recorded for particulate matter (PM₁₀). DIPNR and DEC were advised of the reading. A CSIRO report to the DIPNR concluded that the reading at one monitoring station on 13 January 2005 was due to a false instrument reading.

FIGURE 12: INTERNAL AND EXTERNAL SERVICE PROVIDER ENVIRONMENTAL PERFORMANCE

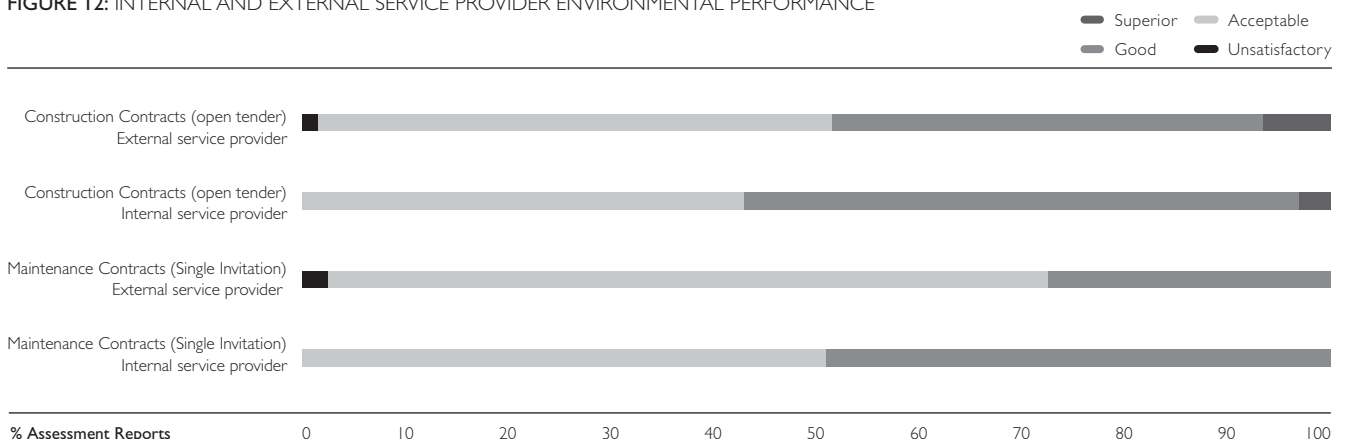


TABLE 9: M5 EAST FREEWAY AIR QUALITY MANAGEMENT PLAN PROGRESS

Program	2004 - 05 Progress
Solid fuel heater buy back program	<ul style="list-style-type: none"> ■ As of June 2005, 179 solid fuel heaters were acquired and 330 applications for this program had been approved with more applications expected during winter. ■ The program has been promoted with advertising, displays at council offices and heating outlets, and letterbox drops. A display has been established at the Sydney Building Information Centre.
M5 East Smoky vehicle enforcement program	<ul style="list-style-type: none"> ■ At the end of June 2005, DEC had served infringement notices on 56 vehicles reported by RTA officers to be failing to comply with vehicle exhaust requirements.
Travel demand management	<ul style="list-style-type: none"> ■ Transport Access Guides were developed in conjunction with 12 major trip generators to encourage people to use more environmentally sustainable transport. ■ Bus priority measures were reviewed with State Transit Authority and private bus operators. Potential projects are under consideration.
Community education	<ul style="list-style-type: none"> ■ A draft community education plan was prepared for review by the steering group. ■ The Environment Australia brochure, <i>Hot Tips</i>, which provides education on correct use of solid fuel heaters, has been reproduced and distributed to residents throughout the area. Translation into four community languages is proposed.

HERITAGE

Aboriginal culture and heritage

Development of the Aboriginal Liaison Protocol has continued during the year. The protocol is an internal staff procedure which specifies Aboriginal liaison requirements. New consultation requirements issued by the DEC have been incorporated into the protocol which is expected to be finalised this year. Once complete, the protocol will form part of the RTA's Aboriginal Heritage Guidelines.

Heritage and Conservation Register

The RTA has a responsibility to identify and manage the items of heritage in its ownership or control. These items are predominantly bridges but also include vehicular ferries, property assets, movable collections and archaeological items.

The RTA has undertaken a range of studies to assess the heritage significance of various items. In 2004-05 a study was completed on the pre-1948 concrete beam bridges in the southern half of NSW. Further studies awaiting completion or due to commence include pre-1948 concrete beam bridges for the northern half of NSW and archaeological sites.

To assist heritage management and to meet its statutory obligation under S170 of the *Heritage Act 1977*, the RTA continues to develop and maintain a Heritage and Conservation Register. In accordance with Section 170A of the *Heritage Act 1977*, the RTA is required to provide a statement on the condition of items on its register in the annual report (see Table 10 and Figure 13). There are 290 items on the RTA's Heritage and Conservation Register and 35 of those are State Heritage listed. Progress on the management of heritage items is displayed in Table 11.

During the year the RTA advised the NSW Heritage Office that the following items would be removed from the Heritage and Conservation Register:

- Dangar Bridge over the Barwon River 5 km west of Walgett in Walgett Shire (Register No. 4300143) – replaced by a new bridge.
- Old Coramba Bridge over the Orara River at Coramba, Coffs Harbour City Council area (Register No. 4301093) – transferred to Coffs Harbour City Council.
- Spring Creek Bridge on State Highway No. 6 near Evans Plains (south west of Bathurst) in Bathurst City Council (Register No. 4309520) – replaced by a new bridge.
- Sydney Harbour Bridge Ganger's Timebook (Register No. 4300705) – returned to lender.

State Heritage Register

The RTA controls 35 items listed on the State Heritage Register. The NSW Heritage Council has approved applications under Section 60 of the *Heritage Act 1977* for the following work on State heritage items:

- The proposed rehabilitation and strengthening works on Junction Bridge over the Tumut River; Tumut (approved on 12 May 2005).
- The proposed rehabilitation and strengthening works on Monkerai Bridge over the Karuah River; Monkerai (approved on 24 December 2004).
- The proposed rehabilitation of the St Albans Bridge over the Macdonald River; St Albans (approved 16 June 2005).

TABLE 10: CONDITION OF TOTAL RTA HERITAGE ITEMS

Condition	Number of Items
Good	130
Fair	72
Poor	65
Not known/NA	23
Total RTA Heritage Items	290

Heritage asset management strategy

The recently released *State Agency Heritage Guide* requires all State agencies to develop heritage asset management strategies. A RTA Heritage Asset Management Strategy is being prepared which will have several components to assist the management of groups of heritage items. The Strategy will simplify Conservation Management Plans for individual items and make those documents more easy to use for asset managers.

National trust heritage festival

The RTA participated in the National Trust Heritage Festival 2005, including the provision of a plaque for Peats Ferry Bridge, in partnership with Engineers Australia. In addition, the latest in a series of nine self-guided tour brochures was released – *Bridging the Hawkesbury River - Hornsby to Gosford*. These brochures are all available on the RTA's website.

Oral history program

The RTA has a rich heritage of road and bridge engineering, infrastructure change and development. The Oral History Program began in 1996 under the guidance of the RTA Heritage Committee. Oral history work over the past year includes:

- Completion of an oral history on the planning and community consultation phases of the Lawrence Hargrave Drive reconstruction project. The project yielded 23 hours of interviews, a double CD compilation and a summary report. During the second stage of this oral history, further interviews will be conducted during the construction phase and opening ceremony.
- Completion of 13 interviews on the planning and construction of the Armidale Bypass. This material will be used in an oral history compilation about the bypasses of three selected towns.
- Commencement of a project examining the history of Remembrance Driveway and its governing committee, with special reference to the Victoria Cross Rest Areas along the route.

'From the skies': Historic aerial photographs made public

The RTA has preserved and made public a collection of very high quality aerial photography taken in 1943 covering the entire Sydney metropolitan area. The photo collection has been preserved by the RTA's Photographic and Geo Information Unit, and selected photos have been developed into an exhibition by the RTA and the NSW Historic Houses' Trust.

The exhibition – From the skies: aerial photography of Sydney in 1943 – focuses on 10 diverse areas ranging from Mascot to Port Botany, Baulkham Hills to Homebush Bay. The 1943 photographs are displayed with aerial photography from 2000–2004 and are accompanied by additional photographs and text highlighting the differences and similarities between the areas.

A navigable CD was developed to allow the entire collection to be searched by suburb name. Users are able to find and 'zoom' in on the any area covered by the 1943 photos.

More than 5000 people visited the exhibition at the Museum of Sydney from its opening on 21 May to 30 June. By developing a partnership with the Historic Houses' Trust, the RTA was able to reach a wide audience for the photographs, which are of interest to historians and the general public. The exhibition was continuing into the latter half of 2005.

NOISE MANAGEMENT

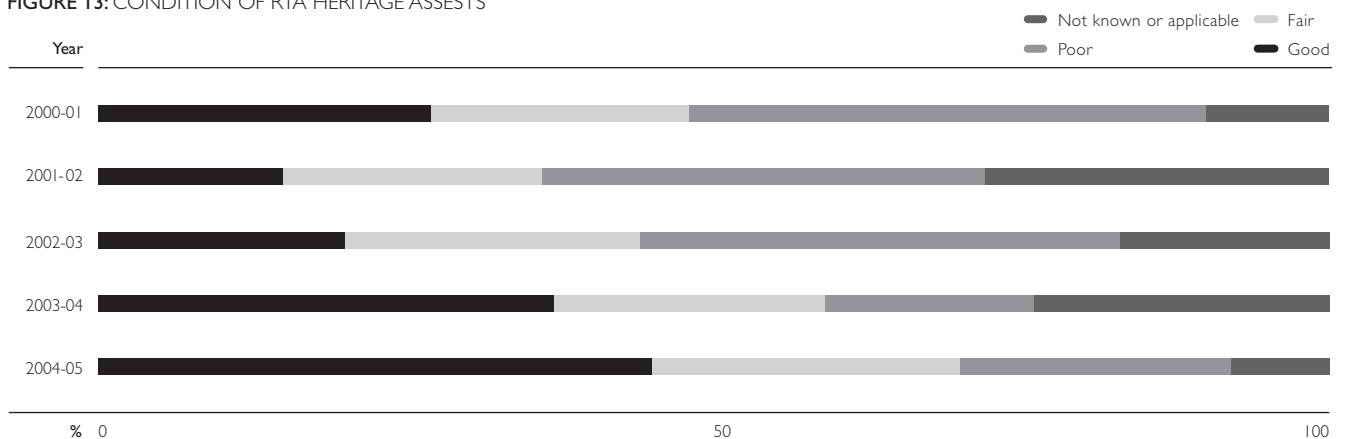
Noise policy development

The RTA is contributing to the DEC's development of a new Construction Noise Policy and the review of the Environmental Criteria for Road Traffic Noise. Outcomes of the review will assist in the current review of the RTA's Environmental Noise Management Manual.

Northern pacific highway noise taskforce

Work continued this year to implement noise mitigation strategies following the August 2003 report of the Northern Pacific Highway Noise Taskforce. Initiatives included:

FIGURE 13: CONDITION OF RTA HERITAGE ASSESTS



- Road resurfacing for low noise pavement at Sapphire/Korora/Kororo was completed.
- Continuing architectural treatment of homes and investigations into noise treatments for the heavy vehicle rest areas between Yelgun and Chinderah, with more than 90 per cent of work complete.
- Finalisation of a concept design for a noise wall at Newrybar.
- Construction beginning on noise treatments for Newrybar/Knockrow/Tintenbar and Ewingsdale to Tyagarah. Architectural treatments to homes are more than 50 per cent complete.
- Continuation of architectural treatment of homes at Tandy's Lane, with more than 80 per cent of work complete.

PROTECTING BIODIVERSITY

The RTA has many mechanisms in place to protect biodiversity including EIA guidelines, stringent environmental specifications, regular environmental audits and inspections of construction sites and environmental awareness training for RTA staff and council workers. An outline of RTA projects to protect biodiversity this year is included in Table 12.

Threatened species

The RTA contributed to a number of Threatened Species Recovery Plans (TSRP). TSRPs are prepared by the DEC in accordance with Part 4 of the *Threatened Species Conservation Act 1995*. **Appendix 2** lists full details on the RTA's involvement in these plans. In addition to the plans, the RTA also undertook various other biodiversity initiatives listed below.

Green and Golden Bell Frog, Arncliffe

The RTA monitoring program for the Green and Golden Bell frogs along the M5 East Freeway continued. Initial results indicated an increase in the frog population this year after a decline in frog numbers during the 2002 drought. In January 2005, the eastern breeding pond at Arncliffe was drained and relined with clay.

Woolooware Shorebird Lagoon

Negotiations between DIPNR and DEC (NPWS) are progressing in regard to the long-term management of the Woolooware Shorebird Lagoon. The RTA has continued monitoring the site and no issues have been identified.

Translocation of threatened species

With the assistance of DEC, the RTA rehabilitated key habitat and translocated Purple Copper Butterflies (*Paralucia spinifera*) within the road reserve of the Castlereagh Highway near Lithgow.

Biodiversity offsets

The RTA participated in a working party with DIPNR and DEC to examine ways to improve the determination of biodiversity offsets for residual impacts of road projects on key habitat. Issues discussed include improving processes to increase cost-effectiveness.

Vegetation management

Cooks River/Castlereagh Ironbark Forest

Work continued on the Cooks River/Castlereagh Ironbark Forest Bush Regeneration project at Beverley Grove, as part of the compensation related to the M5 East Freeway. The National Trust of Australia (NSW) has been engaged by the RTA to regenerate bush over five years until June 2007. The native flora, both planted and naturally regenerating, has benefited from more favourable climatic conditions over the spring and early summer period. All plants in the revegetated areas are growing well with many flowering for the first time. Where weeds have been kept to a minimum, native regeneration from the core zones is expanding into the intermediate zones. Native fauna has also increased and constant monitoring of bush regeneration techniques continues.

Duffys Forest Endangered Ecological Community

Through consultation with DEC, the RTA has commenced rehabilitation of a degraded portion of the Duffys Forest Endangered Ecological Community on RTA managed land at Frenchs Forest. This work is being undertaken in association with the construction of a bus turning lane on Wakehurst Parkway.

TABLE 11: PROGRESS UPDATE FOR HERITAGE ITEMS

Heritage Item	2004-05 progress
'Thalia', 281 Great Western Highway, Lawson (Item 4309662)	The house was relocated slightly due to adjacent roadworks. Due to its heritage significance to the local community it is currently undergoing extensive restoration, including the restoration of original features such as the picket fence and the replanting of the rare cherry tree in the grounds.
Carrathool Bridge over the Murrumbidgee River at Carrathool (Item 4300165)	A Statement of Heritage Impact for was prepared for a proposed timber pile replacement.
Coorei Bridge over the Williams River at Dungog (Item 4300177)	A Statement of Heritage Impact was prepared for the proposed monorail installation.
Beckers Bridge over Webbers Creek at Gresford West (Item 4300128)	A Statement of Heritage Impact was prepared for the proposed monorail installation.
Sydney Harbour Bridge (Item 4301067)	Work was undertaken on the Sydney Harbour Bridge under Section 57(2) of the <i>Heritage Act 1977</i> to erect a temporary security mesh fence.

ROADSIDE ENVIRONMENT

The RTA continued to fund and support the Roadside Environment Committee (REC), which supports councils and other groups (such as the Rural Lands Protection Board and Greening Australia) who maintain the roadside environment. Key achievements of the REC included:

- Delivery of seven training courses and assistance to private training providers to supply another eight courses.
- Distribution of 80 'Significant Roadside Area' signs to five localities.
- Completion of its role in the NSW Litter Advisory Group, including the endorsement of the DEC grants scheme, production of an advertising campaign and completion of research.
- Keynote presentation at the 2004 Local Government Engineers State Conference.
- Distribution of the REC information bulletin 'Weeds on Roadsides' in July 2004.
- Assistance in resolving issues over clear zones and minimum clearance widths along council controlled roads.
- Helping rail authorities to develop a biodiversity strategy to identify and manage areas within the buffer area of rail corridors.
- Provision of assistance in completing the first stage of the Central West Corridor Project, which covers 1500 km and 14 Council areas involving direct seeding and over 100,000 plantings.
- Facilitated development of the Department of Education's 'world first' accredited training course in roadside conservation.
- Received a grant from the NSW Environmental Trust to manage a three year project – 'Linear Reserves as NSW Environmental Framework'. This project will both support and extend the current program.

URBAN DESIGN

The RTA is committed to good urban design outcomes in all of its projects. The following are examples of achievements in urban design in 2004-05. The documents mentioned are all available on the RTA website.

Shotcrete design guidelines

Shotcrete is the term used for spraying concrete and mortar onto a surface at high velocity. The use of shotcrete in road corridors has recently come under scrutiny and as a result, the RTA issued guidelines which address the issue of the visual impact of shotcrete. The guidelines are aimed at avoiding the use of shotcrete in the first instance, and at minimising the impacts and improving the appearance of shotcrete where its use is unavoidable. The document

TABLE 12: BIODIVERSITY PROJECTS

Activity	Progress in 2004-05
Management of wildlife on RTA roads	RTA invited to present at WIRES Central Coast meeting on measures used to minimise road impacts on native biodiversity. RTA contributed \$28,300 to the third and final stage of a three-year university postgraduate study into the effectiveness of odour repellents in managing vehicle collisions with wildlife. The results from the captive trials in 2004-05 have indicated that the repellents are effective in deterring Red-necked Wallabies. Field trials have commenced.
Koala population research (Pacific Highway)	Surveys were undertaken at Bonville in August 2004 to measure koala population size. Koala faecal pellets were collected within the Highway's vicinity. DNA was extracted from these pellets. It was confirmed that a breeding colony exists in the Pine Creek area and that new animals inhabit the site. At Yelgun to Chinderah, all monitoring collars have now been removed and the final monitoring of the overpass structures was conducted in August 2004. The two remaining females collared in the Eviron Quarry site were in good health when released and had not moved from their known home ranges within the quarry site. A Koala has been recorded using the concrete box culvert underpass at Eviron.
Underpass and overpass fauna monitoring (Yelgun to Chinderah section of Pacific Highway)	A contractor continued monitoring designated fauna crossings between February and April 2005. The monitoring was the final instalment in a three year monitoring program of fauna underpasses. Monitoring was undertaken by using sand traps. Fauna scats and roadkill in the vicinity of the dedicated fauna crossings were also recorded. A total of 4852 recognisable tracks from 26 categories of fauna were recorded in the monitoring period. The five most abundant species sampled in sand traps were the Swamp Wallaby, Cane Toad, Snake, Rat and Water Dragon. Threatened species recorded from sand traps include Koala and Spotted Tailed Quoll. Little Bent-Wing Bat and Southern Myotis were recorded from culverts.
The effect of bridges on vegetation growth and invertebrates	The RTA is facilitating a study to investigate the factors limiting the growth of plants under road bridges and the associated impact of this lack of vegetation on invertebrates.
The effect of bridges on estuarine environments	The RTA provided \$73,436 for university research into the post construction/operational impacts of bridges on estuarine habitats, including saltmarshes and mangroves.
Edge effects and compensation due to road construction and operation	The RTA provided \$11,363 to investigate edge effects of road construction and operation to determine requirements for compensation.

targets RTA development and project managers and their geotechnical and urban design advisers, as well as industry.

Noise wall design guidelines

The RTA has prepared draft noise wall design guidelines. This sets down a philosophy and approach intended to achieve good design outcomes from noise walls. The draft guidelines have been developed from an RTA research project and have been extensively trialled over the past year. Improvements in noise wall design have already been seen.

Corridor urban design

The RTA issued an urban design framework for the Pacific Highway corridor from Hexham to Tweed Heads. To achieve a common corridor vision, the framework is being applied across all projects in the options investigation, design development and procurement stages. Corridor urban design strategies were completed to guide the future upgrade of key urban arterial corridors including Camden Valley Way and Richmond Road.

F3 Freeway widening

The recently completed F3 Freeway widening from Jolls Bridge to Calga is the outcome of an integrated engineering and urban design process. The widening is noteworthy for the way that it preserves the original form and scenic quality of the route (recognised as a good example of urban design in the State Government's Urban Design Charter of October 2000), and for preserving the signature 'mohawk' rock forms and the dramatic sandstone rock cuttings.

REDUCING VEHICLE EMISSIONS

The RTA has built a solid research foundation and fostered strategic partnerships in the vehicle emissions field by working with key government agencies and the transport industry. RTA achievements in 2004-05 are outlined below.

SMOKY VEHICLE ENFORCEMENT

The RTA continues to support the DEC's Smoky Vehicle Program. RTA inspectors report smoky vehicles to the DEC. During 2004-05, the RTA observed 84 vehicles failing to comply with visible smoke regulations resulting in the issue of 56 penalty infringement notices.

IMPLEMENTATION OF THE DIESEL NEPM

The diesel National Environment Protection Measure (NEPM) provides a range of measures that States can implement to reduce emissions from diesel vehicles. The RTA's work means that NSW is leading Australia and the region in the management of diesel emissions. The following initiatives have been implemented as a result of the diesel NEPM.

Diesel emission testing

One of the most cost-effective ways of targeting vehicle emissions is to ensure that diesel operators properly maintain their vehicles. The RTA has conducted an extensive testing program for diesel vehicles, using the DT80 test to check emissions from nearly 3,000 trucks and

buses in a voluntary program with private and government fleets.

Clean Fleet program

By repairing the worst performing vehicles and then retesting them, the RTA has been able to identify the major links between engine maintenance and performance. The RTA has converted these findings into the Clean Fleet program – a practical program for transport operators. The voluntary program ensures vehicles produce the least amount of pollution possible through operators applying best practice maintenance standards. As well as the economic benefits associated with best practice fleet management and maintenance systems, the program also provides recognition and promotional branding benefits for operators.

The RTA has worked closely with the transport industry to ensure that the Clean Fleet program is effective and practical, with 12 fleet operators currently participating in the pilot. It is anticipated the full program will begin in late 2005.

Diesel emissions awareness TAFE course and CD-ROM

The RTA continued to promote maintenance procedures that help minimise diesel emissions through a 'How to Reduce Truck Emissions' course at TAFE. The free course provides truck drivers, operators, diesel mechanics and fleet managers with practical measures to reduce truck emissions and improve profitability. The RTA intends to expand the delivery of this course throughout NSW. The RTA is also producing an educational CD-ROM, containing similar practical advice on how to reduce diesel vehicle emissions, for smaller fleet operators and workshop mechanics.

Diesel testing infrastructure

The RTA has purchased sophisticated diesel vehicle emissions testing equipment using funds from the Department of Environment and Heritage. This equipment will allow the RTA to conduct vehicle emissions audits for the Clean Fleet program, investigate new emissions management technologies and promote the use of cleaner vehicles and technologies.

Research increased the accessibility of previously expensive and lengthy diesel emission testing conducted in laboratories. Simplifying the test has allowed the RTA to take the equipment to fleet depots and administer the test in a very short time. Now the RTA is involved in the research and evaluation of a prototype briefcase system – a more compact and affordable emission test system that offers accurate and reliable tests which will allow fleet operators to purchase their own unit.

NSW Diesel Retrofit Demonstration Program

The RTA is working with the DEC on the NSW Diesel Retrofit Demonstration Program. This project involves fitting of particle traps or diesel oxidation catalysts to a number of trucks and buses, and the assessment of the effect on emission levels and vehicle operation. New fuel standards advocated by NSW have made the use of this technology feasible.

BIODIESEL TRIALS

The RTA undertook a vehicle testing program comparing exhaust emissions, fuel consumption and power tests on light, medium and heavy duty diesel engine vehicles using a number of diesel and biodiesel fuels. Biodiesel is manufactured from oils such as canola oil or waste cooking oil. Similar to previous biodiesel trials last year with DEC, Camden Council and Newcastle City Council, the results were positive with a reduction in particulate and smoke emissions.

CLEANER CARS

The RTA continued to provide voluntary emission testing of light vehicles at its emission testing stations at Penrith and Botany motor registries. As well as providing voluntary testing for the general public, these facilities have been used to test modified, smoky and LPG vehicles. Since the introduction of light vehicle testing in 1998, 11,094 tests have been completed. The RTA conducted 2,057 tests in 2004-05.

The RTA joined the DEC and Fairfield Council in the Blue Sky project, which aims to improve air quality in the Fairfield Local Government Area by tuning and maintaining vehicles built before 1993. The RTA provided emissions testing for 59 vehicles before and after the tune up was carried out to establish the benefit of the program.

CLEANER NSW GOVERNMENT FLEET

The Cleaner NSW Government Fleet project is a NSW Government initiative to reduce the emissions of the Government car fleet. The RTA assisted the Department of Commerce in developing systems to enable procurement of cleaner vehicles. These included the online tools, Clean Car Calculator and Clean Car Modelling, which enable fleet emission performance to be calculated and quantified. 'Guidelines for Fleet Managers' help fleet managers administer the required changes to their fleet.

The RTA's Motor Vehicle Clean Fleet Improvement Plan 2005-07 was drafted this year and will be effective from July 2005. Strategies have been developed to make the RTA motor vehicle fleet cleaner without impacting on operational and business needs. Under the program, the RTA will annually assess the fleet and provide a performance score.

NOISE EMISSION STANDARDS

The new noise standards, Australian Design Rule (ADR) 83/00, for light and heavy vehicles came into effect from 1 January 2005. The new standards introduced more stringent noise limits for new vehicles sold in Australia and has meant new cars are 3 dB quieter, while new trucks and buses will be between 4-7 dB quieter than previous standards.

HEAVY VEHICLE ENGINE BRAKE NOISE

Excessive noise from engine brakes is a major source of complaint from the community, yet remains largely unregulated. The National Transport Commission (NTC) has undertaken extensive research to fill the knowledge gaps and, with the RTA's assistance, has drafted a

Regulatory Impact Statement (RIS) which provides a framework for addressing engine brake noise.

The RTA has also been assisting the NTC with testing and research to establish a robust test method for measuring engine brake noise and to determine whether certain mufflers can reduce noise. This work will assist in the development of a regulatory approach to engine brake noise and the results will inform the recommendations of the RIS.

NOISE CAMERA

The RTA has also been trialling a prototype 'noise camera' system developed by Transport South Australia. The 'noise camera' has been deployed to a number of locations along the Pacific Highway on the mid-North Coast. The sample engine brake noise data will be analysed to assist with the development of an engine brake noise test procedure and will enhance the level of understanding of the potential to use noise cameras in enforcement or research.

TRUCK SIGN STRATEGY

This initiative aims to encourage heavy vehicle drivers to avoid using compression brakes in residential areas. During the year, truck signage on major truck routes was assessed by the RTA and \$110,000 was provided for installation of 48 compression brake signs across NSW.

NOISE ABATEMENT PROGRAM

The RTA's Noise Abatement Program continued to alleviate high noise levels from road traffic on State and Federal roads. The program funds the provision of noise mitigation treatments such as noise walls or earth mounds, architectural acoustic treatments and low noise pavement.

During 2004-05 the RTA funded approximately \$5.49 million in noise abatement for 221 houses on State Roads and approximately \$400,000 was provided by the Federal Government for noise abatement of 13 houses near Federally-funded road development projects.

Residents concerned with road traffic noise are able to register for the Noise Abatement Program. Complaints are assessed, verified and considered against several determining factors under the Noise Abatement Program. In 2004-05, 477 complaints were received, with 303 received within the Sydney metropolitan region. Since last year total complaints have increased by 12 per cent, with an increase in residential complaints received in regional areas of NSW.

Noise Abatement Program Geodatabase

A geodatabase was developed in June 2004 to capture and efficiently manage the information gathered on several facets of the Noise Abatement Program (NAP). The NAP Geodatabase applications allow the user to visualise the extent of noise wall development, identify buildings that have received architectural treatment, and identify historical noise complaints and noise monitoring site locations.

NATURAL RESOURCES AND WASTE

WASTE

The RTA has a statutory requirement under the *Waste Avoidance and Resource Recovery Act 2001* to report within the annual report on the implementation of the Waste Reduction and Purchasing Policy. Details are found in **Appendix 3**.

In summary, it is estimated that for 2004-05:

- The proportion of construction and maintenance materials reused or recycled was 85 per cent of vegetation waste, 65 per cent of concrete, 85 per cent of fill/virgin excavated natural material and 96 per cent of asphalt.
- The proportion of items purchased with recycled content materials for construction and maintenance activities was 87 per cent of landscaping material, 90 per cent of concrete and 40 per cent of asphalt contained recycled content.
- For RTA offices, 13.9 per cent of printing and publications paper, 9.9 per cent of A4 paper and 99.4 per cent of envelopes purchased contained recycled content.

GREENHOUSE AND ENERGY

Australian building greenhouse rating

The Premier’s Memorandum No 2004-4 requires agencies to obtain an accredited Australian Building Greenhouse Rating (ABGR) and improve the greenhouse performance of office buildings and tenancies over 1,000 m². Three of the 11 RTA offices requiring ABGRs under this memorandum met or exceeded the rating targets. Eight RTA offices require assessment and implementation of measures to meet the memo’s rating targets by 1 July 2006.

Government Energy Management Policy

The Government Energy Management Policy (GEMP) commits NSW public sector agencies to achieve and sustain reduced greenhouse gas emissions and significant energy cost savings. This commitment extends to all aspects of Government energy use. The

GEMP has two building energy reduction targets: a 15 per cent reduction by 2001-02 and a 25 per cent reduction by 2005-06 (compared to a 1995-96 baseline year).

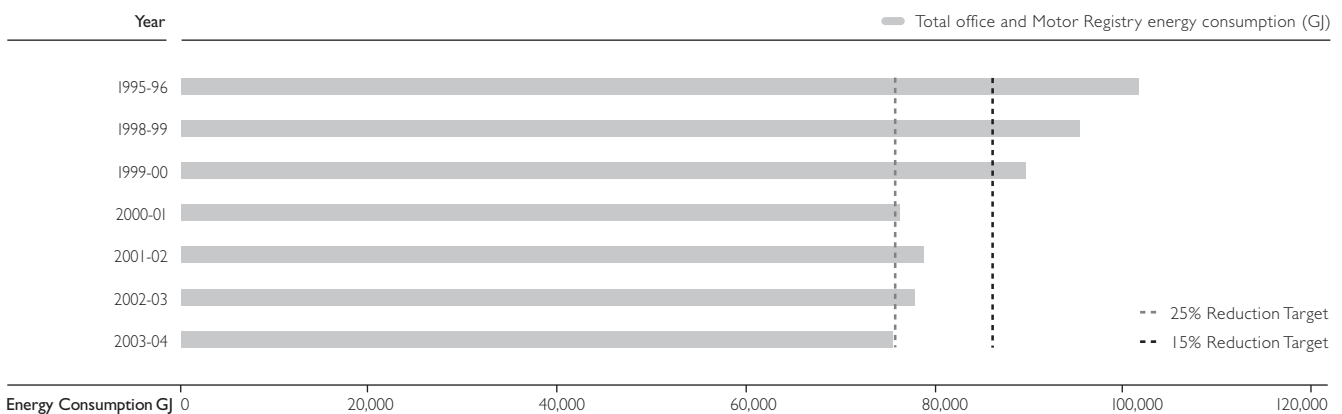
RTA office and motor registry energy use reduced by 25.5 per cent, from 101,319 gigajoules in 1995-96 to 75,492 gigajoules in 2003-04 (see Figure 14). A gigajoule is a unit of energy that is relevant to both natural gas and electricity, which are both used in RTA buildings. Data for 2005-06 will be available later in the year.

The RTA aims to achieve the GEMP’s 25 per cent energy reduction target by 2005-06 and implemented the following key measures during 2004-05:

- RTA-wide rollout of energy-efficient computers within motor registries.
- Replacement of old cathode ray tube (CRT) computer monitors with more energy efficient flat panel monitors has commenced and will occur over the next four years. These durable new monitors will reduce monitor energy consumption by 60 per cent.
- A trial of environmental measures was undertaken at the RTA’s Five Dock motor registry. The measures will be assessed for potential implementation in other registries.
- Use of energy efficient Light Emitting Diode (LED) technology at newly-signalised intersections. An \$18 million project to replace older incandescent traffic signal lamps with LED lamps is expected to save costs and reduce greenhouse gas emissions.
- The number of petrol-electric hybrid vehicles in the RTA fleet was maintained at 21.
- Ongoing purchase of Green Power.

The RTA monitors energy use within office buildings, infrastructure and transport and is required to submit an annual GEMP progress report to the Department of Energy, Utilities and Sustainability.

FIGURE 14: TREND IN OFFICE AND MOTOR REGISTRY ENERGY USE FROM 1995-96 BASELINE YEAR



Energy use and emissions reduction plan

The RTA has drafted an internal Energy Use and Emissions Reduction Plan. This plan is in response to the RTA Greenhouse Gas Inventory undertaken in 2000-01 which assessed the levels of greenhouse gases emitted by RTA operational activities and their source. The draft plan includes numerous actions for the RTA to undertake and investigate, all of which link to the draft NSW Greenhouse Plan.

Solar powered traffic lights

The RTA has commissioned a study investigating the feasibility and environmental benefits of using solar powered traffic lights. The study examined the latest global developments in solar power technology. The report also incorporates guidelines for the infrastructure requirements, cost, safety and environmental implications of implementing solar powered traffic lanterns.

Construction and maintenance site assessment study

The RTA Greenhouse Gas Reduction Plan Working Party commissioned a report into the ability of the RTA to monitor and report on greenhouse gas emissions during construction and maintenance activities. The draft report recommended that the RTA review the current reporting requirements for greenhouse emissions and review and amend the specifications to ensure reporting mechanisms are in place.

Indirect emissions study

The RTA commissioned an investigation of the embodied greenhouse gas emissions associated with different road pavement types. The embodied energy of a particular material is the sum of all energy inputs during its development. This project examined literature relating to Life Cycle Assessment of the embodied emissions comparing conventional and alternative road construction materials with recycled content. The study recommended practical ways for the RTA to reduce its greenhouse gas emissions and explored the feasibility of increasing the use of alternatives to cement in pavement materials.

LAND AND WATER**The blue book**

Development of the new volume 2 of 'Managing Urban Stormwater – Soils and Construction' (the 'Blue Book') continued in 2004-05. The new volume will provide State policy and guidance in erosion and sediment control for a range of developments including major highway and infrastructure projects. The RTA has liaised with the DEC on project planning, documentation and technical elements of this chapter.

Managing erosion and sedimentation

The RTA Erosion and Sedimentation Risk Assessment Procedure was developed during the year. Project managers and environmental staff use the procedure at a project's concept phase to ensure environmental risks are acknowledged early and are cost-effectively managed throughout the project.

One of the requirements of the procedure is to engage a specialist soil conservation consultant where a project is determined as having a high risk of erosion and sedimentation. A panel of specialist soil conservationists has been established through the RTA Registration Scheme for Construction Industry Contractors and is now available to provide advice and management.

An Erosion and Sedimentation Training Strategy is being developed to ensure RTA staff and contractors continue to receive training and to ensure that best practice techniques are implemented for all RTA construction activities. Erosion and Sediment Control Training has been undertaken by about 120 staff this year.

Environmental improvement program

Environmental improvement works at eight sites were undertaken during the year at a cost of \$1.2 million. Projects included upgrades to the Broken Hill Depot vehicle washbay facilities and stormwater drainage improvement works at Waratah, Dubbo and Enfield depots. Remediation works included the removal of underground storage tanks and soil and groundwater remediation works at the Goulburn Works Centre. Contamination assessments were also carried out at Yass, Gundagai and Tumut depots.

Stormwater Environment Improvement Program

The RTA continues to support local councils with the management of stormwater runoff through the Stormwater Environment Improvement Program (SEIP). In 2004-05 the RTA provided approximately \$490,000 for the program, which involved a number of projects including the installation of a Litter Boom in South Creek at St Marys. The boom is located where the Great Western Highway meets South Creek and its purpose is to capture the highly noxious weed *Salvinia*. It also captures floating gross pollutants such as litter. A Nettech was installed at Mona Vale within the Pittwater Council Area. The Nettech is a net to capture pollutants from a 450 mm pipe outlet.

Another valuable project was the development and implementation of RTA spill trailers. Three spill trailers have been provided at the St Marys, Lindfield and Rockdale depots. The spill trailers are used to respond to spills on roads, including fuel or chemical spills that are the responsibility of the RTA.

Contaminated land

Contaminated sites are usually the result of polluting practices from commercial, agricultural or industrial land uses, or may also include sites that have previously been filled with contaminated material. The RTA Guideline for the Management of Contaminated Land has been developed in consultation with key RTA and DEC stakeholders. The guideline addresses the management of contaminated land in accordance with NSW legislation and policy. It provides a process to ensure that the RTA meets statutory environmental and community responsibilities during the acquisition, management and divestment of property. The guideline describes the contaminated land assessment process so that property managers and project

managers can anticipate the requirements for each project. The process for contracting and managing consultants is also detailed within the guideline.

Acid sulphate materials

RTA Guidelines for the Management of Acid Sulfate Materials: Acid Sulfate Soils, Acid Sulfate Rock and Monosulfidic Black Ooze were released earlier this year. The guidelines replace the Acid Sulphate Soil (ASS) Guidelines (1996) and Acid Sulphate Soil - Policy and Procedures (1995). The new guidelines provide advice to RTA planners, project managers, environment staff, geotechnical staff and contractors on the management of Acid Sulfate Materials encountered during works.

FUTURE CHALLENGES

- Implement continuous improvements in bus priority on the strategic corridors identified in the Government's Review of Bus Services.
 - Developing a network of facilities to make choosing cycling and walking more attractive.
 - Further develop and implement programs to reduce noise, noxious gas emissions and greenhouse emissions from vehicles.
 - Investigate the retrofitting of devices to reduce emissions from buses, trucks and plant machinery to support the introduction of new standards for diesel fuel in Australia.
 - Build a greater emphasis on preliminary environmental assessment and early consideration of environmental issues in project development.
 - Better address Aboriginal cultural and heritage issues with road and bridge projects through development of Heritage Asset Management Strategies and adoption of the RTA Heritage Action Plan and Aboriginal Liaison Protocol.
 - Complete the RTA Heritage and Conservation Register.
 - Finalise the Energy Use and Emissions Reduction Plan.
 - Implement measures to exceed the Government Energy Management Policy building energy reduction target.
 - Implement the new Australian Building Greenhouse Rating (ABGR) Government Policy by improving the official greenhouse gas performance ratings for the RTA's larger offices.
 - Improve cost-effectiveness of fauna protection measures.
 - Develop and implement the RTA's Water Conservation Strategy.
 - Continue the training of staff in erosion and sedimentation management for road works.
 - Increase recycled content within material purchases and find high-value reuses for excess materials resulting from construction and maintenance activities.
 - Reduce the environmental impact of office purchasing and waste management.
 - Work collaboratively with the DEC to develop the NSW Construction Noise Guideline and the Environmental Criteria for Road Traffic Noise.
 - Continue to train relevant RTA staff in the use of the RTA Contaminated Land Management Guideline.
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04 VALUE FOR MONEY

INTERMEDIATE RESULTS

Quality frontline customer service functions are delivered at minimum cost.

A committed, high performance and flexible workforce.

Maroubra Beach 1943



INTERMEDIATE RESULT

Opportunities to improve the way the RTA does business are implemented.

INTERMEDIATE RESULT

Governance and risk management systems are effective.

INTERMEDIATE RESULT

Business partners, industry and the community contribute to positive road transport outcomes.

CUSTOMER SERVICE

CUSTOMER SERVICE IN MOTOR REGISTRIES

The RTA has a network of 131 motor registries, a customer call centre at Newcastle, eight Government Access Centres that provide RTA services and 37 agencies. Services are also provided at 43 itinerant sites in remote areas. The distribution of the network ensures that people have easy access to services in metropolitan and regional areas.

Motor registry hours of operation are generally 8:30am to 5pm Monday to Friday, and more than 50 per cent of registries are open for Saturday trading between 8:30am and 12 noon.

The majority of motor registries are wheelchair accessible. The RTA has an ongoing program of upgrading registries to include disabled access and facilities. For people with hearing impairment, the RTA provides audio loop facilities in motor registries and telephone typewriter access to the call centre.

The RTA completed about 19 million registration and licensing transactions in 2004-05 for the 4.4 million drivers and 4.8 million registered vehicles in NSW. While the majority of these transactions are delivered face-to-face in motor registries, customers also have access to an increasing range of RTA services provided through the call centre and over the internet.

In May 2005, an independent survey of customer satisfaction was conducted in the RTA's motor registries. A total of 6500 interviews were carried out, with over 94 per cent of customers rating the service as 'good' or 'very good'.

Improved access to services

The RTA improved a number of motor registries including:

- Opening of new registries in Lightning Ridge and Walgett which extend services available to remote communities.
- More service counters at the City South registry.
- The reconfiguring of work space at the Blacktown registry.

CUSTOMER CALL CENTRE

The RTA customer call centre in Newcastle continued to offer valuable support to customers. Operators answer enquiries and undertake a number of transactions for registration, licensing and

e-toll services. The centre answered 3.4 million calls during 2004-05 (about 65,000 calls per week). The call centre provides customers with the option to obtain information or undertake transactions on the telephone rather than visit a motor registry. The service also helps prepare customers to undertake transactions in registries.

GOVERNMENT ACCESS CENTRES

The RTA manages the Government Access Program (GAP) in collaboration with the Attorney-General's Department. The GAP is a whole-of-government initiative to improve access to Government information and services for people living in remote and rural NSW.

There are 67 Government Access Centres (GACs) across the State, generally located in either a motor registry or a local courthouse or provided in community venues on a pre-determined visiting or outreach schedule. GACs provide a range of transaction-based services for a number of Government agencies including applications for birth, death and marriage certificates, applications for some housing services, processing of speeding and parking fines, issue of recreational fishing licences, renewal of business name registrations and contractor licences and renewal of recreational boat licences.

GAC services were incorporated into the two new RTA motor registries opened in Walgett and Lightning Ridge in January 2005.

ONLINE SERVICES

The RTA continues to be a leader in the delivery of online government services. During the year, the usage of the RTA's online services continued to increase and more than 460,000 transactions were processed via the myRTA website.

The RTA also continued to maintain its very popular website which was the most frequently visited State Government site in NSW and the fifth most frequently visited government site in Australia.

After developing the online services under the myRTA.com brand, and promoting these services to the community through relevant campaigns, the services have grown rapidly. Through myRTA.com, customers can perform a range of transactions including registration renewal, booking a licence test, changing their address and checking their demerit points' balance. Increasing online transactions continues to be a key focus for the RTA as it provides customers with a

convenient alternative to visiting a motor registry. Online services offer improved customer access and service while reducing costs to the RTA.

Marketing campaigns promoting online services continued throughout the year, raising awareness and increasing usage for all services.

- Visits to the myRTA.com web page increased by 31 per cent during the year.
- The number of online registration renewal transactions increased by 83 per cent and the proportion of people using the online option, compared to other registration options, increased by 36 per cent.
- More than 600,000 demerit points balance checks were performed.
- Total myRecords transactions (including demerit points balance check, notice of disposal, vehicle check and order of driving record) increased by 148 per cent.

The RTA continued to expand the number of services that customers of the RTA can perform online.

Two new services are in the process of being delivered to the RTA's business customers, including the Council Online Forms application (which enables customers to submit funding requests and other documentation online) and the Vehicle Compliance Certification System (which allows authorised signatories to process compliance certificates online to certify that modified vehicles meet vehicle standards).

Dealer Online

Following a successful trial, the Dealer Online (DOL) system was implemented by the RTA in October 2004. The internet-based system enables selected large volume motor dealers to register new vehicles, process plate transfers, submit notice of disposal details, transfer registrations and exchange plates between vehicles. Dealers using the system are able to improve work practices and customer service. More than 40 dealers from the Sydney, Gosford, Wollongong and Newcastle areas are participating in DOL.

E-safety Check

Vehicles more than three years old require an annual inspection report (also known as a pink slip). The RTA introduced the e-Safety Check system in August 2002 to enable Authorised Inspection Stations (AIS) to transmit pink slip information electronically to the RTA. Customers who obtain an e-Safety Check are then able to renew their registration online or by telephone. During the year, additional AIS were accredited to the program and more than 1200 inspection stations across NSW now participate in this service. The e-Safety Check system benefits customers by providing a reliable, immediate update to the RTA of their vehicle's details. An electronic report is provided to the customer as a record of the inspection.

Internet kiosk

The RTA completed a trial of an internet kiosk at Wynyard Motor Registry. The kiosk allowed customers at the registry to use the RTA's online services – myRTA.com. Attendants were available to assist customers unfamiliar with transacting over the internet. Following the trial, the RTA commenced implementing kiosks at seven metropolitan locations.

Increasing online access for rural agencies

The RTA conducted a trial of technology to provide a more cost-effective way of directly connecting offline agencies to its computerised registration and licensing database (DRIVES). This will remove the need for paper-based transactions to be reprocessed at an RTA motor registry. The RTA commenced implementing this system at four council agencies, providing faster update of records and more efficient service for customers.

myREGO – Registration charges calculator

The RTA added the registration charges calculator to the myRego online renewal service in November 2004 to enable customers to calculate the cost of registration. At the end of the financial year, more than 26,000 transactions had been processed.

NEW PHOTO LICENCE EQUIPMENT

In February 2005 a Statewide upgrade to a new digital camera system was conducted to improve the overall quality of photographs included on NSW driver licences.

REGISTRATION REBATE FOR APPRENTICES

The RTA administers the apprentice registration rebate, introduced by the NSW Government to address serious skill shortages in the traditional trades by helping make apprenticeships more attractive to young people. A rebate of \$100 is available on new vehicle registrations and registration renewals paid from 1 July 2005. Only first and second year apprentices registered with the Department of Education and Training are eligible for the rebate.

INDIAN OCEAN TSUNAMI

In response to the Indian Ocean tsunami on 26 December 2004, licence concessions have been offered to customers who needed to replace a licence lost, stolen or damaged in the disaster.

IMPROVING OUR BUSINESS

MAJOR BUSINESS REFORM PROGRAM

A major program was initiated in October 2004 to reform the way business is conducted within the RTA. The five themes of the reform agenda are simplicity, integration, accountability, efficiency and ongoing improvement.

The business reform program will strengthen the RTA's focus on external customers, improve integration across programs to ensure better outcomes for the community and drive increased efficiency by simplifying business and administrative processes and systems. The program will clarify and strengthen accountabilities, push down

delegated authority and ensure that the RTA's structure and resources are aligned to meet current and future needs. Strong mechanisms will be put in place to ensure a continuous focus on improvement and cost savings within the organisation.

The program is expected to run for several years.

During the year a number of business reform projects were initiated to identify opportunities for improvements to key business functions including the environment, technical services and the delivery of major infrastructure. These projects are well underway and will set a new direction, highlight priority risk areas and identify the skills and capabilities required in the future.

A project is currently underway that will improve planning processes and guidelines to attain the best value for money from the RTA's investment in infrastructure. The project will also ensure a more integrated approach to planning to achieve better outcomes for the safe, sustainable and efficient movement of people and goods.

Other initiatives undertaken during the year sought to simplify administrative and financial processes and systems to reduce the cost of internal transactions and paperwork.

RTA OPERATIONS AND SERVICES

The RTA's commercial delivery arm, Road and Fleet Services (RFS), was formed following the creation of the Operations and Services Directorate on 1 March 2005. With the creation of the new directorate, the previously separate, but complementary, Road Services and Fleet Services branches were integrated into one group, RFS. The group delivers comprehensive road, bridge, traffic and fleet services to the RTA, supplemented by works for external clients principally in the government sector.

RFS exceeded its specified corporate return for 2004-05 by \$12 million and earned a total of \$24 million in revenue from external clients. This exceeded the target by around \$5 million and confirmed a sound base in government agency work. At \$559 million, the total value of all works delivered increased by 16 per cent compared with 2003-04. The Fleet Services unit of RFS continued to develop as a provider of road making plant to all levels of government, with a turnover of \$47 million.

The adoption of the alliance model for delivery of maintenance and minor works will mean a fundamental change to the way RFS works and its relationships with its clients. Coupled with a greater emphasis across government and the RTA on major cost reduction and productivity improvements, RFS acknowledges the need to adapt quickly to the new operating environment and deliver what its clients need.

RFS continues to look closely at its private sector competitors to learn lessons from how they operate and as a way to benchmark its practices. RFS is committed to developing its capabilities as an integrated business, a committed partner to its clients and a valued supplier to the RTA.

PROJECT DELIVERY

The RTA introduced a range of initiatives this year to enhance business processes and provide value for money in the delivery of projects.

Contract initiatives

The RTA has introduced a number of initiatives in contracts to improve efficiency and save costs. They include:

- The Sydney Harbour Bridge Alliance. This was the pilot of a new process for project delivery. The 'Alliance' approach is a flexible way to establish and maintain relationships between clients and contractors and is expected to result in improved productivity and project delivery. The Alliance model is a cooperative approach that involves the creation of teams at various levels within the RTA, from senior management to local work-based teams. This approach was first piloted for maintenance work on the Sydney Harbour Bridge with the Alliance commencing in December 2004. The result has been an improved output and reduced cost of painting the Bridge. An agreed target date and cost for painting the southern approach has been established together with targeted reductions in management to further reduce unit costs.
- Increased use of Design and Construct contracts for bridge packages resulting in better matching of design solutions to contractor's resources and innovative cost saving design solutions.
- Packaging of several like or nearby works (eg Brewarrina/ Dangar and four bridges on the Midwestern Highway) into a single construction contract, achieving savings through economies of scale and improved efficiencies for contract management and surveillance.
- Packaging of Professional Services Contracts into a single contract for project development for a series of projects (six projects each in Northern and Western regions) resulting in reduction of management time and costs and increased flexibility.

Technology improvements

The RTA has introduced a range of innovations to improve services and project delivery including:

- Integration of Road Safety Crash Database with ARCMAP (GIS) to improve accuracy and efficiency of basic data requests. The task of retrieving crash data for basic reports using the newly developed module has now been reduced to 10 minutes, representing a substantial increase in productivity for each request. Time for basic requests has been reduced by 33 per cent.
- Improvements to construction method of trusses through standardised design and use of prefabrication for timber truss strengthening at Wee Jasper Bridge.

- Implementation of measures to protect concrete works from cold weather on the New England Highway at Duval Creek, allowing works to continue through winter months.
- Application of latest scientific studies to the Oxley Highway project site, resulting in substantial savings by reducing the size of compensatory habitat required in the Port Macquarie area.
- Alternate use of treated waste materials as a topsoil replacement on the Cudgera Creek realignment and widening project thereby eliminating the need to purchase or import topsoil.
- Implementation of geotechnical deep in situ seals on the Princes Highway project (North of Bateman's Bay to Burrell Lake) thereby extending the life of the pavement and deferring the need for rehabilitation for at least four to six years.
- Implementation of land use Geographic Information System database for improved recording and reporting on development applications, land use plans and proposals.
- Use of High Pressure Water Blasting technology to treat road surfaces, achieving estimated savings of 25 per cent over traditional treatments.
- Replacing incandescent traffic lights with LED lamps, which consume less electricity, are cheaper to maintain and lower capital replacement costs as LEDs have a longer life than incandescent lights.
- Development and type approval of a new generation of traffic signal controller compatible with the new SCATS-2 system to enable improved traffic system coordination.

ELECTRONIC SERVICE DELIVERY

For information about the RTA's online services, go to the **Customer service** section of this report on page 55.

RESEARCH AND DEVELOPMENT

The RTA's work benefits from a broad program of research and development. See **Appendix 23** for details.

GOVERNANCE AND RISK MANAGEMENT

THE EXECUTIVE

The Chief Executive manages the affairs of the RTA and is accountable to the Minister for Roads and Parliament for the RTA's overall performance and compliance. The RTA Executive is responsible for supporting the Chief Executive in ensuring the effective governance of the authority. The RTA Executive has collective responsibilities for key functions related to organisational strategy, conformance and performance. The Executive consists of all Directors, the General Managers for Environment and the Office of the Chief Executive and the Corporate Counsel.

The RTA Executive fulfils its responsibility through formal monthly policy and strategy meetings as well as weekly operational meetings and various committees. Committees include:

- Audit and Risk (see page 59)
- Finance Strategy
- Workforce Capability
- Occupational Health and Safety
- Technology and Innovation
- Business Reform (replaced Business Improvement during the year)
- Operations Review
- Business Services Advisory
- Road Safety Executive
- Major Projects Review

These committees will be reviewed in the coming year. For external committees in which the RTA participates, see **Appendix 4**.

Executive appointments and remuneration

The Minister for Roads is responsible for approving the Chief Executive's appointment and contract. The Chief Executive is responsible for approving senior executives' appointments and contracts. These contracts may have a duration of up to five years and include annual performance agreements. See **Appendix 5** for senior executive performance statements for this year.

The Chief Executive's remuneration is determined by the Minister for Roads and the Chief Executive determines the remuneration of senior executives in accordance with determinations issued by the Statutory and Other Offices Remuneration Tribunal on 1 October each year.

STRATEGIC AND BUSINESS PLANNING

During the year, the RTA reviewed its strategic direction by developing a new corporate framework. Details can be found on pages 6-7 of this report.

Performance indicators

To align with the corporate framework, a major review of RTA strategic performance indicators was initiated this year. A discussion paper is being prepared and a suite of strategic indicators is expected to be endorsed and implemented in 2005-06.

Business continuity plan

The RTA finalised a business continuity plan in December 2004. The plan details how the RTA will respond to a major incident, including how it will restore key business activities as quickly as possible. The plan includes a number of individual contingency plans brought together under an overarching management plan.

RTA asset strategy

During the year, the strategy was prepared for submission to the Minister for Roads and the Treasury. The strategy includes strategic plans for capital investment, maintenance and disposal and office accommodation. The document is a new Treasury requirement for agencies to develop a more strategic approach to physical asset planning and management and for assets to be clearly aligned to service priorities.

Planning performance guidelines

These guidelines were drafted to establish and maintain effective planning and performance reporting systems. These systems are fundamental to corporate governance and a key mechanism for providing clear leadership and sound management. The guidelines are expected to be released in 2005-06.

CORPORATE CARD AND PURCHASING CARD

The RTA's use of corporate credit and purchasing cards has been in accordance with the Premier's memorandum and the Treasurer's directions.

RISK MANAGEMENT

RTA takes fraud and risk seriously, demonstrated by the fact that there is a dedicated Audit and Risk Committee and an internal team continually identifying and assessing allegations and risk. Control Management Services (CMS) Branch provides a reasonable level of assurance to the Chief Executive and senior management that the operations of the RTA exist in an appropriately controlled environment. To achieve this, the branch coordinates and integrates a range of functions including internal audit investigations and a variety of risk management initiatives.

A major achievement during the year was the development of an Investment Decision Framework which facilitates the risk-based assessment of program funding across the RTA's core programs. It allows funding to be more formally and transparently prioritised according to risk and value for money.

Other significant developments included:

- The development and implementation of a corruption risk assurance program directed at strengthening the direct control of corruption risks by line management in RTA businesses/functions.
- The further refinement of the organisation's strategic risk management framework.
- The continued implementation of more formal business risk management processes within selected areas of operation.
- The further strengthening of the RTA's processes to manage risks associated with the long-term operational phases of its private infrastructure projects.

All of the above initiatives reinforce the Chief Executive's requirement for senior managers to focus on, and take responsibility for, managing risks facing the areas of operation for which they are responsible.

The organisation has now built a strong base on which to continue to build its risk management framework and address the risks that it faces now and in the future.

Risk insurance

The RTA has a Principal Arranged Insurance program (for works and third party liability) for all construction and maintenance contracts, covering the RTA, its contractors and their sub-contractors.

Purchase of this cover was extended during the year to provide low cost insurance for the RTA's construction projects and Road Infrastructure Maintenance Program. This strategy locked in favourable rates at a time when insurance has continued to be difficult to purchase and premiums are escalating.

During the year a Principal Arranged Insurance program to cover vehicular ferries was renewed with alternate insurers which resulted in substantially reduced premiums of 74 per cent - a saving of \$290,000 over similar covers. In addition the reduction in premiums has helped the RTA to negotiate new contracts with ferry operators.

Commercial risk

Contemporary financial and economic evaluation techniques were applied by staff and independent consultants to assess infrastructure and business asset investment proposals. These techniques ensured that projects were subject to appropriate criteria including predetermined rates of return.

The pre-qualification process applied to potential suppliers and contractors also provided assurance on the financial capacity of service providers to fulfill their obligations.

Interest rate risk

Interest rates on the RTA's debt are a mix of fixed and floating rates. The NSW Treasury Corporation (TCorp) advises on and manages the RTA debt portfolio.

A new Memorandum of Understanding was recently signed with TCorp, to take effect from 1 July 2005. A feature of the MOU is that it allows TCorp to focus on a medium-term horizon when managing RTA debt. The ability to look at longer-term rate cycles rather than the short-term direction of interest rates should assist in lowering debt service costs to the RTA.

Audit and risk committee

The RTA continued to operate a committee which meets every three months to consider progress of the audit program, generally oversee the direction of the audit function and consider the adequacy of the organisation's risk/control environment. It also reviews the RTA's year-end financial statements. The committee is chaired by the Chief Executive and comprises senior executives, a non-public sector representative from the audit profession and an observer from the Audit Office of NSW.

Internal audit

The internal audit function focuses on four areas of high risk to the organisation: licensing and vehicle management, IT, engineering and financial and operational aspects.

Operational risk management and internal audits for the Licensing and Vehicle Management business arm continued. The review of the risk framework continued, ensuring the risks reflect current business practices and that controls remain appropriate and effective. Internal audits focused on compliance with policies and procedures, including ensuring that processes are efficient and effective in meeting the

demands of service delivery. Audits performed during the year included contract management and monitoring, external organisations' access to information, customer service at motor registries, call centre operations and back office processes supporting licensing and registration.

Through the year, auditing also continued to focus on general IT, IT security and e-commerce, an IT Risk Assessment Facilitation Service and the provision of risk/control advice via membership of a range of steering committees. General IT audits cover systems purchased and installed, systems under development and systems in production. IT security and e-commerce audits focus on operating systems (eg access and permissions security). Risk assessment for new IT system purchases and developments was also undertaken. Steering committees cover corporate governance of new systems, IT security management and IT products.

Financial and operational audits include the RTA's support functions and certain aspects of the road safety and traffic and transport businesses. A range of systems and activities identified as medium to high risk were targeted during the year. Reviews included aspects of payroll and other expenditure processes, computer equipment management, revenue collection, vehicle management, traffic management, real estate management, fleet workshops management, and financial and administrative support functions conducted at selected regional administration centres.

Major engineering programs and systems continued to be reviewed. The overall effectiveness of systems was assessed, including policies, procedures and compliance. Significant opportunities for improvement to current practices were identified in consultation with line management. Major reviews were completed for slope stability remediation, the Great Western Highway, the OHS risk management process in the design phase of network construction, sign-posting of rest stops and traffic management policies and guidelines.

Investigations

The RTA undertakes various internal corruption and external fraud investigations. Where appropriate, matters of staff corruption are investigated and outcomes forwarded to RTA senior management to consider whether disciplinary action is required. Recommendations are made to line management to address any weaknesses or areas of concern relating to policies, procedures or controls.

Fraud committed by members of the public which impacts the RTA's licensing and vehicle management business is also investigated. Outcomes from these matters are primarily referred to the NSW Police for investigation and prosecution. Where appropriate, these matters are also referred to RTA senior management to address any policy, procedure and control issues identified by the investigations. Matters referred by law enforcement agencies, such as identity fraud and motor vehicle rebirthing, are also investigated.

Corruption risk management

The RTA implements various initiatives which focus on minimising the risk of corrupt activity by RTA staff. Highlights during the year included:

- The implementation of a corruption risk assurance program to strengthen the direct control of corruption risks by RTA line management. Rollout of this strategy is ongoing and feedback from staff has been very positive.
- Conducting seminars with new and existing staff as part of induction and at other appropriate times. These seminars reinforce the corruption-resistant culture of the RTA.
- The provision of corruption information through the RTA's intranet and quarterly updates to staff.
- Providing advice to staff and management on a broad range of corruption risk, ethical, probity and policy issues.

Strategic and business risk

To facilitate their management, risks are identified and broken down into two categories: 'organisational strategic' and 'business'. In regard to 'organisational strategic' risks, the RTA has developed and implemented a framework to monitor and report to executive management on how these risks are being managed. For 'business' risks CMS is working with the various functions to identify major strategic and operational risks and establish a control environment to address these risks.

Code of conduct and ethics

The RTA developed an interactive, one-hour Code of Conduct and Ethics awareness session for staff. Approximately 6,700 staff attended a session, which outlined RTA processes and focused on how the code empowered staff to act and protected their rights.

The RTA had revised the code in 2003-04 and decided that the sessions would:

- Provide staff with a copy of the code.
- Provide face-to-face delivery of the main messages including a comprehensive explanation of key elements, scenarios and compliance requirements.
- Integrate with and reference other key programs such as the Grievance Network and the Harassment, Discrimination and Workplace Bullying Prevention Policy and workshops.
- Engage staff by presenting an interactive session.

Line managers were accountable for supporting the messages being delivered and for ensuring that their team/s attended sessions. An evaluation survey indicated that staff responded well to the style and content of the sessions.

In 2004-05, all staff conduct policies in support of the Code of Conduct and Ethics were revised and updated including the Conflict of Interest Policy, Community and Political Participation Policy, Bribes, Gifts and Other Benefits Policy, Grievance Policy and Harassment, Discrimination and Workplace Bullying Policy.

OUR STAFF

EMPLOYMENT STATUS

The RTA staffing profile has remained constant over the past two years. Regional employment is a feature of the RTA's diverse operations and services. About 45 per cent of RTA staff are employed in country locations; one third of regional employees are wages staff and two thirds are salaried staff. Permanent part-time work is a feature of staffing arrangements for RTA motor registry and call centre employment.

For more information about the RTA's staff numbers and status, see **Appendix 6**.

A SAFE AND HEALTHY WORKPLACE

Chief Executive's Occupational Health and Safety Statement

Nothing is more important at RTA workplaces than the health and safety of our workforce. We recognise that we need to work in partnership with staff and managers to achieve this. To drive this key message, during 2004-05 the Executive OHS Committee met monthly at different locations around NSW to review OHS performance. By meeting locally the Executive is able demonstrate leadership and support for managers and staff in their implementation of the RTA's OHS policies and improvement initiatives.

Policy and commitment statement

The RTA OHS Policy statement is reviewed annually and displayed prominently throughout RTA workplaces. The statement commits the RTA to developing a safety culture based on communication and awareness, reporting of hazards and incidents, continuous learning from experience and flexible decision-making in managing workplace risks.

The key corporate initiatives set out in the OHS Strategic Plan 2003-2008 are:

- Achievement of a partnership arrangement with WorkCover to manage regulatory compliance.
- Annual self-assessment against the RTA OHS management standard.
- Integration of OHS improvement plans in directorate business plans.
- Adoption of best practice for consultation and communication with staff and contractors on OHS.
- Compulsory OHS training for RTA staff.
- Claims management strategies to identify high claims business units.

Injury and disease reduction targets

The RTA has a range of ambitious targets for improvement in OHS. During the year the RTA achieved a 5 per cent reduction in all compensable injuries and a 3 per cent reduction in lost time injuries.

The Premier's 'Taking Safety Seriously Strategy', which began in 1997-98, required agencies to achieve a 10 per cent reduction in claims' frequency and a 13 per cent reduction in claims' costs by 30 September 2005. At 30 June 2005, the RTA had achieved a 32 per cent reduction in claims and a 20 per cent reduction in claims cost.

OHS management

Risk management is at heart of the RTA's OHS management. During 2004-05 these processes continued to be refined through the implementation of the Ensite program in the RTA's road construction and maintenance operations. This program promotes the integration of OHS risk management at the planning stage of projects by involving employees and supervisors in site-based risk assessments before work begins.

The Ensite process augments existing risk management processes including safe work method statements for high risk activities, toolbox meetings to ensure all safety measures are working and understood and site inspections to check on implementation.

During 2004-05, the OHS Hot Spots program focused on providing mentoring and coaching for team leaders, supervisors and project engineers to assist them to demonstrate OHS leadership.

The OHS Incident Helpdesk continues to help manage workplace incidents, including near misses, in a timely manner. The ease of reporting also assists in promoting a reporting culture within the RTA. During 2004-05 there was a 3 per cent increase in reported incidents.

Managers are provided with monthly reports which summarise incidents reported, claims lodged for workers compensation, cost of claims, lost time injuries and incident investigations completed.

Contribution by employees

The RTA actively supports the involvement of employees in OHS management. More than 30 OHS committees provide opportunities for managers and staff to formally review OHS performance. Committees are also actively involved in regular workplace inspections and the review of incident investigation outcomes.

OHS training and staff induction

OHS induction is included in the formal orientation for new employees at the RTA. Employees and contractors working in road construction and maintenance must be able to demonstrate compliance with WorkCover requirements for OHS construction induction before commencing work on a construction site.

During 2004-05, more than 1800 RTA staff previously deemed to have these requirements were assisted in providing evidence to WorkCover of their eligibility for the new WorkCover construction induction card.

In line with our current focus on the role of managers and supervisors, two new training programs were piloted during 2004-05 – one focusing on due diligence for OHS and another focusing on the development of supervisory styles to lead OHS.

OHS programs and initiatives

Safety culture and performance reporting

The RTA is striving to develop a strong culture of safety. To achieve this, a Safety Culture Manager was appointed to drive programs such as Safety Awareness For Everyone (SAFE) which seeks to promote communication between managers and staff.

OHS performance reporting was refined to streamline its delivery to managers and to provide rolling average reports so that managers can gauge their performance relative to the preceding 12 months.

Following a pilot program in 2003, approval has been granted for a five year program to promote healthy lifestyles as an extra dimension to the RTA's safety culture.

OHS program delivery

OHS program delivery involves considerable cooperation between the OHS Branch, our regionally based OHS Facilitators and line managers and their staff. A Safety Summit for Road Services Managers has resulted in a comprehensive action plan for OHS improvement through better incident management, a focus on the role of line managers and supervisors and the adoption of a set of lead indicators for OHS. Measuring the extent of OHS management system implementation through audits and inspections continues to be a key role for the OHS Branch.

Contractor safety

The RTA continues to work with its contractors to achieve high standards of safety. Contractor safety performance is closely monitored through site inspections and systems audits and a monthly review of OHS performance indicators by the RTA Executive OHS committee.

OHS awards

The RTA was a joint winner in the 2004 Treasury Managed Fund OHS Award. The award recognised the maturity of the RTA's OHS management system and its benefits.

An independent audit of the RTA's OHS management system, commissioned by WorkCover and undertaken by Noel Arnold and Associates, rated the RTA as best practice on each of the 12 management system elements.

OHS improvement in the civil construction industry

The RTA continues to work with local government to improve OHS standards in road construction and maintenance. A series of

workshops with local councils began in 2004-05 to promote better understanding and compliance with requirements for traffic control around road works.

Details of injuries and prosecutions under OHS ACT

OHS incidents

Working in traffic continues to be the most significant risk to RTA employees and contractors. One employee was seriously injured during 2004-05 when hit by a vehicle at a road work site. This incident resulted in a review of traffic control arrangements. The RTA has also begun a trial of truck-mounted attenuators (trailers protected with rubber padding) as an additional measure to protect road workers and motorists from collisions with road plant at road work sites.

Prosecutions

There were no prosecutions for breaches of the OHS Act during 2004-05.

Planning, design and procurement

The RTA has been an active participant in WorkCover's Safe Design Advisory Committee during 2004-05. This forum is exploring regulatory and non-regulatory approaches for government agencies to provide leadership in safe design through better planning and procurement processes.

ATTRACTING, DEVELOPING AND RETAINING STAFF

Targeted recruitment programs

The RTA's employment programs target the recruitment of trade apprentices, trainees and graduates, and provide support to undergraduate university students. These initiatives are designed to meet the RTA's future workforce needs.

Apprentices

The four-year trade apprenticeship program is designed to rotate apprentices between workshops and worksites across NSW. This ensures that they gain exposure to a broad range of skills and experiences. In 2004-05 the RTA recruited 15 apprentices across a range of trade classifications including electricians, painters, bridge and wharf carpenters and plant mechanics. At June 2005, the RTA had employed 53 trade apprentices.

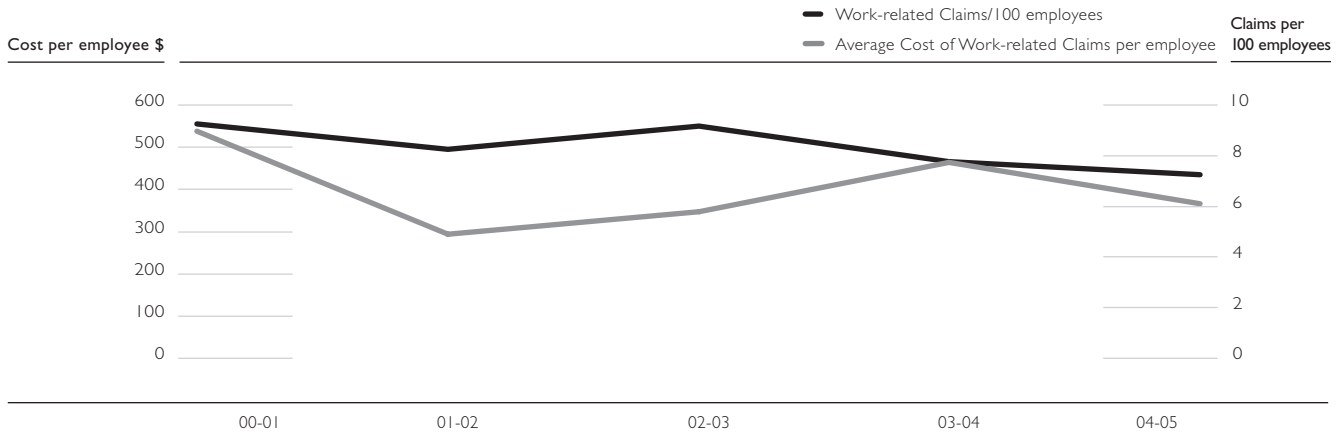
Traineeships

The RTA recruited 64 trainees in 2004-05. The trainees are working towards a variety of Vocational Educational and Training (VET)

TABLE 13: OHS STATISTICAL INDICATORS

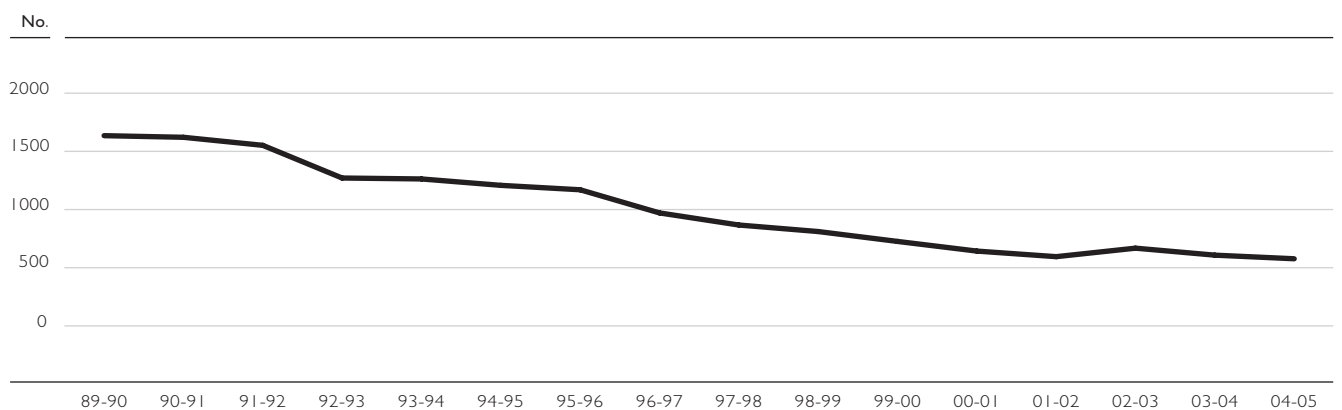
Performance Indicator	2003-04	2004-05	Change
Incidents reported	2130	2194	3% increase
Number of compensable injuries	608	577	5% reduction
Lost time injuries	301	291	3% reduction
Total Claims costs	\$4.2m	\$3.2m	24% reduction

FIGURE 15: FIVE YEAR INJURY TREND



Work-related injuries exclude journey claims, lunchtime injuries away from the workplace and claims declined by the insurer.

FIGURE 16: WORKERS COMPENSATION CLAIM



qualifications. Three traineeship placements were created for people with disabilities, and 15 were created for people of Aboriginal and Torres Strait Islander descent. Traineeships are located in the Newcastle Call Centre, regional offices, administration centres, motor registries and other RTA workplaces. At 30 June 2005 the RTA had employed 153 trainees.

Graduate Recruitment and Development (GRAD) Program

Fourteen graduates from a range of disciplines were admitted to the RTA's GRAD Program during 2004–05. The RTA has a high graduate retention rate both 'on program' (95 per cent average) and 'post program' (75 per cent average). At 30 June 2005 the RTA had 74 graduates participating in the GRAD Program.

Undergraduate Scholarship Program

The RTA's Undergraduate Scholarship Program encourages undergraduates from universities throughout NSW to consider careers in the roads industry. At 30 June 2005 the RTA had 29 undergraduate scholarship holders in the scheme. Nine of these

are women studying disciplines such as Civil Engineering, Mechanical and Electrical Engineering and Surveying. Two of the 29 scholarships target undergraduate students from rural areas.

STAFF TRAINING AND EDUCATION

The RTA is committed to developing staff capability through in-house and external training programs, and encouraging non-training experiential development. Capability development is part of a holistic approach to assist the RTA in meeting organisational goals.

Non-technical training

The RTA's management development framework provides training options for managers at team leader, middle management and senior management level. The managers' toolkit is an information package designed to assist RTA management to meet their responsibilities as supervisors of RTA staff. Customer service training continued for motor registry staff in 2004-05. A total of 6,700 staff members

attended the Code of Conduct and Ethics training, meeting a requirement of the RTA's workforce capability plan. The Orientation workshop continued for new RTA staff and this was supported by the computer-based induction program 'Ignition'.

Technical training

The Technical Development Learning Advisory Group, which includes representatives from all directorates, meets regularly to address development options for high-risk technical disciplines. This has included the analysis of technical skills and knowledge needed in a number of key technical areas. Seventeen new internal technical programs were developed in 2004-05.

Traffic control training

The RTA's Traffic Control Training program aims to improve the knowledge and safety of people working on or near NSW roads. The program comprises four specialist courses delivered to RTA personnel and external customers.

Sixty licensed trainers deliver more than 2,450 training events to approximately 25,000 participants across the State every year.

To address the challenges of the changing road environment, these courses have been revised to ensure current safety knowledge is delivered in appropriate ways.

In line with RTA management principles, each licensed trainer is audited annually to ensure they comply with the licence agreement, including accurate delivery of the RTA training packages.

Sponsored programs

The RTA sponsors selected applicants in postgraduate study. In 2004-05, 52 staff members attended sponsored programs including the Master of Engineering in Pavements, Master of Technology in Pavements, Graduate Certificate in Project Management, Advanced Certificate in Transport and Traffic Management, Executive Development Program, Executive Master of Public Administration, Graduate Diploma in Public Administration and Top Steps.

Wages classification structure assessment project

The RTA successfully completed implementation of its Wages Classification Structure Assessment Project. At the end of the project 94 per cent of wages staff covered by the Wages Classification Structure (WCS), who were assessed in their nominated grade, had met the required competency criteria. The project has resulted in a number of benefits for staff including streamlined classifications and clearer career paths.

The percentage of wages staff who have met the criteria for their classification is as follows: Business Services Group 72 per cent, Fleet 100 per cent, Rural Line-marking 86 per cent, Technical Services 100 per cent, Hunter Road Services 95 per cent, Northern Road Services 97 per cent, South-West Road Services 97 per cent, Southern Road Services 98 per cent, Sydney Road Services 89 per cent and Western Road Services 93 per cent.

The benefits to the RTA of the new wages structure include:

- A reduction from 300 classifications to 30 consistent pay points for similar positions across the State.
- Clearer career paths.
- The majority of grades are aligned to national competencies applying in the civil construction industry.
- Transparent range of skills needed to meet contemporary industry, OHS and environmental standards.
- Progression opportunities are linked to skill enhancement that supports business efficiency.
- Skill gaps have been identified and competency-based training and assessment delivered where necessary.

STAFF RETENTION

The following table shows separation rates for salaried, wages and casual staff only.

TABLE 14: SEPARATION RATES

Financial year	Separation rate
2002-03	5.39%
2003-04	6.39%
2004-05	5.99%

STAFF PRODUCTIVITY

Workforce capability

The RTA continues to implement the priorities of the Workforce Capability Plan 2003-08.

A major undertaking for 2004-05 was the review and refinement of job design in the RTA. A move to more generic, capability-based position profiles will provide greater emphasis on the skills required rather than the tasks to be completed. It will provide greater flexibility and more effective use of the skills of staff.

The RTA developed a third Workforce Profile, which presents a snapshot of the organisation through the analysis of a range of indicators including unscheduled absence, age, gender, recruitment, turnover and part time employment. It also included the first stages of workforce forecasting to develop age and gender profiles of the RTA. The Workforce Profile is a resource to assist in the development of strategies to enhance workforce capability.

A Planner's Guide was updated for the second year to help managers and business planners incorporate the requirements of the Workforce Capability Plan into their business plans. The guide includes fact sheets on workforce planning, work and development plans, mentoring and job rotations.

In 2004-05, managers were required to develop Work and Development Plans (WDP) with their staff. WDP are an ongoing requirement, however as this was the second year of implementation,

staff and their supervisors were encouraged to identify ways to improve/refine the process from the previous year.

Staff and managers are responsible for identifying, implementing and evaluating development opportunities within the RTA. Alternatives to classroom training include on-the-job training, job rotation programs, temporary appointments, external secondments, mentoring, acting arrangements, project assignments, conferences, field visits and networking opportunities.

In 2004-05 upward feedback was evaluated and introduced across the RTA for all managers who were direct reports to general managers.

Diversity

The Disability Action Plan, Diversity and Equity Plan and Ethnic Affairs Priority Statement and Plan were reviewed. Relevant Government agencies were consulted and consent was received to incorporate these documents in a single plan to be developed in 2005-06. This will improve reporting and allow ease of implementation.

Responsibilities for diversity and EEO outcomes are included in the performance agreements of Directors and general managers.

Detail on EEO statistics and activities can be found in the **Appendix 7** of this report. Other relevant appendices include **Appendix 8: NSW Action Plan for Women, Appendix 9: Ethnic Affairs Priorities Statements and Any Plans, and Appendix 10: Disability Plan.**

PARTNERSHIPS

CONSULTING WITH THE COMMUNITY

The RTA is committed to consulting with the community to improve outcomes. This year the RTA established an Infrastructure Communication and Community Involvement Branch, in recognition of the fundamental importance of communities to planning and building road projects and the impact of this infrastructure on communities.

In 2004-05, more than 150 RTA projects across the State involved local communities. RTA staff worked to help communities understand and contribute to these projects.

The RTA uses a range of tools to engage the community, including:

- Landowner discussions.
- Study area tours, field investigations and inspections.
- Workshops.
- Community liaison groups.
- Displays and feedback forms.
- Public information evenings.
- Convening specific issue groups (eg a flood issues discussion group).

- Business surveys.
- Community access centres.
- Websites.
- Attending specific groups such as ratepayers' associations.
- Council presentations.
- 1800 info lines and other mechanisms for receiving /submissions from the public.

In 2004-05, for example:

- Approximately 50 community liaison groups were in progress.
- Approximately 75 different community newsletters and updates for infrastructure development were distributed to more than one million people.
- Approximately 400 community meetings/workshops were held.

Windsor Road – Boundary Road to Level Crossing Road

There has been an exceptionally positive response from the community on this construction project, mainly as a result of a team working hard to resolve each and every local community concern.

The development of the Community Involvement Plan was a joint effort between the contractor and the RTA. Significantly, this collaborative process resulted in one strategy for the RTA and the contractor. The contractor's community relations manager and the RTA's communications and community involvement team then worked together to implement this strategy.

People affected by property adjustments and acquisitions were identified and then brought into the consultation process at the earliest stage. The RTA also ensured it well understood existing community concerns, including issues from nearby construction works. Actions were developed to proactively manage each issue. Residents were divided into primary, secondary and temporarily affected. Those residents directly affected by the project were visited before the project commenced and are routinely updated on progress through personal visits and communications material.

RTA communications staff are involved in the induction and ongoing education of all construction staff.

All community comments are logged and dealt with immediately within one hour of being received. If a resident is identified as being directly affected they are visited within two days.

For the wider community, more than 400 people were contacted such as emergency services, commuter groups, local schools and service clubs. Posters on buses and at local train stations and shopping centres provide contact details for the project team. Written community updates can be found at libraries, shopping centres, service stations and other locations.

Pacific Highway

In October 2004, six new projects were announced to locate a preferred route for an upgraded highway. The announcement was to ensure public certainty about the future location of a high speed carriageway. Discussions with the community included:

- Self nominated community liaison groups.
- Community updates about the study area.
- Progress updates in local papers describing fieldwork.
- Community information centres, staffed part-time, have been set up for some projects.
- Website information.
- Stakeholder and resident discussions.
- Special interest focus groups on issues such as potential agricultural impacts.
- Meetings with local government.
- Participation of community representatives with the RTA and other government agencies in value management discussions (these discussions examine the value of different route and project options).

Constraints mapping has been undertaken vigorously by these communities who share the RTA's objective to find the best possible upgrade location. Constraints mapping looks at all constraints on projects – economic, social and environmental. These constraints might include, for example, engineering and planning issues or heritage considerations.

Stakeholder magazine

The RTA produced a new corporate magazine, *Access*, to take people behind-the-scenes and below the surface of the RTA.

A contemporary publication, *Access* was distributed to key stakeholders and business partners in the public and private sectors – including local councils, State and Federal government agencies, industry organisations and peak groups – to provide them with information about the RTA's work and responsibilities.

The 28 page issue featured articles on infrastructure projects, road safety, heavy vehicles, urban design, air quality and heritage. A special feature also examined the development of Sydney's road network from the earliest days and into the future.

LEADERSHIP

Austroroads and ATC

The RTA continued to play a strong role in Austroroads – the association of Australian and New Zealand road and traffic authorities. Austroroads undertakes research on behalf of road agencies and provides expert advice to government transport ministers through the Australian Transport Council (ATC).

The RTA provided input to a review of Austroroads' national performance indicators. The RTA also contributed to ATC discussion and initiatives on issues such as transport security, the Australian Design Rules, a national identity scheme for heavy vehicles and national roads funding and policy.

Vehicle emissions and standards

The RTA has played a leading role in the development of national standards for vehicle emissions. See page 49 of this report for details. The RTA also contributes to national initiatives on heavy vehicle safety. See page 36 for more information.

OTHER PARTNERSHIP INFORMATION

This annual report contains much more information about the RTA's work in partnership with others.

For example, the RTA's work with the Aboriginal community can be found in the chapters on **Positive road safety outcomes** and **Positive environmental and urban design outcomes**.

Information about the RTA's work with private sector partners to provide much-needed road infrastructure can be found in the chapter on **Positive economic outcomes**. The RTA supports numerous community activities and groups. Details of some of this support can be found in **Appendix 21**. The RTA also produces a broad range of publications, many of which are designed to inform and educate customers, stakeholders and the general public. Full details of RTA publications can be found in **Appendix 17**.

FUTURE CHALLENGES

- Expand the range of transactions available for customers via the Newcastle Call Centre and the internet.
 - Enhance the security of customer information.
 - Simplify business processes to improve efficiency and customer service.
 - Ensure the quality of data, in particular, proof of identity for RTA customers.
 - Achieve cost savings and operational efficiencies while improving organisational outcomes.
 - Continue business reform projects to drive improvements to organisational performance.
 - Implement the alliance approach to the delivery of State-funded works.
 - Develop a stronger commercial framework built on internal alliances.
 - Implement an improved suite of strategic performance indicators.
 - Further develop and integrate internal business processes, plans, frameworks and reporting to improve linkages with State Government priorities.
 - Continue to deliver the Workforce Capability Plan priorities with a focus on building a high performance organisation.
 - Develop a workforce planning model.
 - Continue to roll-out the capability based position profiles.
 - Meet the targets of the new public sector OHS and Injury Management Improvement Strategy for 2005-2008.
 - Manage injured workers back to work and explore new initiatives to facilitate early intervention.
 - Manage the hazards of working on the road network to protect workers in the face of increasing traffic.
 - Achieve consistency across the State in our principles and fundamentals of community consultation.
 - A greater emphasis on website and electronic media as a tool for information and feedback.
 - Ongoing assistance to project managers across the State in their processes of negotiation with communities.
 - Greater use of plain English materials.
-

ROADS AND TRAFFIC AUTHORITY OF NEW SOUTH WALES
FINANCIAL STATEMENTS FOR THE PERIOD ENDED 30 JUNE 2005

CONTENTS	PAGE NO.
Independent audit report	69
Statement by Chief Executive and Director of Finance	71
Statement of financial performance	72
Statement of financial position	73
Statement of cash flows	74
Program statement – expenses and revenues	75
Summary of compliance with financial directives	76
Notes to and forming part of the financial statements:	
Summary of significant accounting policies	77
Expenses	83
Revenues	85
Gain (loss) on disposal of non-current assets	86
Conditions on contributions	86
Appropriations	86
Individually significant items	87
Programs/activities of the agency	87
Current assets – cash	88
Current assets – non-current assets – receivables	88
Non-current assets – property, plant & equipment	89
Current/non-current assets – other	93
Current liabilities – payables	95
Current/non-current liabilities – interest bearing liabilities	95
Financial instruments	97
Current/non-current liabilities – provisions	98
Current/non-current liabilities – other	99
Changes in equity	100
Commitments for expenditure	100
Contingent assets	102
Contingent liabilities	102
Native Title	102
Budget review	102
Reconciliation of cash flows from net cost of services to operating activities	103
Supplementary financial information	104



GPO BOX 12
SYDNEY NSW 2001

INDEPENDENT AUDIT REPORT

ROADS AND TRAFFIC AUTHORITY OF NEW SOUTH WALES

To Members of the New South Wales Parliament

Audit Opinion

In my opinion, the financial report of the Roads and Traffic Authority of New South Wales

- (a) presents fairly the Authority's financial position as at 30 June 2005 and its financial performance and cash flows for the year ended on that date, in accordance with applicable Accounting Standards and other mandatory professional reporting requirements in Australia, and
- (b) complies with sections 41B of the *Public Finance and Audit Act 1983* (the Act).

My opinion should be read in conjunction with the rest of this report.

The Chief Executive's Role

The financial report is the responsibility of the Chief Executive of the Roads and Traffic Authority of New South Wales. It consists of the statement of financial position, the statement of financial performance, the statement of cash flows, the program statement - expenses and revenues, the summary of compliance with financial directives and the accompanying notes.

The Auditor's Role and the Audit Scope

As required by the Act, I carried out an independent audit to enable me to express an opinion on the financial report. My audit provides *reasonable assurance* to Members of the New South Wales Parliament that the financial report is free of *material* misstatement.

My audit accorded with Australian Auditing and Assurance Standards and statutory requirements, and I:

- evaluated the accounting policies and significant accounting estimates used by the Chief Executive in preparing the financial report, and
- examined a sample of the evidence that supports the amounts and other disclosures in the financial report.

An audit does *not* guarantee that every amount and disclosure in the financial report is error free. The terms 'reasonable assurance' and 'material' recognise that an audit does not examine all evidence and transactions. However, the audit procedures used should identify errors or omissions significant enough to adversely affect decisions made by users of the financial report or indicate that the Chief Executive has not fulfilled his reporting obligations.

My opinion does *not* provide assurance:

- about the future viability of the Authority,
- that the Authority has carried out its activities effectively, efficiently and economically,
- about the effectiveness of its internal controls, or
- on the assumptions used in formulating the budget figures disclosed in the financial report.

Audit Independence

The Audit Office complies with all applicable independence requirements of Australian professional ethical pronouncements. The Act further promotes independence by:

- providing that only Parliament, and not the executive government, can remove an Auditor-General, and
- mandating the Auditor-General as auditor of public sector agencies but precluding the provision of non-audit services, thus ensuring the Auditor-General and the Audit Office are not compromised in their role by the possibility of losing clients or income.



R J Sendt
Auditor-General

SYDNEY
8 September 2005

ROADS AND TRAFFIC AUTHORITY**YEAR ENDED 30 JUNE 2005**

Pursuant to Section 41C (1B) and (1C) of the Public Finance and Audit Act 1983, we declare that in our opinion:

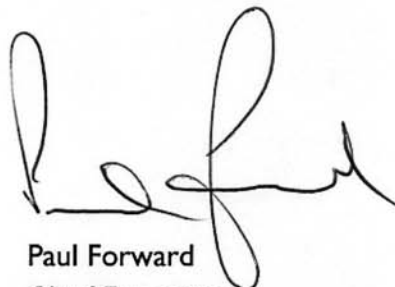
1. The accompanying financial statements exhibit a true and fair view of the Authority's financial position as at 30 June 2005 and transactions for the year then ended.

2. The statements have been prepared in accordance with the provisions of the Public Finance and Audit Act 1983, the Public Finance and Audit Regulation 2000, the Treasurer's Directions and the directives of the Financial Reporting Code.

Further, we are not aware of any circumstances which would render any particulars included in the financial statements to be misleading or inaccurate.



Brett Skinner
Director, Finance
5 September 2005



Paul Forward
Chief Executive
5 September 2005

Statement of Financial Performance
For the Year Ended 30 June 2005

	Notes	Actual 2005 \$000	Budget 2005 \$000	Actual 2004 \$000
Expenses				
Operating Expenses				
– Employee Related	2(a)	210,134	222,263	204,562
– Other Operating Expenses	2(b)	566,333	423,781	513,471
Maintenance	2(c)	775,126	707,491	687,928
Depreciation and Amortisation	2(d)	704,179	585,609	697,157
Grants and Subsidies	2(e)	35,984	51,362	15,835
Borrowing Costs	2(f)	66,854	67,375	75,212
Total Expenses		2,358,610	2,057,881	2,194,165
Less:				
Retained Revenue				
Sales of Goods and Services	3(a)	219,656	247,363	210,983
Investment Income	3(b)	28,770	10,275	33,798
Retained Taxes, Fees and Fines	3(c)	9,234	–	6,790
Grants and Contributions	3(d)	50,785	33,904	36,370
Other Revenue	3(e)	70,816	53,058	130,314
Total Retained Revenue		379,261	344,600	418,255
Gain on Disposal of Non-Current Assets	4	14,655	49	461
Net Cost of Services	24	1,964,694	1,713,232	1,775,449
Government Contributions				
Recurrent Appropriation	6	1,398,816	1,400,219	1,278,099
Capital Appropriation	6	1,093,685	1,015,172	1,067,119
Total Government Contributions		2,492,501	2,415,391	2,345,218
SURPLUS FOR THE YEAR FROM ORDINARY ACTIVITIES		527,807	702,159	569,769
SURPLUS FOR THE YEAR		527,807	702,159	569,769
NON-OWNER TRANSACTION CHANGES IN EQUITY				
Net increase in asset revaluation reserve	18	3,300,082	–	7,091,639
Other increases	18	65,002	–	42,789
Total revenues, expenses and valuation adjustments recognised directly in equity		3,365,084	–	7,134,428
Total changes in equity other than those resulting from transactions with owners as owners		3,892,891	702,159	7,704,197

The accompanying notes form part of these statements.

Statement of Financial Position
As at 30 June 2005

	Notes	Actual 2005 \$000	Budget 2005 \$000	Actual 2004 \$000
ASSETS				
Current Assets				
Cash Assets	9	185,264	264,455	277,437
Receivables	10(a)	133,256	87,325	117,814
Inventories		7,440	6,549	7,104
Other	12(a)	6,273	5,317	7,142
Total Current Assets		332,233	363,646	409,497
Non-Current Assets				
Receivables	10(b)	96,305	73,534	73,075
Property, Plant and Equipment				
– Land and Buildings	11(a)	3,420,003	3,214,293	3,223,925
– Plant and Equipment	11(b)	132,273	55,672	128,698
– Infrastructure Systems	11(c)	69,314,810	59,364,173	65,788,138
Total Property, Plant and Equipment		72,867,086	62,634,138	69,140,761
Other	12(b)	957,786	927,513	894,478
Total Non-Current Assets		73,921,177	63,635,185	70,108,314
Total Assets		74,253,410	63,998,831	70,517,811
LIABILITIES				
Current Liabilities				
Payables	13	446,660	333,940	477,462
Interest bearing liabilities	14	160,586	43,406	106,263
Provisions	16	68,213	76,752	80,711
Other	17	89,344	59,720	77,907
Total Current Liabilities		764,803	513,818	742,343
Non-Current Liabilities				
Interest bearing liabilities	14	661,800	776,172	791,415
Provisions	16	338,186	424,170	370,848
Other	17	387,098	387,640	404,573
Total Non-Current Liabilities		1,387,084	1,587,982	1,566,836
Total Liabilities		2,151,887	2,101,800	2,309,179
Net Assets		72,101,523	61,897,031	68,208,632
EQUITY				
Reserves	18	30,564,685	20,172,964	27,264,603
Accumulated Funds	18	41,536,838	41,724,067	40,944,029
Total Equity		72,101,523	61,897,031	68,208,632

The accompanying notes form part of these statements.

Statement of Cash Flows
For the Year Ended 30 June 2005

	Notes	Actual 2005 \$000	Budget 2005 \$000	Actual 2004 \$000
CASH FLOWS FROM OPERATING ACTIVITIES				
Payments				
Employee Related		(255,294)	(214,724)	(239,030)
Grants and Subsidies		(36,755)	(52,133)	(16,606)
Borrowing Costs		(61,175)	(62,800)	(69,753)
Other		(1,495,666)	(1,314,413)	(1,331,326)
Total Payments		(1,848,890)	(1,644,070)	(1,656,715)
Receipts				
Sale of Goods and Services		228,132	247,890	225,883
Retained Taxes, Fees and Fines		—	—	6,790
Investment Income Received		7,878	10,275	15,075
Other		268,857	201,805	269,541
Total Receipts		504,867	459,970	517,289
Cash Flow from Government				
Recurrent Appropriation		1,398,816	1,400,219	1,278,099
Capital Appropriation		1,093,685	1,015,172	1,067,119
Net Cash Flows from Government		2,492,501	2,415,391	2,345,218
NET CASH FLOWS FROM OPERATING ACTIVITIES	24	1,148,478	1,231,291	1,205,792
CASH FLOWS FROM INVESTING ACTIVITIES				
Proceeds from Sale of Land and Buildings, Plant and Equipment and Infrastructure Systems		59,269	52,609	29,208
Purchases of Land and Buildings, Plant and Equipment and Infrastructure Systems		(1,219,682)	(1,225,390)	(1,110,343)
NET CASH FLOWS FROM INVESTING ACTIVITIES		(1,160,413)	(1,172,781)	(1,081,135)
CASH FLOWS FROM FINANCING ACTIVITIES				
Repayment of Borrowings and Advances		(80,238)	(82,200)	(85,275)
NET CASH FLOWS FROM FINANCING ACTIVITIES		(80,238)	(82,200)	(85,275)
NET INCREASE IN CASH		(92,173)	(23,690)	39,382
Opening Cash and Cash Equivalents		277,437	288,145	238,055
CLOSING CASH AND CASH EQUIVALENTS	9	185,264	264,455	277,437

The accompanying notes form part of these statements.

Program Statement – Expenses and Revenues
For the Year Ended 30 June 2005

ROADS AND TRAFFIC AUTHORITY	Road Network Infrastructure*		Road Safety, Licensing and Vehicle Management*		Traffic and Transport*		M4/M5 Cashback Scheme*		Not Attributable		Total	
EXPENSES AND REVENUES	2005 \$000	2004 \$000	2005 \$000	2004 \$000	2005 \$000	2004 \$000	2005 \$000	2004 \$000	2005 \$000	2004 \$000	2005 \$000	2004 \$000
EXPENSES												
Operating Expenses												
– Employee Related	15,718	16,205	172,130	166,865	22,286	21,492	–	–	–	–	210,134	204,562
– Other Operating Expenses	126,137	105,754	264,809	251,921	97,070	83,332	78,317	72,464	–	–	566,333	513,471
Maintenance	599,405	528,463	325	466	175,396	158,999	–	–	–	–	775,126	687,928
Depreciation and Amortisation	695,885	685,725	7,048	8,976	1,246	2,456	–	–	–	–	704,179	697,157
Grants and Subsidies	25,624	8,913	9,532	6,922	828	–	–	–	–	–	35,984	15,835
Borrowing Costs	66,854	75,212	–	–	–	–	–	–	–	–	66,854	75,212
Total Expenses	1,529,623	1,420,272	453,844	435,150	296,826	266,279	78,317	72,464	–	–	2,358,610	2,194,165
Retained Revenue												
Sale of Goods and Services												
Investment Income	114,031	107,805	97,380	95,164	7,850	8,014	–	–	–	–	219,261	210,983
Retained Taxes, Fees and Fines	27,512	30,738	734	1,478	919	1,582	–	–	–	–	29,165	33,798
Grants and Contributions	928	854	8,306	5,936	–	–	–	–	–	–	9,234	6,790
Other Revenue	24,807	17,748	6,432	4,804	19,546	13,818	–	–	–	–	50,785	36,370
Total Retained Revenue	237,945	286,967	112,921	107,609	28,395	23,679	–	–	–	–	379,261	418,255
Gain (Loss) on Disposal of Non-Current Assets	14,655	461	–	–	–	–	–	–	–	–	14,655	461
NET COST OF SERVICES	1,277,023	1,132,844	340,923	327,541	268,431	242,600	78,317	72,464	–	–	1,964,694	1,775,449
Government Contributions**	–	–	–	–	–	–	–	–	2,492,501	2,345,218	2,492,501	2,345,218
NET EXPENDITURE/ (REVENUE) FOR THE YEAR	1,277,023	1,132,844	340,923	327,541	268,431	242,600	78,317	72,464	(2,492,501)	(2,345,218)	(527,807)	(569,769)
ADMINISTERED REVENUES												
	Road Network Infrastructure		Road Safety, Licensing and Vehicle Management		Traffic and Transport		M4/M5 Cashback Scheme		Not Attributable		Total	
[See Note 1(c)]	2005 \$000	2004 \$000	2005 \$000	2004 \$000	2005 \$000	2004 \$000	2005 \$000	2004 \$000	2005 \$000	2004 \$000	2005 \$000	2004 \$000
Consolidated Fund												
– Taxes, Fees and Fines	–	–	–	–	–	–	–	–	419,793	356,025	419,793	356,025
– Other	–	–	–	–	–	–	–	–	587,489	596,653	587,489	596,653
Total Administered Revenues	–	–	–	–	–	–	–	–	1,007,282	952,678	1,007,282	952,678

*The description and objectives of each program are summarised in Note 8.

** Appropriations are made on an agency basis and not to individual programs. Consequently, government contributions are included in the "Not Attributable" column.

Summary of Compliance with Financial Directives
For the Year Ended 30 June 2005

	2005				2004			
	Recurrent appropriation	Expenditure/ net claim on consolidated fund	Capital appropriation	Expenditure/ net claim on consolidated fund	Recurrent appropriation	Expenditure/ net claim on consolidated fund	Capital appropriation	Expenditure/ net claim on consolidated fund
	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000
Original Budget Appropriation/Expenditure								
– Appropriation Act	1,400,219	1,393,417	1,015,172	1,015,172	1,258,738	1,251,134	1,044,593	1,021,879
– Additional Appropriations	–	–	–	–	–	–	–	–
– Section 21A PF and AA – Special Appropriations	–	–	–	–	–	–	–	–
– Section 24 PF and AA – transfers of functions between departments	–	–	–	–	–	–	–	–
– Section 26 PF and AA – Commonwealth specific purpose payments	–	–	53,212	53,212	4,469	2,418	34,000	34,000
	1,400,219	1,393,417	1,068,384	1,068,384	1,263,207	1,253,552	1,078,593	1,055,879
Other Appropriations/Expenditure								
– Treasurer's Advance	878	878	8,000	8,000	1,727	1,355	–	–
– Section 22 expenditure for certain works and services	–	–	–	–	–	–	–	–
– Transfers from another agency (Section 25 of the Appropriation Act)	–	–	–	–	–	–	–	–
– Section 27 Appropriation Act – transfers from another agency	(537)	(537)	–	–	–	–	–	–
– Section 22A (2) Motor-Vehicles Taxation Act (hypothecation of motor vehicle tax)	4,543	4,543	17,301	17,301	22,299	22,299	11,240	11,240
– Section 225 Roads Act (hypothecation of heavy vehicle overloading fines)	515	515	–	–	893	893	–	–
	5,399	5,399	25,301	25,301	24,919	24,547	11,240	11,240
Total Appropriations/Expenditure/ Net Claim on Consolidated Fund	1,405,618	1,398,816	1,093,685	1,093,685	1,288,126	1,278,099	1,089,833	1,067,119
Amount drawn down against Appropriation		1,398,816		1,093,685		1,278,099		1,067,119
Liability to Consolidated Fund		–		–		–		–

The Summary of Compliance is based on the assumption that Consolidated Fund moneys are spent first.

Consolidated funding for the RTA's Roads Program is classified as recurrent and capital appropriation based upon the way in which the appropriations are expended. The Program, as part of its appropriation, receives all the revenue from motor vehicle taxes in accordance with the *Motor Vehicles Taxation Act*, with the level of the funds from the motor vehicle taxes not known until 30 June each year.

**Notes to and forming part of the Financial Statements
of the Roads and Traffic Authority
For the Year Ended 30 June 2005**

I. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

(a) Reporting Entity

The Roads and Traffic Authority (RTA), as a reporting entity, is responsible for:

- testing and licensing drivers and registering and inspecting vehicles;
- managing road usage to achieve consistent travel times, particularly during peak periods, by reducing congestion delays and helping the community use the road system more effectively;
- improving road safety by encouraging better road user behaviour, ensuring compliance with regulations, improving roads and enhancing vehicle standards;
- arterial road development, construction and maintenance, to meet community, environmental, regulatory and economic needs; and
- administration of the M4/M5 Cashback Scheme.

The reporting entity is consolidated as part of the NSW Total State Sector Accounts, except in regard to the reporting of Land Under Roads.

(b) Basis of Preparation

The RTA's financial statements are a general purpose financial report which has been prepared on an accruals basis and in accordance with:

- applicable Australian Accounting Standards (AAS);
- other authoritative pronouncements of the Australian Accounting Standards Board (AASB);
- Urgent Issues Group (UIG) Consensus Views;
- the requirements of the Public Finance and Audit Act 1983 and Regulations; and
- the Financial Reporting Directions published in the Financial Reporting Code (FRC) for Budget Dependent General Government Sector Agencies or issued by the Treasurer under Section 9(2) (n) of the Public Finance and Audit Act.

Where there are inconsistencies between the above requirements, the legislative provisions have prevailed.

In the absence of a specific Accounting Standard, other authoritative pronouncement of the AASB or UIG Consensus View, the hierarchy of other pronouncements as outlined in AAS 6 Accounting Policies is considered.

Except for certain investments, land and buildings and infrastructure systems, which are recorded at valuation, the financial statements are prepared in accordance with the historical cost convention.

The accounting policies adopted, are consistent with those of the previous year.

Unless otherwise stated all amounts are rounded to the nearest one thousand dollars and are expressed in Australian currency.

(c) Administered Activities

The RTA administers, but does not control, the collection of various fees, fines and levies on behalf of the Crown Transactions Entity. Monies collected on behalf of the Crown Transactions Entity are not recognised as the RTA's revenues but are separately disclosed in the Program Statement – Expenses and Revenues. The RTA is accountable for the transactions relating to those administered activities but does not have the discretion, for example, to deploy the resources for the achievement of its own objectives.

Expenses incurred in collecting monies on behalf of the Crown Transactions Entity are recognised as the RTA's expenses and are reported within the Road Safety Licensing and Vehicle Management Program.

The accrual basis of accounting and all applicable accounting standards have been adopted for the reporting of administered revenues.

(d) Revenue Recognition

Revenue is recognised when the RTA has control of the good or right to receive, it is probable that the economic benefits will flow to the RTA and the amount of the revenue can be measured reliably. Additional comments regarding the accounting policies for the recognition of revenue are discussed below:

(i) Parliamentary Appropriations and Contributions from other Bodies.

Parliamentary appropriations and contributions from other bodies (including grants and donations) are generally recognised as revenues when the RTA obtains control over the assets comprising the appropriations and contributions. Control over appropriations and contributions is normally obtained upon the receipt of cash.

The split between recurrent and capital appropriations is based on the way the appropriations are to be spent.

In relation to the right to receive infrastructure assets, the recognition is on a progressive basis relative to the contract period.

(ii) Sale of Goods and Services

Revenue from the sale of goods and services comprises revenue from the provision of products or services, ie: user charges. User charges are recognised as revenue when the RTA obtains control of the assets that result from them.

(iii) Investment Income

Interest revenue is recognised as it accrues. Rent revenue is recognised in accordance with AAS 17 Accounting for Leases.

(e) Employee Benefits and Other Provisions

(i) Salaries and Wages, Annual Leave, Sick Leave and Oncosts

Liabilities for salaries, wages (including non-monetary benefits) and annual leave are recognised and measured in respect of employees' services up to the reporting date at nominal amounts based on the amounts expected to be paid when the liabilities are settled.

Sick leave accrued by employees of the RTA is all non-vesting and does not give rise to a liability as it is not considered probable that sick leave taken in the future will be greater than the benefits accrued in the future.

The outstanding amounts of payroll tax and fringe benefits tax, which are consequential to employment, are recognised as liabilities and expenses where the employee benefits to which they relate have been recognised. Workers compensation that may be applicable to leave entitlements has not been recognised as this expense is based on actual premiums paid, determined from past claims history, and not as a general percentage raised on salaries and wages.

(ii) Long Service Leave and Superannuation

Long service leave is measured on a short hand basis. The short hand method is based on the remuneration rates at year end for all employees with five or more years of service together with an estimate for employees with less than five years service, based on the percentage who are expected to remain employed by the RTA long enough to be entitled to long service leave. It is considered that this measurement technique produces results not materially different from the estimate determined by using the present value basis of measurement.

The superannuation expense for the financial year is determined by using the formulae specified in the Treasurer's Directions. The expense for certain superannuation schemes (ie Basic Benefit and First State Super) is calculated as a percentage of the employees' salary. For other superannuation schemes (ie State Superannuation Scheme and State Authorities Superannuation Scheme), the expense is calculated as a multiple of the employees' superannuation contributions. The final expense is adjusted at 30 June each year to take account of any actuarial assessment.

(f) Borrowing Costs

Borrowing costs are recognised as an expense in the period in which they are incurred.

(g) Insurance

The RTA's insurance is arranged through the NSW Treasury Managed Fund Scheme as a self insurance scheme for Government agencies. The premiums are determined by the Fund Manager based on past experience and risk exposures. CTP Insurance is arranged with a private sector provider by NSW Treasury. The RTA, from October 2001, introduced a Principal Arranged Insurance Scheme, which provides cover for all parties involved in its construction projects. This will ensure that these parties have appropriate insurance cover in place.

An outstanding liability also exists in respect of the former Department of Motor Transport self-insured scheme.

(h) Accounting for the Goods and Services Tax (GST)

Revenues, expenses and assets are recognised net of the amount of GST, except:

- The amount of GST incurred by the RTA as a purchaser that is not recoverable from the Australian Taxation Office (ATO) is recognised as part of the cost of acquisition of an asset or as part of an item of expense.
- Receivables, payables, accruals and commitments are stated with the amount of GST included.

(i) Acquisitions of Assets

The cost method of accounting is used for the initial recording of all acquisitions of assets controlled by the RTA. Cost is determined as the fair value of the assets given as consideration plus the costs incidental to the acquisition.

Assets acquired at no cost, or for nominal consideration, are initially recognised as assets and revenues at their fair value at the date of acquisition.

Fair value means the amount for which an asset could be exchanged between a knowledgeable, willing buyer and a knowledgeable, willing seller in an arm's length transaction.

Where settlement of any part of cash consideration is deferred, the amounts payable in the future are discounted to their present value at the acquisition date. The discount rate used is the incremental borrowing rate, being the rate at which a similar borrowing could be obtained.

(j) Asset Management Policy

The RTA's asset valuation and depreciation policies are summarised below.

Plant and equipment costing individually above \$5,000 are capitalised.

Physical non-current assets are valued in accordance with the Guidelines for the Valuation of Physical Non-Current Assets at Fair Value (TPP 03-02). This policy adopts fair value in accordance with AASB 1041 Revaluation of Non Current Assets for financial years commencing on or after 1 July 2002. There is no substantive difference between the fair value valuation methodology and the previous methodology adopted in the NSW public sector:

Non-specialised assets with short useful lives are measured at depreciated historical cost, as a surrogate for fair value.

When revaluing non-current assets by reference to current prices for assets newer than those being revalued (adjusted to reflect the present condition of the assets), the gross amount and the related accumulated depreciation are separately restated.

Otherwise, any balances of accumulated depreciation existing at revaluation date in respect of those assets are credited to the asset accounts to which they relate. The net asset accounts are then increased or decreased by the revaluation increments or decrements.

Revaluation increments are credited directly to the asset revaluation reserve, except that, to the extent that an increment reverses a revaluation decrement in respect of that class of asset previously recognised as an expense in the Statement of Financial Performance, the increment is recognised immediately as revenue in the Statement of Financial Performance.

Revaluation decrements are recognised immediately as expenses in the Statement of Financial Performance, except that, to the extent that a credit balance exists in the asset revaluation reserve in respect of the same class of assets, they are debited directly to the asset revaluation reserve.

Revaluation increments and decrements are offset against one another within a class of non-current assets, but not otherwise.

Where an asset that has previously been revalued is disposed of, any balance remaining in the asset revaluation reserve, in respect of that asset, is transferred to accumulated funds.

(i) Plant and Equipment

Asset	Valuation Policy	Depreciation Policy
Plant, Equipment and Vehicles (Minimum capital value \$5,000)	Written down historic cost	Depreciated on the straight line method over the estimated useful life of between 5 and 20 years
Computer Hardware and Software (Minimum capital value of \$1,000 and \$5,000 respectively)	Written down historic cost	Depreciated on the straight line method over the estimated useful life of between 3 and 10 years
Electronic Office Equipment (Minimum capital value \$5,000)	Written down historic cost	Depreciated on the straight line method over the estimated useful life of 10 years

The written down historic cost is considered to reflect the fair value of these assets.

Depreciation and valuation policies in respect of operational assets are subject to annual review.

Estimates of useful life for depreciation purposes have been determined with due regard to a number of factors including the expected retention period by the entity and the underlying physical, technical and commercial nature of the assets as defined in AAS4 Depreciation. In accordance with this standard the shortest alternative useful life is applied. Approximately \$64.399 million 21.6% (2003-04; \$118.337 million 40.7%) of the RTA's assets in the categories of plant, equipment, vehicles, computer hardware and software and electronic office equipment are fully depreciated. The percentage of fully depreciated assets should decrease progressively as they are replaced in future years. A stock take and complete review of the anticipated useful lives of operational assets was carried out during 2004-05.

(ii) Land and Buildings

Asset	Valuation Policy	Depreciation Policy
Land and Buildings in Service – Works Administration Properties – Officers Residences	Land and buildings in service are generally valued at value in use (land) and written down replacement cost (buildings). Where such properties are rented externally they are valued at current market value. Land and Buildings in Service were revalued in the current year and are due to be revalued in 2007-08.	Buildings – Depreciated on the straight line method over the estimated useful life of 40 years.
Land and Buildings Acquired for Future Roadworks – Rentable or Surplus Properties – Vacant land	– Current Market Value – Average Rateable Value Per Hectare of Urban and Rural Areas within each Local Government Area (LGA) Land and Buildings Acquired for Future Roadworks are revalued progressively over a 3 year cycle. The current revaluation cycle commenced 2002-03.	No depreciation charged as buildings are not purchased to generate revenue but ultimately to be demolished for roadworks.
Leasehold Improvements (Minimum capital value \$5,000)	Written down historic cost/revalued amount.	Amortised over the period of the lease, or the useful life of the improvement to the RTA, whichever is shorter.

Included in the value of land and buildings in service is an amount of \$12.831 million (2003-04; \$8.816 million) for buildings on Crown land. As the RTA effectively "controls" this Crown land, it has been included in the RTA's Statement of Financial Position. Should such Crown land be transferred or disposed of, associated buildings are written off in the year the transfer or disposal takes place.

The RTA's land and buildings are valued by registered valuers. Land and Buildings Acquired for Future Roadworks comprise Untenanted Land for Roads which is revalued annually and Rental Properties and Surplus Properties which are revalued progressively within a 3 year timeframe. The selection of assets within Land and Buildings Acquired for Future Roadworks to be revalued in each reporting period within the current progressive revaluation is made by reference to the asset's acquisition date or previous revaluation date, to ensure each asset is revalued in the 3 year progressive revaluation timeframe. To accord with the disclosure requirements of AASB 1041 Revaluation of Non-Current Assets regarding progressive revaluations, the aggregate carrying amount of Land and Buildings Acquired for Future Roadworks comprises:

Commencement date of the current progressive revaluation:	1 July 2002
Completion date of the current progressive revaluation:	30 June 2005

Category of Land and Building Acquired for Future Roadworks	Aggregate carrying amount \$000
Carried at cost of acquisition less, where applicable, any accumulated depreciation	–
Carried at revalued amounts determined prior to the beginning of the current progressive revaluation less, where applicable, any accumulated depreciation	–
Revalued as part of the current progressive revaluation and carried at fair value as at 30 June 2005 less, where applicable, any subsequent accumulated depreciation	992,330
Revalued as part of the current progressive revaluation and carried at an amount other than fair value as at 30 June 2005 less, where applicable, any subsequent accumulated depreciation	–
Carried at recoverable amount less, where applicable, any subsequent accumulated depreciation	–
Untenanted land for Roads – revalued annually not subject to progressive revaluation	2,183,334
Land and Building Acquired for Future Roadworks at 30 June 2005 [see note 11(a)]	3,175,684

(iii) Infrastructure Systems

Asset	Valuation Policy	Depreciation Policy
Roads		
– Earthworks	Written down replacement cost	Depreciated over estimated useful life of 100 years
– Pavement	Written down replacement cost	Depreciated over estimated useful life dependant on pavement surface 15 years (unsealed) 20–50 years (flush seal/asphalt) 25–50 years (asphalt/concrete) 40–50 years (concrete)
Bridges		
	Written down replacement cost	Depreciated over estimated useful life dependant on bridge type
– Timber structures		60 years
– Concrete structures		100 years
– Steel structures		100 years
– X Trusses (timber and steel)		60 years
– High Value Bridges		200 years
– Bridge Size Culverts/Tunnels		100 years
Traffic Signals	Written down replacement cost	Depreciated over estimated useful life of 20 years
Traffic Control Network		
	Written down replacement cost	Depreciated over estimated useful life of
– Traffic Systems		5-20 years
– Transport Management Centre		5-20 years
– Variable Message Signs		30 years
Land under roads and within road reserves	Average rateable value per hectare of urban and rural areas within each Local Government Area (LGA)	No depreciation applied as land does not have a limited useful life

The RTA, being responsible for the development and management of the State's road network, has recognised the control aspect of some infrastructure assets and the ownership of other infrastructure assets when formulating policy in respect of the valuation and reporting of infrastructure.

Roads, bridges and traffic signals are initially brought to account at cost.

The valuation policies provide for roads, bridges and the traffic signal control network, comprising the traffic control network, including variable message signs, and the traffic signal network, to be revalued periodically using the modern equivalent replacement cost method. Each road is assigned a value which equates to the cost of replacing that road to a modern equivalent asset and discounting the estimated value of modern features, such as noise walls, not present in the existing asset. In the case of bridges, such replacement cost is the cost to construct a new bridge to the modern standard. High value bridges are valued on an individual basis. The replacement cost of the traffic control network is based on the current cost to replace the SCATS system computers and peripherals. The replacement cost of the traffic signal network is the cost to reconstruct each site using the number and current cost of lanterns and electronic controllers at each site as the major components to determine the replacement cost.

The determination of unit replacement rates for road, bridge and traffic control signal infrastructure valuations is carried out at least every five years by suitably qualified engineering contractors and employees of the RTA. Roads were revalued during 2003-04. Unit replacement rates for traffic signals were reviewed during 2002-03. All bridges and bridge culverts were revalued during 2002-03.

Assets are recorded initially at construction cost and the annual percentage increase in the Road Cost Index is applied each year until the following unit replacement review is undertaken. Subsequent to the review, infrastructure is valued using the unit replacement rates, adjusted by the Road Cost Index as applicable, except for Traffic Control Network.

In respect of land under roads and within road reserves, valuations are assessed according to the average rateable value per hectare of urban and rural areas within each Local Government Area. Such valuations, which are undertaken annually by the RTA's registered valuers, are based upon the data provided by

the Local Government Grants Commission and the Valuer General.

In 2004/2005 the data provided by the Local Government Grants Commission and the Valuer General, on which the valuations of average rateable value are ordinarily based, was not available. Accordingly the average rateable values per hectare were estimated to have increased by 5% when compared with 2003/2004. This estimate was made by an in house registered valuer.

Major works-in-progress are valued at construction cost and exclude the cost of land, which is currently disclosed as land under roads.

Accounting Standard AAS4 Depreciation of Non Current Assets outlines factors to be considered in assessing the useful life of an asset for depreciation purposes. These factors include wear and tear from physical use and technological and commercial obsolescence.

Road assets are depreciated on the straight-line basis in accordance with AAS 4 Depreciation of Non Current Assets. The road assets are considered to consist of two components, pavement and non-pavement (comprising earthworks and road furniture), each with a corresponding useful service life.

Depreciation is calculated for each of the current 18,000 (approximately) road management segments and aggregated for each road and pavement type. Bridge assets are assessed by bridge type and depreciation is calculated on a straight line basis.

The respective provisions for depreciation of infrastructure assets recognise the total accumulated depreciation of those assets on a straight-line basis over the assessed useful life of those assets as at 30 June 2005. During 2003-04 the estimated useful life was extended for roads which had reached the end of their useful life to reflect their on going service potential. This reassessment of the useful life together with the revaluation of the roads has contributed to an increase in the depreciation expense.

(iv) Private Sector Provided Infrastructure

The RTA has recognised an infrastructure asset in respect of the Sydney Harbour Tunnel. It has been valued at the estimated current written down replacement cost of the Tunnel at the date of transfer to the RTA in 2022 (refer Note 12 (b)).

In respect of the M2, M4, and M5 Motorways and the Eastern Distributor (the Cross City Tunnel, Westlink M7 Motorway and Lane Cove Tunnel yet to be commissioned), the RTA values each right to receive asset by reference to the RTA's emerging share of the written down replacement cost of each asset apportioned over the respective period of the concession agreement.

(v) Cultural Collection Assets

Cultural Collection items that can be reliably valued have been recognised as assets. Other Cultural Collection items are disclosed by way of a note.

(vi) Leased Assets

A distinction is made between finance leases, which effectively transfer from the lessor to the lessee substantially all the risks and benefits incidental to ownership of the leased assets, and operating leases under which the lessor effectively retains all such risks and benefits.

Where a non-current asset is acquired by means of a finance lease, the asset is recognised at its fair value at the inception of the lease. The corresponding liability is established at the same amount. Lease payments are allocated between the principal component and the interest incurred.

Operating lease payments are charged to the Statement of Financial Performance in the periods in which they are incurred.

(k) Maintenance and Repairs

The costs of maintenance are charged as expenses as incurred, except where they relate to the replacement of a component of an asset, in which case the costs are capitalised and depreciated over the life of the asset.

(l) Receivables

Receivables are recognised and carried at cost, based on the original invoice amount less a provision for any uncollectable debts. Collecting of debtors is reviewed on an ongoing basis. An estimate for doubtful debts is made when collection of the full amount is no longer probable. Bad debts are written off as incurred.

(m) Provision of Material Assets

No material assets were provided free of charge to the RTA during the 2004/2005 financial year. However, at a small number of locations, Crown land was provided at peppercorn rentals.

(n) Inventories

Inventories are stated at the lower of cost and net realisable value. The cost is calculated using the weighted average cost. Inventories consist mainly of raw materials and supplies used for the construction and maintenance of roads, bridges and traffic signals.

(o) Investments

Due to the short-term nature of the RTA's investments, book, face and market values are equivalent. Investments held are not quoted on a stock exchange.

(p) Capitalisation of Expenditure

Expenditure (including employee related costs and depreciation) in respect of road development and reconstruction, bridge and tunnel replacement and some road safety and traffic management works are capitalised as part of Infrastructure Systems.

(q) Other Assets

Other assets including prepayments are recognised on a cost basis.

(r) Payables

These amounts represent liabilities for goods and services provided to the RTA and other amounts, including interest. Interest is accrued over the period it becomes due.

(s) Interest Bearing Liabilities

All loans are valued at current capital value. Any finance lease liability is determined in accordance with AAS17 Leases.

(t) Financial Instruments

Financial Instruments give rise to positions that are a financial asset or liability of the RTA and a financial liability or asset of another party. The RTA includes cash at bank, receivables, creditors and borrowings as financial instruments. In accordance with AAS33 Presentation and Disclosure of Financial Instruments, information is disclosed in Note 15 in respect of the credit risk and interest rate risk of those instruments. All such amounts are carried in the accounts at values as disclosed within each of the respective notes to the accounts relating to those financial instruments.

(u) Budgeted amounts

The budgeted amounts are drawn from the budgets as formulated at the beginning of the financial year and with any adjustments for the effects of additional appropriations under s21A, s24 and/or s26 of the Public Finance and Audit Act 1983.

The budgeted amounts in the Statement of Financial Performance and the Statement of Cash Flows are generally based on the amounts disclosed in the NSW Budget Papers (as adjusted above).

(v) Impact of Adopting Australian Equivalents to IFRS

The RTA will apply the Australian equivalents to International Financial Reporting Standards (AEIFRS) from 2005-06.

– The RTA's International Standards Committee is overseeing the transition.

– The following phases that need to be undertaken have been identified:

– Planning

– Impact Assessment

– System Change and Implementation

– Post Implementation review

– To date, the Planning and Impact Assessment stages are complete. An operational review of the assessed impact has been finalised and System Changes and Implementation should be finalised by 31 December 2005.

The RTA has determined the key areas where changes in accounting policies are likely to impact the financial report. Some of these impacts arise because AEIFRS requirements are different from existing AASB requirements (AGAAP). Other impacts are likely to arise from options in AEIFRS. To ensure consistency at the whole of government level, NSW Treasury has advised agencies of options it is likely to mandate for the NSW Public Sector. The impacts disclosed below reflect Treasury's likely mandates (referred to as "indicative mandates").

Shown below are management's best estimates, as at the date of preparing the 30 June 2005 Financial Report, of the estimated financial impacts of AEIFRS on the RTA's equity. The RTA does not anticipate any material impacts on its cash flows or surplus/deficit for the year ended 30 June 2005. The actual effects of the transition may differ from the estimated figures below because of pending changes to the AEIFRS, including the UIG Interpretations and/or emerging accepted practice in their interpretation and application. The RTA's accounting policies may also be affected by a proposed standard to harmonise accounting standards with Government Finance Statistics (GFS). However, the impact is uncertain because it depends on when this standard is finalised and whether it can be adopted in 2005-06.

(a) Reconciliation of Key Aggregates

Reconciliation of equity under existing Standards (AGAAP) to equity under AEIFRS

	Notes	30 June 2005** \$000	1 July 2004* \$000
Total equity under AGAAP		72,101,523	68,208,632
Adjustments to accumulated funds			
Derecognition of intangible assets	(1)	(15,000)	(15,000)
Defined benefit superannuation adjustment for change in discount rate	(2)	(121,748)	(63,140)
Write back of PSPI upfront payments previously recognised as revenue	(3)	(369,915)	(369,915)
Assets held for sale	(4)	–	(2,702)
Total equity under AEIFRS		71,594,860	67,757,875

* adjustments as at the date of transition

** cumulative adjustments as at date of transition plus the year ended 30 June 2005

Reconciliation of surplus/(deficit) under AGAAP to surplus/(deficit) under AEIFRS:

Year Ended 30 June 2005	Notes	\$000
Surplus under AGAAP		527,807
Defined benefit superannuation	(2)	(58,608)
Surplus under AEIFRS		469,199

Based on the above, if AEIFRS were applied in 2004-05, this would increase the Net Cost of Services from \$1,990 million to \$2,049 million.

1. AASB 138 *Intangible Assets* requires all research costs to be expensed and restricts the capitalisation of development costs. Current AGAAP permits some research and development costs to be capitalised when certain criteria are met. As a result, some currently recognised intangible assets will need to be derecognised.
2. AASB 119 *Employee Benefits* requires the defined benefit superannuation obligation to be discounted using the government bond rate as at each reporting date, rather than the long-term expected rate of return on plan assets. The RTA's superannuation obligation is not assumed by the Crown; accordingly this has increased the defined benefit superannuation liability and changed the quantum of the superannuation expense.
3. NSW Treasury have mandated the adoption of their draft policy "Accounting for Upfront Payments and Emerging Assets in Public Private Partnerships", the principles of which have been endorsed by the Heads of Treasury Advisory and Reporting Committee. The policy requires that upfront payments received in respect of a Private Sector Provided Infrastructure (PSPI) project should be recognised over the concession period.
4. AASB 5 *Non-current Assets Held for Sale and Discontinued Operations* requires non-current assets classified as 'held for sale' to be reclassified as current and recognised at the lower of the carrying amount and the fair value less costs to sell.

(b) Financial Instruments

In accordance with NSW Treasury's indicative mandates, The RTA will apply the exemption provided in AASB 1 *First-time Adoption of Australian Equivalents to International Financial Reporting Standards* not to apply the requirements of AASB 132 *Financial Instruments: Presentation and Disclosures* and AASB 139 *Financial Instruments: Recognition and Measurement* for the financial year ended 30 June 2005. These Standards will apply from 1 July 2005. None of the information provided above includes any impacts for financial instruments. However, when these Standards are applied, they are likely to impact on retained earnings (on first adoption) and the amount and volatility of profit / loss. Further, the impact of these Standards will in part depend on whether the fair value option can or will be mandated consistent with Government Finance Statistics.

(c) Grant recognition for *not-for profit* entities

The RTA will apply the requirements in AASB 1004 *Contributions* regarding contributions of assets (including grants) and forgiveness of liabilities. There are no differences in the recognition requirements between the new AASB 1004 and the current AASB 1004. However, the new AASB 1004 may be amended by proposals in Exposure Draft (ED) 125 *Financial Reporting by Local Governments*. If the ED 125 approach is applied, revenue and / or expense recognition will not occur until either the RTA supplies the related goods and services (where grants are in-substance agreements for the provision of goods and services) or until conditions are satisfied. ED 125 may therefore delay revenue recognition compared with AASB 1004, where grants are recognised when controlled. However, at this stage, the timing and dollar impact of these amendments is uncertain.

2. EXPENSES

The RTA capitalises a significant portion of expenditure, including employee related costs and depreciation, to Infrastructure Systems.

(a) Employee Related Expenses

Employee related expenses comprise the following specific items:

	2005 \$000	2004 \$000
Salaries and Wages (including Annual Leave)	451,226	424,173
Long Service Leave	37,697	22,417
Superannuation	39,262	68,429
Workers Compensation Insurance	7,815	8,883
Payroll Tax and Fringe Benefits Tax	30,542	31,729
Other	2,289	3,463
	568,831	559,094

	2005 \$000	2004 \$000
Allocation of Employee Related Expenses to Programs		
– Capitalised to Infrastructure	175,940	191,104
– Maintenance	182,757	163,428
– Operating Programs	210,134	204,562
	568,831	559,094

(b) Other Operating Expenses

	2005 \$000	2004 \$000
Registry Customer Services *	105,942	103,372
Driver and Vehicle Management *	55,402	50,238
Road Safety *	81,077	92,297
Traffic and Transport *	85,718	80,595
Ensured Revenue Stream Payments	30,988	27,892
SHB Toll Collections *	12,155	11,202
M4/M5 Cashback Scheme	78,317	72,464
Write-Down of Infrastructure Assets	53,506	10,811
Other	63,228	64,600
	566,333	513,471

* These expense categories exclude employee related expenses and depreciation incurred in providing these services.

(i) Auditor's Remuneration

During 2004-05 an expense of \$0.526 million (2003-04; \$0.501 million), excluding GST, was incurred for the audit of the financial statements by The Audit Office of NSW.

(ii) Cost of sales

During 2004-05 the cost incurred in relation to the sale of goods was \$19.677 million (2003-04; \$20.602 million).

(iii) Bad and Doubtful Debts

The bad and doubtful debts expense for 2004-05 amounted to \$1.979 million (2003-04; \$0.444 million).

(iv) Operating lease rental expense

	2005 \$000	2004 \$000
Property	22,594	22,269
IT Equipment	45,749	46,916
Light Motor Vehicles	28,005	24,670
Heavy Motor Vehicles	519	950
	97,227	94,805

(v) Insurance

Insurance costs (excluding workers compensation) for 2004-05 amounted to \$47.627 million (2003-04; \$35.058 million).

(vi) Write-Down of Infrastructure Assets

Infrastructure assets were written down by \$53.506 million in 2004-05 (2003-04; \$10.811 million).

(c) Infrastructure Maintenance

Maintenance expenditure relates to the maintenance of roads, bridges and the traffic signal control network and includes employee related costs. Major reconstruction of road segments are capitalised and as such not charged against maintenance expenditure. The RTA capitalised \$87.400 million of such works (2003-04 \$100.943 million) – refer Note 1(j) (iii).

The RTA expended \$16.877 million in 2004-05 (2003-04; \$10.941 million) on natural disaster restoration works from State funds. Some \$3.084 million (2003-04; \$1.793 million) was also spent on natural disaster restoration works on National Highways during the year. The total cost of natural disaster restoration work in 2004-05 was \$19.961 million (2003-04; \$12.734 million), which was included as part of maintenance expenditure.

(d) Depreciation and Amortisation

	2005 \$000	2004 \$000
Depreciation Raised against Operational and Property Assets (Excludes depreciation capitalised as Infrastructure)	14,527	26,812
Depreciation raised against Infrastructure	689,652	670,345
	704,179	697,157

In addition, operational assets were written down by \$3.593 million in 2004-05 (2003-04; \$0.348 million).

(e) Grants and Subsidies

	2005 \$000	2004 \$000
Capital Grants – to Councils for Regional Roads	24,796	8,913
Grants Under Road Safety Program	10,360	6,922
Other	828	–
	35,984	15,835

(f) Borrowing Costs

	2005 \$000	2004 \$000
Interest	58,908	66,952
Debt Guarantee	3,000	3,000
Amortisation of premium / discount on Borrowings	4,946	5,260
	66,854	75,212

3. REVENUES

(a) Sale of Goods and Services

	2005	2004
	\$000	\$000
<i>Sale of Goods</i>		
– Number Plates	54,254	52,936
<i>Rendering of Services</i>		
– Third Party Insurance Data Access Charges	11,730	10,174
– Toll Revenue (Sydney Harbour Bridge) adjusted	74,786	74,154
– Correction of Toll Revenue in 2004 for 2003	–	(6,417)
– Minor Sale of Goods & Services	78,886	80,136
	219,656	210,983

(b) Investment Income

	2005	2004
	\$000	\$000
Interest	8,123	15,299
Rent	20,647	18,499
	28,770	33,798

(c) Retained Taxes, Fees and Fines

	2005	2004
	\$000	\$000
Heavy Vehicle Permit Fees	928	854
Sanction Fees payable under the Fines Act	8,306	5,936
	9,234	6,790

(d) Grants and Contributions

	2005	2004
	\$000	\$000
NSW Government Agencies:		
– Department of Transport	23,962	20,600
– Other	4,130	4,925
Local Government	4,660	401
Other Government Agencies	10,225	4,269
Private Firms and Individuals	7,808	6,175
	50,785	36,370

(e) Other Revenue

	2005	2004
	\$000	\$000
Reimbursement of Development Costs [Refer Note 7 (c)]	–	79,301
Value of Emerging Interest of Private Sector Provided Infrastructure		
– M2 [Refer Note 12 (b)]	10,571	10,568
– M4 [Refer Note 12 (b)]	12,766	13,064
– M5 [Refer Note 12 (b)]	13,873	14,080
– Eastern Distributor [Refer Note 12 (b)]	9,887	9,698
– Loan to Sydney Harbour Tunnel Company [Refer Note 10 (b)]	23,043	2,847
M2 and Eastern Distributor Promissory Notes	446	369
Diesel Fuel Grant	230	387
	70,816	130,314

4. GAIN ON DISPOSAL OF NON-CURRENT ASSETS

	2005	2004
	\$000	\$000
Gain on Sale of Property, Plant and Equipment		
– Proceeds from Sale	59,269	29,208
– Written Down Value of Assets Sold	(44,614)	(28,747)
Net Gain on Sale of Non-Current Assets	14,655	461

5. CONDITIONS ON CONTRIBUTIONS

Contributions received during 2004/2005 were recognised as revenue during the financial year and were expended in that period with no balance of those funds available at 30 June 2005.

6. APPROPRIATIONS

	2005	2004
	\$000	\$000
Recurrent Appropriation		
Total recurrent drawdowns from Treasury (per Summary of Compliance)	1,398,816	1,278,099
Less: Liability to Consolidated Fund (per Summary of Compliance)	–	–
	1,398,816	1,278,099
Comprising:		
Recurrent appropriations (per Statement of Financial Performance)	1,398,816	1,278,099
Transfer payments	–	–
	1,398,816	1,278,099
Capital Appropriation		
Total capital drawdowns from Treasury (per Summary of Compliance)	1,093,685	1,067,119
Less: Liability to Consolidated Fund (per Summary of Compliance)	–	–
	1,093,685	1,067,119
Comprising:		
Capital appropriations (per Statement of Financial Performance)	1,093,685	1,067,119
Transfer payments	–	–
	1,093,685	1,067,119

7. INDIVIDUALLY SIGNIFICANT ITEMS

(a) Superannuation Expense

	2005	2004
	\$000	\$000
(Decrease) / Increase in Superannuation Expense due to Tax, Actuarial and Interest Adjustments.	(44,410)	(12,817)

(b) Write-Down of Infrastructure Assets

	2005	2004
	\$000	\$000
Infrastructure Assets Written Down	53,506	10,811

The following infrastructure assets were deleted during 2004-05 (see note 11(c))

	Replacement Cost \$000	Accum Depn \$000	WDRC \$000
Roads	74,297	42,495	31,802
Bridges	50,887	29,876	21,011
Traffic Signals	443	143	300
Traffic Control Network	593	200	393
	126,220	72,714	53,506

The majority of deletions during 2004/2005 related to the transfer to local councils of responsibility for roads and bridges by-passed by the Karuah and Bangor Bypasses.

(c) Reimbursement of Development Costs

	2005	2004
	\$000	\$000
Revenue received following the letting of Lane Cove Tunnel contracts	–	79,301

8. PROGRAMS/ACTIVITIES OF THE AGENCY

(a) Road Network Infrastructure

Network Development

Description: Planning, designing, scheduling and organising the development of road and bridge works.

Objectives: To develop the State's Road network focusing on strategic routes to promote economic growth, improve road safety, encourage greater use of public transport and meet environmental targets.

Maintenance

Description: Manage the primary arterial road network infrastructure as a long-term renewable asset through a program of maintenance and reconstruction works. Provide financial assistance grants to Local Government to assist Councils manage their secondary arterial road network. Manage the provision of disaster repairs for public roads

Objective: To maintain the RTA's roads and bridges as the first priority at a minimum whole of life cost to ensure reliability, safety and retained value. Support Councils' management of their secondary arterial road network.

(b) Road Safety, Licensing and Vehicle Management

Description: Implementing initiatives to increase safe road use behaviour, ensure that drivers and cyclists are eligible and competent, ensure that vehicles meet

roadworthiness and emission standards, and ensure that a high standard of customer service is maintained.

Objective: To reduce the trauma and cost to the community of road deaths and injuries. To reduce adverse impacts of vehicles on roads and the environment. To ensure compliance with driver licensing and vehicle registration requirements.

(c) Traffic and Transport

Description: Improving road network performance through traffic control systems, managing incidents and route management strategies. Providing priority access for buses, improving facilities for cyclists and pedestrians and maintaining traffic facility assets.

Objective: To maximise the efficiency of moving people and goods by better managing the road network and encouraging the use of alternatives to the motor car.

(d) M4 / M5 Cashback Scheme

Description: Reimbursing motorists directly for the toll component paid using Cashback Cards and Electronic Toll Tags on the M4 and M5 Motorways when driving NSW privately registered cars and motorcycles.

Objective: To reimburse tolls to motorists driving NSW privately registered vehicles on the M4 and M5 Motorways.

9. CURRENT ASSETS – CASH ASSETS

The cash balance comprises:

	2005 \$000	2004 \$000
RTA Operating Account	62,844	9,082
Trust Funds	26,296	3,756
Remitting Account, Cash in Transit and Cash on Hand	27,235	28,322
Tcorp - Hour Glass Facility	1,320	62,367
On Call Deposits	66,974	173,342
Other	595	568
	185,264	277,437

For the purposes of the Statement of Cash Flows, cash includes all the above categories of cash assets.

10. CURRENT ASSETS / NON-CURRENT ASSETS – RECEIVABLES

The RTA's receivables are detailed as follows:

(a) Current

	2005 \$000	2004 \$000
Sale of Goods and Services	26,779	28,215
Goods and Services Tax – Claimable from the Commonwealth	25,876	26,922
Other (including cost recoveries relating to motor vehicle accident damage to RTA property and road clearing)	1,738	1,648
	54,393	56,785
Less: Provision for Doubtful Debts	(3,352)	(1,916)
	51,041	54,869
Unissued Debtors	33,690	36,525
Dishonoured Credit Cards	264	646
	84,995	92,040

Accrued Income

– Interest	591	1,048
– Property Sales	45,596	23,489
– Other	2,074	1,237
Total Current	133,256	117,814

Most of the RTA's doubtful debts relate to amounts owing as a result of commercial transactions (eg, debts raised for performance of services or goods) and tenants who vacate premises without notice whilst in arrears.

(b) Non-Current

Non-Current receivables are summarised as follows:

	2005 \$000	2004 \$000
Loan to Sydney Harbour Tunnel Company	94,323	71,281
Promissory Notes	1,982	1,535
Other Loans	–	259
	96,305	73,075

Repayment of the interest free \$222.6 million Net Bridge Revenue Loan by the Sydney Harbour Tunnel Company is due on 31 December 2022. The Loan has been assessed as recoverable as at 30 June 2005 and the receivable is valued on a Net Present Value (NPV) basis.

The loan is considered to be part of the RTA's interest in the Tunnel and, as at 30 June 2005, has been assessed at \$94.323 million (30 June 2004; \$71.281 million).

Promissory Notes relate to amounts receivable under the Private Sector Road Toll agreement in respect of the M2 Motorway and the Eastern Distributor. The promissory notes are redeemable at the earlier of the achievement of certain Internal Rate of Return (IRR) or the end of the respective concession period. The redeemables are valued on a Net Present Value (NPV) basis. See note 12 (b).

II. NON CURRENT ASSETS – PROPERTY, PLANT AND EQUIPMENT

This asset category consists of Land and Buildings, Plant and Equipment and Infrastructure Systems.

	2005 \$000	2004 \$000
Land and Buildings		
At Fair Value	3,434,669	3,242,884
Less Accumulated Depreciation	(14,666)	(18,959)
	3,420,003	3,223,925
Plant and Equipment		
At Fair Value	297,885	290,877
Less Accumulated Depreciation	(165,612)	(162,179)
	132,273	128,698
Infrastructure Systems		
At Fair Value	83,039,161	78,888,238
Less Accumulated Depreciation	(13,724,351)	(13,100,100)
	69,314,810	65,788,138
Total Property, Plant and Equipment and Infrastructure Systems At Net Book Value	72,867,086	69,140,761

(a) Land and Buildings

	Works Administration Properties and Officers Residences Land \$000	Works Administration Properties and Officers Residences Buildings \$000	Land and Buildings Acquired for Future Roadworks \$000	Leasehold Improvements \$000	Total \$000
Balance 1 July 2004	81,509	112,846	3,030,993	17,536	3,242,884
Additions	–	14,025	150,226	2,453	166,704
Disposals	–	(2,604)	(41,382)	(4,533)	(48,519)
Reclassifications	(6,000)	(3,166)	8,558	608	–
Transfer to Infrastructure	–	–	(195,769)	–	(195,769)
Reval. on Transfers	–	–	59,048	–	59,048
Revaluations	37,254	9,057	164,010	–	210,321
Asset Write down	–	–	–	–	–
Balance 30 June 2005	112,763	130,158	3,175,684	16,064	3,434,669
Accumulated Depreciation					
Balance 1 July 2004	–	9,860	–	9,099	18,959
Depreciation Expense	–	4,886	–	3,449	8,335
Write Back on Disposal	–	(2,961)	–	(4,533)	(7,494)
Revaluation	–	(5,134)	–	–	(5,134)
Prior Years Adjustments	–	–	–	–	–
Balance 30 June 2005	–	6,651	–	8,015	14,666
Written Down Value					
As at 30 June 2005	112,763	123,507	3,175,684	8,049	3,420,003
As at 1 July 2004	81,509	102,986	3,030,993	8,437	3,223,925

Land and buildings for future roadworks comprise untenanted land for road works (average rateable value – \$2,183.355 million), surplus properties (market value – \$644.774 million) and rentable properties (market value – \$347.555 million).

(b) Plant and Equipment

	Plant Equipment and Motor Vehicles \$000	Computer Hardware and Software \$000	Electronic Office Equipment \$000	Total \$00
Balance 1 July 2004	186,375	99,096	5,406	290,877
Additions	6,150	3,205	–	9,355
Disposals	(16,117)	(364)	(408)	(16,889)
Reclassifications	12,978	1,559	8	14,545
Balance 30 June 2005	189,386	103,496	5,006	297,888
Accumulated Depreciation				
Balance 1 July 2004	102,011	56,213	3,955	162,179
Depreciation Expense	10,194	6,298	240	16,732
Write Back on Disposal	(12,612)	(341)	(343)	(13,296)
Balance 30 June 2005	99,593	62,170	3,852	165,615
Written Down Value				
As at 30 June 2005	89,793	41,326	1,154	132,273
As at 1 July 2004	84,364	42,883	1,451	128,698

(c) Infrastructure Systems

Infrastructure systems are valued as follows:

	2005 \$000	2004 \$000
Roads – Written Down Replacement Cost		
Opening Balance – Replacement Cost	36,168,855	35,144,437
Additions at cost	493,656	817,887
Deletions	(74,297)	(6,657)
RCl and other adjustments	918,958	–
Revaluation	–	213,188
	37,507,172	36,168,855
<i>Less: Accumulated Depreciation</i>		
Opening Balance	11,399,831	10,826,077
Deletions	(42,496)	(2,194)
Current Year Expense	597,122	582,300
Revaluation	–	(6,352)
	11,954,457	11,399,831
Roads – Written Down Value	25,552,715	24,769,024
Land Under Roads and Within Road Reserves		
Opening Balance	34,354,414	27,471,006
Transfer in from “Land and Buildings acquired for Future Roadworks”	195,740	822,338
Revaluation	1,739,039	6,061,070
Total Land under Roads and Within Road Reserves	36,289,193	34,354,414
Bridges – Written Down Replacement Cost		
Opening Balance – Replacement Cost	7,063,284	6,751,865
New Bridges at cost	333,129	145,335
RCl and other adjustments	410,925	178,045
Deletions	(50,888)	(11,961)
Revaluations	–	–
Closing Balance	7,756,450	7,063,284
<i>Less: Accumulated Depreciation</i>		
Opening Balance	1,606,696	1,540,596
Current Year Expense	79,193	72,326
Write Back on Disposal	(29,876)	(6,226)
	1,656,013	1,606,696
Bridges – Written Down Value	6,100,437	5,456,588

New Bridges at cost includes bridges constructed during the year and existing bridges (not previously brought to account) identified by a Timber Bridge Survey undertaken during the year:

(c) Infrastructure Systems (cont)

	2005 \$000	2004 \$000
Traffic Signals Network – Written Down Replacement Cost		
Opening Balance – Replacement Cost	269,319	249,656
New Traffic Signals at cost	8,519	7,923
Traffic Signals Deleted	(443)	(707)
RCl and other adjustments	5,477	12,447
Closing Balance	282,872	269,319
Less: Accumulated Depreciation		
Opening Balance	75,029	64,953
Current Year Expense	13,382	12,613
Write back on deleted Traffic Signals	(143)	(197)
Revaluation	–	2,340
	88,268	75,029
Traffic Signals Network – Written Down Value	194,604	194,290
Traffic Control Network – Written Down Replacement Cost		
Opening Balance – Replacement Cost	47,999	36,017
Additions at unit replacement rates	10,070	12,274
Deletions	(593)	(292)
	57,476	47,999
Less: Accumulated Depreciation		
Opening Balance	18,544	15,627
Current Year Expense	7,269	3,106
Write back on deleted TMC assets	(200)	(189)
	25,613	18,544
Work-in-Progress	19,399	23,342
Traffic Control Network – Written Down Value	51,262	52,797
Major Works in Progress		
Opening Balance	961,025	935,228
Additions at cost	933,874	769,897
Transfers out on completion	(768,300)	(744,100)
Major Works in Progress	1,126,599	961,025
Total Infrastructure Systems	69,314,810	65,788,138

The network was improved during the year with a number of major projects being opened to traffic. These included stage I of the Windsor Road program, the Pacific Highway's Karuah Bypass and the final stage of the Liverpool to Parramatta Transitway.

The depreciation expense in respect of roads \$597.122 million (2003-04; \$582.300 million) reflects the loss of service potential based on straight-line depreciation methodology.

Traffic signals and all bridges were subject to a full revaluation in 2002-03. Roads were revalued in 2003-04.

(d) Cultural Collection Assets

At 30 June 2005, no Cultural Collection Assets, including original art works, have been brought to account during the current year (2003-2004; \$0 million).

Other Cultural Collection items, including prints, drawings and artefacts, were also identified as being under the control of the RTA, but could not be reliably valued.

12. CURRENT / NON CURRENT ASSETS – OTHER

(a) Current

These comprise:

	2005 \$000	2004 \$000
Prepayments	6,273	7,142

(b) Non-Current

The RTA's Other Non Current Assets are represented by Private Sector Provided Infrastructure:

	2005 \$000	2004 \$000
Sydney Harbour Tunnel		
Carrying amount at start of year	589,174	568,260
Revaluation	16,211	20,914
Less: Calculation adjustment from previous Year	–	–
Carrying amount at end of year	605,385	589,174
M2 Motorway		
Carrying amount at start of year	61,384	50,816
Annual Increment – Emerging Right to Receive	10,571	10,568
Carrying amount at end of year	71,955	61,384
M4 Motorway		
Carrying amount at start of year	103,707	90,643
Annual Increment – Emerging Right to Receive	12,766	13,064
Carrying amount at end of year	116,473	103,707
M5 Motorway		
Carrying amount at start of year	101,301	87,221
Annual Increment – Emerging Right to Receive	13,873	14,080
Carrying amount at end of year	115,174	101,301
Eastern Distributor		
Carrying amount at start of year	38,912	29,214
Annual Increment – Emerging Right to Receive	9,887	9,698
Carrying amount at end of year	48,799	38,912
	957,786	894,478

Sydney Harbour Tunnel

The RTA's interest in the Sydney Harbour Tunnel has been valued based on the RTA's right to the time share of its ownership, total service potential and remaining useful life at the date of its transfer to the RTA in 2022. At the date of this transfer, the value will equate to the current written down replacement cost of the Tunnel. The cost of constructing the Tunnel was \$683.3 million. The current written down replacement cost of the Tunnel is \$605.385 million (2003-04; \$589.174 million).

In separately classifying the Sydney Harbour Tunnel as an infrastructure asset, the RTA recognises that the contractual arrangements relating to the Tunnel are unique.

The construction of the Tunnel was financed by 30 year inflation linked bonds issued by the Sydney Harbour Tunnel Company to the private sector in the amount of \$486.7 million, Sydney Harbour Tunnel Company shareholders' loans (repaid in 1992) of \$40 million, and an interest free, subordinated loan (the Net Bridge Revenue Loan) provided by the RTA of \$222.6 million, based on the projected net toll revenue from the Sydney Harbour Bridge during the

construction period. Under the Ensured Revenue Stream Agreement (ERS), the Government has agreed to make ERS payments (net of tolls collected from the Tunnel) to enable the SHTC to meet financial obligations arising from the operation and maintenance of the Tunnel and repayment of principal and interest on funds borrowed by it for the design, construction and operation of the Tunnel.

During the year ended 30 June 2005, tolls collected from the Tunnel amounted to \$46.009 million (2003-04; \$46.603 million). These tolls were applied to the financial obligations of the Tunnel and resulted in a reduction in ERS payments from \$88.786 million to \$42.777 million (2003-04; \$85.062 million to \$38.459 million).

The RTA however now revalues the Tunnel each year. Based on movements in the Road Cost Index during the 2004-05 reporting period, the RTA's interest in the Tunnel was \$605.385 million as at 30 June 2005, which equated to an increase in the value of the Tunnel during 2004-2005 of \$16.211 million (2003-04; \$20.914 million).

M2 Motorway

To facilitate the financing, design and construction of the Motorway, the RTA leased land detailed in the M2 Motorway Project Deed for the term of the Agreement.

Until the project realises a real after tax internal rate of return of 12.25 percent per annum, the rent is payable, at the Lessee's discretion, in cash or by promissory note. On achievement of the required rate, the rent is payable in cash. Under the terms of the lease, the RTA must not present any of the promissory notes for payment until the earlier of the end of the term of Agreement or the achievement of the required rate of return.

Payments for the rents for the Trust Lease and the Trust Concurrent Lease for the year ended 30 June 2005 have been made by promissory notes in the value of \$6.866 million and \$1.717 million respectively. The RTA, as at 30 June 2005, has received promissory notes for rent on the above leases totalling \$69.232 million. The term of the Agreement ends on the forty fifth anniversary of the M2 commencement date (i.e. 26 May 2042), subject to the provisions of the M2 Motorway Project Deed. The net present value of these promissory notes, as at 30 June 2005, is \$0.759 million.

The RTA has, from the date of completion of the M2 Motorway on 26 May 1997, valued the asset by reference to the RTA's emerging share of the written down replacement cost of the asset at date of handback over the concession period.

Under the terms of the Project Deed, ownership of the M2 Motorway will revert to the RTA on the earlier of the achievement of specified financial returns outlined in the Deed or 45 years from the M2 Commencement Date of 26 May 1997. The conservative period of 45 years has been used to calculate the RTA's emerging share of the asset.

M4 and M5 Motorways

The RTA has valued the infrastructure assets in respect of the M4 and M5 Motorways by reference to the RTA's emerging share of the written down replacement cost of each asset apportioned over the period of the respective concession agreement.

Ownership of the M4 Motorway and M5 Motorway will revert to the RTA in 2010 and 2023 respectively. The initial concession period for the M5 Motorway was for the period 14 August 1992 to 14 August 2022. In consideration for Interlink Roads undertaking construction of an interchange at Moorebank (M5 Improvements), the initial concession period was extended by 1.11 years to 23 September 2023.

The M5 Motorway Call Option Deed provides that if, after at least 25 years from the M5 Western Link commencement date of 26 June 1994, the RTA determines that the expected financial return has been achieved, the RTA has the right to purchase either the business from ILR or the shares in ILR from Infrastructure Trust of AustralAsia Ltd (ITA) and the Commonwealth Bank of Australia (CBA). The exercise price under the M5 Call Option Deed will be based on open market valuation of the business or shares.

Eastern Distributor

An agreement was signed with Airport Motorway Limited (AML) in August 1997 to finance, design, construct, operate, maintain and repair the Eastern Distributor which was opened to traffic on 18 December 1999.

In consideration of the RTA granting to AML the right to levy and retain tolls on the Eastern Distributor, AML is required to pay concession fees in accordance with the Agreement. From the date of Financial Close, which occurred on 18 August 1997, AML has paid \$120 million by way of promissory notes (being \$15 million on Financial Close and \$15 million on each anniversary of Financial Close). A further \$2.2 million was received in cash six months after Financial Close and \$8 million in cash on the third anniversary of Financial Close. Under the Agreement, the promissory notes show a payment date (subject to provisions in the Project Deed) of 31 December 2042 and, as at 30 June 2005, the promissory notes have a net present value of \$1.222 million.

Under the terms of the Project Deed, ownership of the Eastern Distributor will revert to the RTA on the earlier of the achievement of specified financial returns outlined in the Deed or 48 years from the Eastern Distributor Commencement Date of 18 December 1999. The conservative period of 48 years has been used to calculate the RTA's emerging share of the asset.

Under the terms of the Project Deed, ownership of the Eastern Distributor will revert to the RTA on the earlier of the achievement of specified financial returns outlined in the Deed or 48 years from the Eastern Distributor Commencement Date of 18 December 1999. The conservative period of 48 years has been used to calculate the RTA's emerging share of the asset.

Cross City Tunnel

An agreement was signed with the Cross City Motorway (CCM) in December 2002 to design, construct, operate and maintain the Cross City Tunnel. Major construction started on 28 January 2003 with an anticipated completion date of 28 August 2005.

The anticipated construction cost is \$680 million, with the cost being met by the private sector. Under the terms of the agreement, the CCM will operate the motorway for a total of 30 years 2 months from the opening of the Tunnel to traffic, after which the motorway will be transferred back to the Government.

On completion of the Cross City Tunnel, the RTA will value the asset by reference to the RTA's emerging share of the written down replacement cost of the asset over the period of the concession period.

Westlink M7 Motorway

An agreement was signed with the Westlink consortium in February 2003 to design, construct, operate and maintain the Westlink M7 Motorway. Major construction started on 7 July 2003 with an anticipated completion date of August 2006.

The anticipated construction cost is \$1.5 billion. The Federal Government is contributing \$356 million towards the cost of the project with the remainder of the cost being met by the private sector. The RTA is responsible under the contract for the provision of access to property required for the project. Under the terms of the agreement, the Westlink Consortium will operate the motorway for a total of 34 years to July 2040, after which the motorway will be transferred back to the Government.

On completion of the Westlink M7 motorway, the RTA will value the asset by reference to the RTA's emerging share of the written down replacement cost of the asset over the period of the concession period.

Lane Cove Tunnel

An agreement was signed with the Lane Cove Tunnel Company in December 2003 to finance, design, construct, operate and maintain the Lane Cove Tunnel Project. Major construction started on 24 June, 2004 with an anticipated motorway opening date of May 2007.

The anticipated construction cost is \$1.1 billion, with the cost being met by the private sector. The RTA is responsible under the contract for the provision of access to property required for the project, which has been identified by the Project Deed. Under the terms of the agreement, Lane Cove Tunnel Company will design and construct the motorway and then operate the motorway for the remainder of the term of 33 years and 1 month. The term commenced on the date the agreement with LCTC became effective, and will end on 10 January 2037 after which the motorway will be transferred back to the Government.

On completion of the Lane Cove Tunnel, the RTA will value the asset by reference to the RTA's emerging share of the written down replacement cost of the asset over the period of the concession period.

13. CURRENT LIABILITIES – PAYABLES

	2005 \$000	2004 \$000
Trade Creditors	104,878	104,467
Creditors Arising from Compulsory Acquisitions	46,640	75,240
Accrued Expenses		
– Salaries, Wages and Oncosts	2,963	12,773
– Works Contract Expenditure	141,665	129,954
– Work Carried out by Councils	48,201	49,337
– Interest	12,385	11,652
– Other (Including Non Works Contracts)	89,212	88,182
Other	716	5,857
	446,660	477,462

14. CURRENT / NON-CURRENT LIABILITIES – INTEREST BEARING LIABILITIES

	2005 \$000	2004 \$000
Current		
Tcorp Borrowings	160,338	106,263
Other	248	–
	160,586	106,263
Non-Current		
Tcorp Borrowings	658,941	789,842
Other	2,859	1,573
	661,800	791,415

Loan Borrowings are due as follows:

	2005 \$000	2004 \$000
Tcorp		
Within 1 year	160,338	106,263
Between 1 and 2 years	191,945	166,826
Between 2 and 5 years	162,246	201,338
After 5 years	304,750	421,678
	819,279	896,105

The weighted average interest rate on the NSW Treasury Corporation (Tcorp) loan portfolio as at 30 June 2005 is 6.68% (30 June 2004; 6.62%).

	2005 \$000	2004 \$000
Other Loan Borrowings		
Repayable within 1 year	249	–
Between 1 and 5 years	2,158	191
After 5 years	700	1,382
	3,107	1,573

Come and Go Facility.

The "Come and Go" Facility established for cash management purposes was used once to cover funding shortfalls incurring a total interest charge of \$0.004 million (2003-04; \$0.120 million).

Financing arrangements

	2005 \$000	2004 \$000
Unrestricted access was available at the balance sheet date to the "Come and Go" facility:		
Total facility	100,000	70,000
Used at balance sheet date	—	—
Unused at balance sheet date	100,000	70,000

15. FINANCIAL INSTRUMENTS

(a) Interest Rate Risk

Interest rate risk is the risk that the value of the financial instruments will fluctuate due to changes in market interest rates. The RTA's exposure to interest rate risks and the effective interest rates of financial assets and liabilities at the balance sheet date are as follows:

Financial Instrument	Floating Interest Rate		Fixed Interest Rate						Non Interest Bearing		Total Carrying Amount as per Balance Sheet		Weighted Average Effective Interest Rate	
			1 Year or Less		Over 1 to 5 years		More than 5 years							
	2005 \$000	2004 \$000	2005 \$000	2004 \$000	2005 \$000	2004 \$000	2005 \$000	2004 \$000	2005 \$000	2004 \$000	2005 \$000	2004 \$000	2005	2004
Financial Assets														
Cash	75,024	28,322	—	—	—	—	—	—	15,055	9,082	90,079	37,404		
Receivables	—	—	—	—	—	—	—	—	229,447	190,889	229,447	190,889		
Treasury Corp Hourglass	17,747	62,367	—	—	—	—	—	—	—	—	17,747	62,367	5.60%	5.53%
On call Deposits	23,439	177,098	54,000	568	—	—	—	—	—	—	77,439	177,666	5.66%	5.47%
Total – Financial Assets	116,210	267,787	54,000	568	—	—	—	—	244,502	199,971	414,712	468,326		
Financial Liabilities														
Borrowings – Treasury Corp	—	—	160,337	106,263	354,191	368,164	304,751	421,678	—	—	819,279	896,105	6.68%	6.62%
– Tcorp Come and Go	—	—	—	—	—	—	—	—	—	—	—	—		
– Other	—	—	249	—	2,158	191	700	1,382	—	—	3,107	1,573	5.76%	6.54%
Creditors	—	—	—	—	—	—	—	—	104,878	104,467	104,878	104,467		
Contract Security Deposits	—	—	—	—	—	—	—	—	1,737	2,119	1,737	2,119		
Total – Financial Liabilities	—	—	160,586	106,263	356,349	368,355	305,451	423,060	106,615	106,586	929,001	1,004,264		

(b) Credit Risk

Credit Risk is the risk of financial loss arising from another party to a contract or financial obligation. The RTA's maximum exposure to credit rate risk is represented by the carrying amounts of the financial assets net of any provisions for doubtful debts included in the Balance Sheet. The repayment of the Sydney Harbour Tunnel Loan ranks behind all creditors to be paid. Redemption of the M2 and Eastern Distributor promissory notes is dependent upon counterparties generating sufficient cash flows to enable the face value to be repaid.

Financial Instrument	Banks		Governments		Other		Total	
	2005	2004	2005	2004	2005	2004	2005	2004
	\$000	\$000	\$M000	\$M000	\$000	\$000	\$000	\$000
Financial Assets								
Cash	75,024	28,322	—	—	15,055	9,082	90,079	37,404
Receivables	—	—	26,922	4,980	202,525	185,909	229,447	190,889
Investments	94,590	239,465	—	—	596	568	95,186	240,033
Total – Financial Assets	169,614	267,787	26,922	4,980	218,176	195,559	414,712	468,326

(c) Net Fair Values

The carrying value of debtors, investments, creditors and borrowings approximate net fair value. The future cash flows of the Sydney Harbour Tunnel loan and M2 and Eastern Distributor promissory notes are discounted using standard valuation techniques at the applicable yield having regard to the timing of the cash flows.

(d) Interest rate swap contracts

The borrowings of the RTA are managed by the NSW Treasury Corporation (Tcorp) in accordance with a Memorandum of Understanding. The interest rate risk relating to these borrowings is also managed by Tcorp and accordingly the RTA enters into interest rate swaps. At 30 June 2005 it is obliged to receive interest at variable rates and to pay interest at fixed rates under these swap contracts. The swap contracts are settled on a net basis and the net amount receivable or payable at the reporting date is included in other debtors or creditors.

Swaps currently in place cover approximately 2% (2003-04; 4.00%) of the loan principal outstanding. The fixed interest rate is 6.30% (2003-04; between 5.95% and 6.30%).

At 30 June 2005, the notional principal amounts and periods of expiry of the interest rate swap contracts are as follows:

	2005 \$000	2004 \$000
Within 1 year	—	23,000
Between 1 and 2 years	14,500	—
Between 2 and 5 years	—	14,500
	14,500	37,500

16. CURRENT/NON-CURRENT LIABILITIES – PROVISIONS

	2005 \$000	2004 \$000
Employee Benefits and related On-costs		
Current		
Superannuation	19,464	22,500
Annual Leave	41,836	35,255
Long Service Leave	6,913	22,956
	68,213	80,711
Non-Current		
Superannuation	160,765	234,139
Long Service Leave	176,834	136,097
Workers Compensation (Liability under the former Department of Motor Transport self-insured scheme)	587	612
	338,186	370,848
Total Provisions	406,399	451,559
Aggregate Employee Benefits and related On-costs		
Provisions – current	68,213	80,711
Provisions – non-current	338,186	370,848
Accrued salaries, wages and on-costs [Note 13]	2,963	12,773
	409,362	464,332

The Government Actuary completed an assessment of the Gross Superannuation Liabilities for the defined benefits schemes administered by the SAS Trustee Corporation for the year ended 30 June 2005, identifying the unfunded superannuation liability of the RTA. The assessment was based on the full requirements of AAS25 Financial Reporting by Superannuation Plan which requires that a "market determined risk adjusted discount rate" be applied as the valuation interest rate in the calculation on the value of the accrued benefits. A review of the key economic assumptions used in the 1998 valuation was undertaken prior to calculating the gross superannuation liability of the various defined benefit schemes as at 30 June 2005.

The economic assumptions used are as follows:

	2005/2006 %	2006/2007 %	Thereafter %
Rate of Investment Return	7.0	7.0	7.0
Rate of Salary Increase (*)	4.0	4.0	4.0
Rate of Increase in the CPI	2.5	2.5	2.5

(*) A promotional scale also applies.

This assessment resulted in the RTA's unfunded superannuation liability being decreased by \$76.410 million. During the year the RTA made an additional payment of \$32.000 million (2003-04: \$32 million) against the unfunded superannuation liability.

The unfunded liability disclosed in the Statement of Financial Position is composed of:

	SASS \$000	SANCS \$000	SSS \$000	Total 2005 \$000	Total 2004 \$000
Gross Liability Assessed by Actuaries as at 30 June 2005	261,735	63,087	501,785	826,607	787,476
Less: Investment Reserve Account Balance held by SAS Trustee Corporation (including actuarial, tax and interest adjustments)	(138,094)	(53,818)	(454,466)	(646,378)	(530,837)
Unfunded Liability (Fully Provided in Provisions)	123,641	9,269	47,319	180,229	256,639

17. CURRENT/NON-CURRENT LIABILITIES - OTHER

	2005 \$000	2004 \$000
Current		
Statutory Creditors	24,850	14,222
Principal Outstanding on Bonds Issued to Private Sector	14,006	13,131
Unearned Rent on M4 and M5 Motorways	3,105	3,105
Sydney Harbour Tunnel Tax Liabilities	1,599	1,567
Income Received in Advance	6,566	12,057
Holding Accounts	39,218	33,471
Other creditors	–	354
	89,344	77,907
Non-Current		
Principal Outstanding on Bonds Issued to Private Sector	344,674	358,679
Unearned Rent on M4 and M5 Motorways	20,481	23,662
Sydney Harbour Tunnel Tax Liabilities	21,943	22,232
	387,098	404,573

The liability in respect of the Sydney Harbour Tunnel has been recognised at the Net Present Value (NPV) of the Ensured Revenue Stream Agreement (ERS). This has been calculated at \$358.680 million (2003-04: \$371.811 million), being the principal outstanding as at 30 June 2005 on the bonds issued by the Sydney Harbour Tunnel Company to the private sector.

Since 1993 the RTA has disclosed a possible tax liability as a contingent liability in its annual accounts. This liability crystallised during the 2002-2003 tax year. Following negotiations between interested parties including the Australian Taxation Office, a settlement was entered into between the RTA, the State Government, the Sydney Harbour Tunnel Company Limited and Tunnel Holdings Pty Ltd (refer note 12(b)).

The non-current tax liability has been calculated at net present value.

	2005 \$000	2004 \$000
Current		
Sydney Harbour Tunnel Past Tax Liability	1,260	1,228
Sydney Harbour Tunnel Future Tax Liability	339	339
	1,599	1,567
Non-Current		
Sydney Harbour Tunnel Past Tax Liability	14,205	14,684
Sydney Harbour Tunnel Future Tax Liability	7,737	7,547
	21,942	22,231

Under the M4 lease agreement, \$46.615 million was received from Statewide Roads Pty Ltd (SWR) as rent in advance. In accordance with generally accepted accounting principles, this revenue is brought to account over the period of the lease. This treatment is summarised as follows:

	2005 \$000	2004 \$000
Rent earned in prior years	33,245	30,871
Rent earned in current year	2,375	2,374
Unearned rent as at 30 June 2005	10,995	13,370
	46,615	46,615

The land acquisition loan of \$22.000 million, based on the cost of land under the M5 originally purchased by the RTA, was repaid in June 1997 by Interlink Roads Pty Ltd (ILR). The repayment of the loan is considered to be a prepayment of the remaining rental over the period of the concession agreement. In accordance with AAS 17, this revenue is brought to account over the period of the lease.

In consideration for ILR undertaking construction of an interchange at Moorebank (M5 Improvements) on the M5 Motorway, the original concession period (to 14 August 2022) has been extended by 1.11 years to 23 September 2023.

This treatment is summarised as follows:

	2005 \$000	2004 \$000
Rent earned in prior years	8,678	7,947
Rent earned in current year	731	731
Unearned rent as at 30 June 2005	12,591	13,322
	22,000	22,000

18. CHANGES IN EQUITY

	Accumulated Funds		Asset Revaluation		Total Equity	
	2005 \$000	2004 \$000	2005 \$000	2004 \$000	2005 \$000	2004 \$000
Balance at the beginning of the financial year	40,944,029	40,249,806	27,264,603	20,172,964	68,208,632	60,422,770
Surplus/Deficit for Year	527,807	569,769	–	–	527,807	569,769
Increment/Decrement on:						
– Land and Buildings	–	–	274,503	640,072	274,503	640,072
– Authority Infrastructure	–	–	3,090,581	6,494,356	3,090,581	6,494,356
Transfer of assets under Administrative Arrangements from Department of Environment and Conservation	–	81,665	–	–	–	81,665
Transfers from Asset Revaluation Reserve for asset disposals	65,002	42,789	(65,002)	(42,789)	–	–
Balance at the end of the financial year	41,536,838	40,944,029	30,564,685	27,264,603	72,101,523	68,208,632

19. COMMITMENTS FOR EXPENDITURE

(a) Capital Commitments

	2005 \$000	2004 \$000
Payable no later than 1 year		
– Value of work to be completed	1,142,545	560,943
– Plant, light vehicles, trucks	–	52
Payable later than 1, but not later than 5 years		
– Value of work to be completed	525,964	154,440
– Plant, light vehicles, trucks	–	209
Payable later than 5 years	34,583	58,301
	1,703,092	773,945

(b) Other Expenditure Commitments

	2005	2004
	\$000	\$000
Payable no later than 1 year		
– Value of work to be completed	322,496	281,334
Payable later than 1, but not later than 5 years	82,248	108,212
Payable later than 5 years	38,459	52,769
	443,203	442,315

(c) Operating Lease Commitments

Operating Lease Commitments relate to Property, IT Equipment and Light and Heavy Motor Vehicles.

Operating lease commitments are not recognised in the financial statements as liabilities.

Total Operating Lease Commitments are as follows:

	2005	2004
	\$000	\$000
Not later than 1 year	70,272	72,662
Later than 1 year and not later than 5 years	123,514	154,450
Later than 5 years	16,304	7,514
	210,090	234,626

In respect of Property Leases, the RTA has various lessors with leases that have specific lease periods ranging from 1 year to 20 years.

The Property Operating Lease Commitments are as follows:

	2005	2004
	\$000	\$000
Not later than 1 year	25,288	23,368
Later than 1 year and not later than 5 years	41,335	46,780
Later than 5 years	16,304	7,514
	82,927	77,662

IT Equipment Operating Leases have been negotiated with Dell Computer Pty Ltd, Fujitsu Australia Ltd, and Macquarie IT Pty Ltd.

The IT Equipment Operating Lease Commitments are as follows:

	2005	2004
	\$000	\$000
Not later than 1 year	12,567	20,661
Later than 1 year and not later than 5 years	11,676	19,083
Later than 5 years	–	–
	24,243	39,744

The Light Motor Vehicle Lease is with State Fleet Services and is financed by Macquarie Bank. The lease is scheduled to cease in September 2008.

The Light Motor Vehicle Operating Lease Commitments are as follows:

	2005	2004
	\$000	\$000
Not later than 1 year	29,392	26,507
Later than 1 year and not later than 5 years	63,681	83,938
Later than 5 years	–	–
	93,073	110,445

The Heavy Motor Vehicle Lease is held and financed with Orix. The lease is scheduled to cease in July 2007.

The Heavy Motor Vehicle Operating Lease Commitments are as follows:

	2005 \$000	2004 \$000
Not later than 1 year	3,025	2,126
Later than 1 year and not later than 5 years	6,822	4,649
Later than 5 years	—	—
	9,847	6,775

20. CONTINGENT ASSETS

The total commitments detailed above include GST input tax credits of \$214.217 million (2003-04; \$131.732 million) that are expected to be recoverable from the ATO.

21. CONTINGENT LIABILITIES

There are some 3 claims (2003-04; 3 claims) for damage or injury currently being litigated with an estimated total contingent liability to the RTA of \$1.38 million (2003-04; \$1.17 million). Any claims resulting from incidents which have occurred since 1 July 1989 are not included in the above figures as costs for such claims are now covered by the RTA's Insurance with the Treasury Managed Fund.

There are also 8 significant contractual disputes (2003-04; 4 disputes) with an estimated total contingent liability of \$38.211 million (2003-04; \$1.71 million).

22. NATIVE TITLE

The Commonwealth's legislation (Native Title Act) and the New South Wales statute (Native Title (New South Wales) Amendment Act) have financial implications for New South Wales Government Agencies generally.

In this regard the RTA has undertaken an assessment of the impact on its financial position. This assessment indicates as at 30 June 2005 there were no Native Title claims, which had, been initiated against the RTA.

23. BUDGET REVIEW

(a) Net Cost of Services

The actual net cost of services of \$1,965 million was \$252 million more than the budget. This variance was primarily due to an increase of \$118 million in depreciation, \$142 million in other operating expenses and \$68 million in maintenance expenditure. These increases in expenditure were in part offset by higher than expected revenue from grants and contributions of \$17 million and gains on disposal of non-current assets of \$15 million. Motor Vehicle Tax collected during the year increased by \$55 million compared with 2003-04 to \$1,003 million.

(b) Assets and Liabilities

Net assets have increased by \$10,205 million as compared to budget. This is principally due to an increase in the value of Infrastructure Systems of \$9,950 million, including a revaluation of \$3,074 million, which was not included in the budget estimate.

The value of land and buildings held increased by \$206 million as compared to budget, while current assets decreased by \$31 million, and receivables increased by \$46 million.

The change in net assets is also impacted by an increase in total liabilities of \$50 million as compared to the budget. This is principally due to increases in payables of \$113 million in part set off by a decrease in provisions of \$9 million.

(c) Cash Flows

Net cash flow from operating activities is \$83 million less than the budget. This was mainly due to an increase in operating expenditure of \$205 million, offset by an increase in external revenue of \$45 million and an increase in revenue from the Consolidated Fund of \$77 million.

Net cash outflow in relation to investing activities is \$13 million less than the budget due to purchases of land and buildings, plant and equipment and infrastructure systems being \$5 million less than the budget. This was offset by asset sales being \$7 million more than budget.

A variance of \$11 million in respect of the opening cash as compared to the budget has occurred due to the fact that the 2004-05 budget was prepared prior to the finalisation of 2003-04 financial statements.

24. RECONCILIATION OF CASH FLOWS FROM NET COST OF SERVICES TO OPERATING ACTIVITIES

	2005 \$000	2004 \$000
Net Cost of Services	(1,964,694)	(1,775,449)
Depreciation and amortisation	698,785	692,082
(Decrease)/Increase in Provisions and Entitlements	(45,160)	(34,468)
Rent Revenue in respect of M4 and M5 Motorways	(3,181)	(3,030)
Value of Emerging Interest of Private Sector Provided Infrastructure	(47,098)	(50,256)
ERS payments utilised to redeem current principal portion of bonds issued to Private Sector	(14,295)	(13,133)
Increase/(Decrease) in Payables and Other Liabilities	(2,476)	63,328
(Increase) in Receivables and Other Assets	(4,419)	(31,122)
Loss on Sale of Assets	38,851	12,874
Increase in inventory	(336)	–
Sydney Harbour Tunnel Tax Liabilities	–	(252)
Contributions from Government	2,492,501	2,345,218
Net Cash used on Operating Activities	1,148,478	1,205,792

END OF AUDITED FINANCIAL STATEMENTS

Supplementary Financial Information
For the Year Ended 30 June 2005

The Year in Brief 2004-05

	Initial Budget \$M	Actual \$M
NEW FUNDS AVAILABLE		
Commonwealth		
National Highways	352	383
Roads of National Importance	121	135
Federation Fund	12	20
Australian Transport Safety Bureau – Blackspots Program	14	15
Other	24	20
Total Commonwealth	523	573
State		
Motor Vehicle Taxes	981	1,003
Consolidated Fund Allocation	658	643
Untied – Commonwealth Road Funds	147	147
M4/M5 Cashback Scheme	77	77
RTA Revenue	357	388
Total State	2,220	2,258
TOTAL NEW FUNDS	2,743	2,831
Use of Cash Balances	24	54
Increase in Liabilities/Reduction in Operational Assets	22	(25)
Total Fund Utilised	2,789	2,860
EXPENDITURE		
Road Network Infrastructure		
– Network Development	1,078	1,010
– Infrastructure Maintenance	815	809
Traffic and Transport	219	343
Road Safety, Licensing and Vehicle Management	450	476
Debt Servicing and Repayment	145	142
M4/M5 Cashback	77	78
Voluntary Redundancies	5	2
Total Expenditure	2,789	2,860

Supplementary Financial Information
For the Year Ended 30 June 2005

2004-05 Budget

Funds budgeted to be available to the Roads and Traffic Authority for 2004-05 as published in state Budget Paper No. 3 amounted to \$2,789 million. Variations to the initial budget were as follows:

	\$M	Actual \$M
TOTAL INITIAL BUDGET		2,789
<i>Add: Increase in Receipts</i>		
Commonwealth Funds	26	
Motor Vehicle Taxation	19	
Consolidated Fund Revenue	1	
RTA Revenue	37	83
		2,872
<i>Add: Increase in use of Cash Balances</i>		3
		2,875
<i>Add: Increase in Balance Sheet Movements</i>		3
TOTAL REVISED BUDGET		2,878

Total funds available for 2004-05 amounted to \$2,860 million and variances from the revised budget were as follows:

	\$M	\$M
TOTAL REVISED BUDGET		2,878
Increase in Receipts		
Commonwealth Funds	23	
Motor Vehicle Tax	3	26
		2,904
<i>Less: Decrease in Receipts</i>		
RTA Revenue		(20)
		2,884
<i>Less: Decrease in Balance Sheet Movements</i>		(50)
		2,834
<i>Add: Increase in use of Cash Balances</i>		26
ACTUAL TOTAL FUNDS AVAILABLE		2,860

Supplementary Financial Information
For the Year Ended 30 June 2005

The Year Ahead

2005/06 Budget
\$M

NEW FUNDS AVAILABLE	
Commonwealth	
National Highways	363
Roads of National Importance	95
Australian Transport Safety Bureau – Blackspots Program	14
Other	25
Total Commonwealth	497
State	
Motor Vehicle Taxes	1,046
Consolidated Fund Allocation	657
Untied – Commonwealth Road Funds	151
M4/M5 Cashback Scheme	83
RTA Revenue	386
Total State	2,323
TOTAL NEW FUNDS	2,820
Use of Cash Balances	39
Increase in Liabilities/Reduction in Operational Assets	24
Total Fund Utilised	2,883
EXPENDITURE	
Road Network Infrastructure	
– Network Development	1,079
– Infrastructure Maintenance	869
Traffic and Transport	248
Road Safety, Licensing and Vehicle Management	467
Debt Servicing and Repayment	132
M4/M5 Cashback	83
Voluntary Redundancies	5
Total Expenditure	2,883

Supplementary Financial Information For the Year Ended 30 June 2005

Commonwealth Grants

The Commonwealth Government provides road funding to New South Wales for the construction and maintenance of National Highways, upgrading Roads of National Importance, Road Safety Blackspots Program and for the replacement of three Murray River crossings under the Centenary of Federation Fund.

Funding received in 2004-05 was \$382.9 million (2003-04: \$318.9 million) for National Highways, \$134.5 million (2003-04: \$99.3 million) for Roads of National Importance, \$14.8 million (2003-04: \$13.8 million) for the Road Safety Blackspots Program and \$20.5 million (2003-04: \$8.5 million) for the Centenary of Federation Fund bridges.

Interstate Road Transport Act, 1985

The Interstate Road Transport Act, 1985 enables heavy vehicles to have Federal registration if they are not registered in a State or Territory and are involved only in interstate trade.

Under the Federal Scheme vehicle owners are required to pay either a flat rate or a charge based on distance travelled. The moneys are collected in NSW by the RTA on behalf of the Commonwealth and paid into the Interstate Road Transport Trust Fund. The proceeds are then distributed to the States as a contribution towards road repair and maintenance costs.

Funds received by the RTA under this scheme during 2004-05 amounted to \$19.9 million (2003-04: \$19.2 million).

State Sources

Motor Vehicle Taxation

Motor vehicle taxation, collected by the RTA when vehicles are registered, is hypothecated to the Roads Program. During 2004-05 receipts from motor vehicle taxation totalled \$1,002.8 million (2003-04: \$947.5 million).

Number of Registered Motor Vehicles in NSW

Year	Number of Motor Vehicles Registered *	% Change Over Previous Year
1995-1996	3,367,092	1.7(+)
1996-1997	3,421,409	1.6(+)
1997-1998	3,493,340	2.1(+)
1998-1999	3,535,732	1.2(+)
1999-2000	3,636,353	2.8(+)
2000-2001	3,729,100	2.6(+)
2001-2002	3,821,229	2.5(+)
2002-2003	3,930,458	2.9(+)
2003-2004	4,046,361	2.9(+)
2004-2005	4,115,150	1.7(+)

* Excluding plant, tractors, trailers and caravans.

Contribution for Specific Works

The following contributions towards specific works were received during 2004-05.

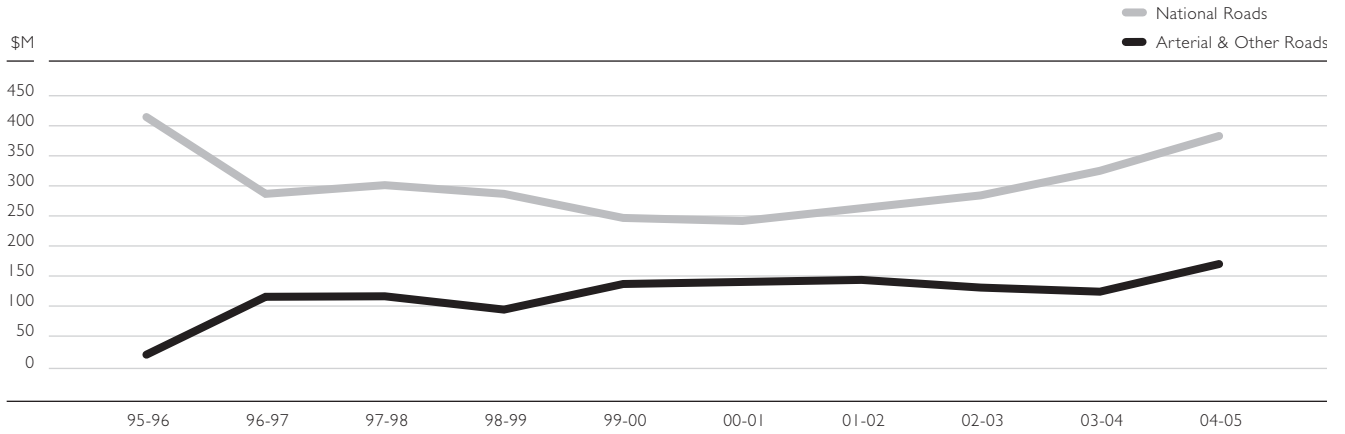
	\$M
State Government Departments	34.765
Commonwealth Government	3.553
Councils	4.660
Private Firms and Individuals	7.807
	50.785

Untied Commonwealth Road Grants

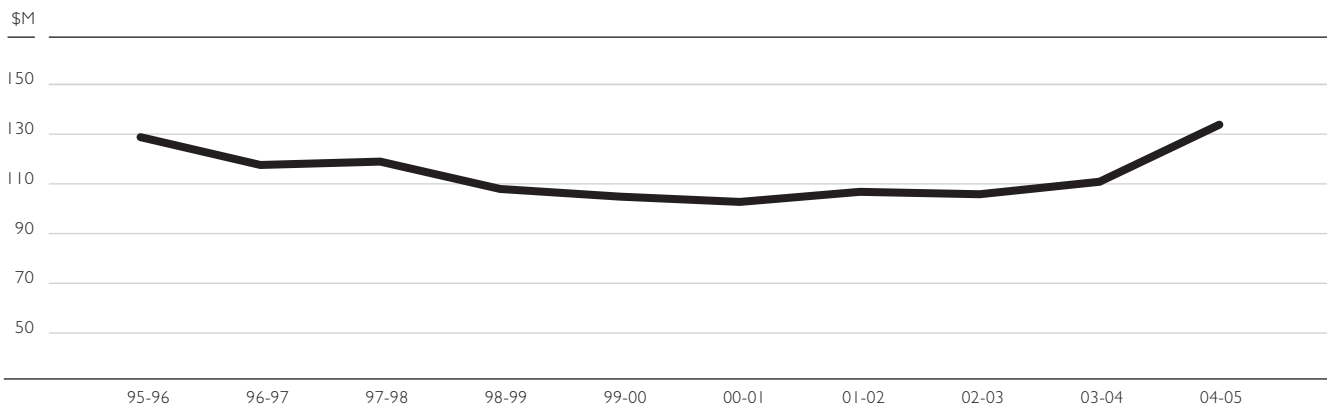
Since 1990-91, Commonwealth road funds have been allocated to the States under the *Australian Land Transport Development Act*. However, the Commonwealth decided that funds previously allocated for the State's arterial roads were to be untied from 1 January 1994 and were to be provided to the States under the heading of "Identified Roads Grants within the General Revenue Assistance to the States".

The Commonwealth Government untied road funding to NSW for 2004-05 was \$146.9 million (2003-04: \$137.2 million).

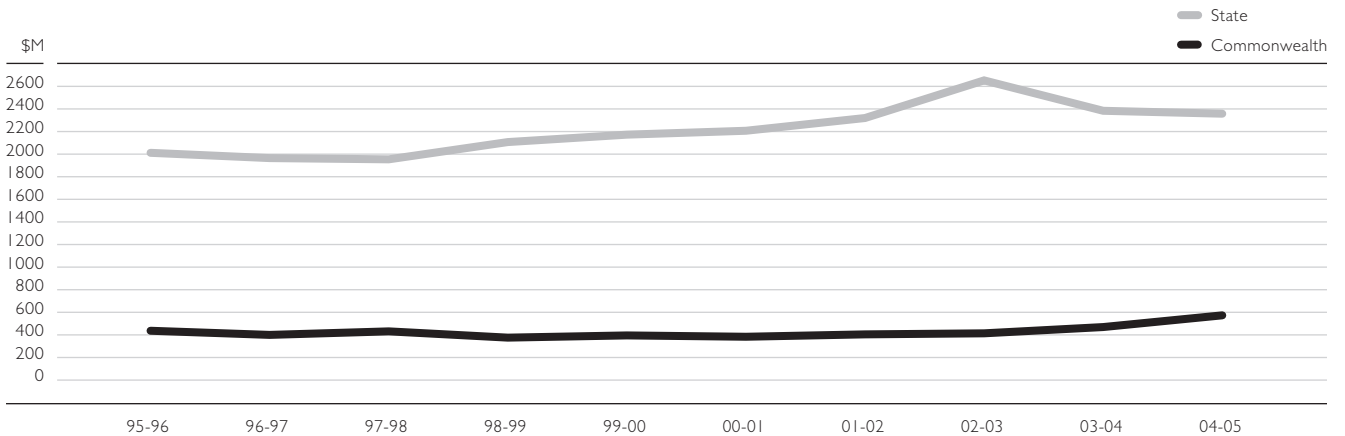
COMMONWEALTH GRANTS CONSTANT DOLLAR 2004-2005 TERMS



COMMONWEALTH GRANTS PER REGISTERED VEHICLE CONSTANT DOLLAR 2004-2005 TERMS



FUNDING OF STATE ROAD NETWORK CONSTANT DOLLAR 2004-2005 TERMS



Supplementary Financial Information
For the Year Ended 30 June 2005

Road Cost Index

The Authority's road Cost Index, which is used to adjust money values in various tables and graphs within tis Annual Report, is shown in the table 'Roads and Traffic Authority Road Cost Index'.

The index, which has been specifically developed by the RTA, is widely accepted as a measure of change in the cost of roadworks, bridgeworks and traffic facilities. It is based upon changes in prices of samples within the broad elements of wages, stores, plant, haulage, corporate and regional administration, property acquisitions and financing costs. Each index component has been allocated a predetermined weighting which is reviewed at 3 to 4 yearly intervals to adjust for changes in the proportions used in RTA roadwork activities. The last review was completed in June 2002. Expenditure and basic weights have been updated to reflect the current expenditure composition in the development and maintenance of road, bridge and traffic facilities. The index was also rebased from 1996-97 to 2002-03.

Roads and Traffic Authority Road Cost Index (Base year: 2002-03=100.0)

	Index	% Increase/(Decrease) over previous year
1995-1996	83.0	5.1
1996-1997	85.2	2.7
1997-1998	87.4	2.5
1998-1999	91.2	4.4
1999-2000	91.5	0.4
2000-2001	92.9	1.5
2001-2002	94.3	1.5
2002-2003	100.0	6.1
2003-2004	104.8	4.8
2004-2005	107.1	2.1

Payments to Councils

Payments made to local government councils during 2004-05 were as follows:

	\$M	\$M
Classified Roads		
– Development	6,546	–
– Maintenance	262,888	–
– Vehicle Management	0,017	–
– Road Safety	24,420	–
– Traffic Management	41,995	335,866
Local Roads		
– Natural Disasters		11,841
		347,707

Supplementary Financial Information
For the Year Ended 30 June 2005

Administered Revenues – Collections

The RTA administers, but does not control, the collection of various fees, fines and levies on behalf of the Crown Transactions Entity. Monies collected on behalf of the Crown Transactions Entity are not recognised as the RTA's revenues.

The RTA's Administered revenue Collections were as follows:

	Total 2004-05 \$M	Total 2003-04 \$M
(A) Consolidated Fund Receipts		
Vehicle Registration Fees	208.585	198.569
Drivers Licence Fees	135.496	93.512
Vehicle Transfer Fees	35.172	34.139
Other Fees and Charges	40.540	29.805
Total	419.793	356.025
(B) Collections – Other Authorities		
Unregistered Vehicle Permit (QBE)	6.268	5.512
Stamp Duty	570.144	580.945
Interstate Road Transport Scheme Report	8.939	7.687
Firearms Licence Fees	1.566	0.433
Security Licence Fees	(0.564)	(0.478)
Proof of Age	0.798	0.800
Other Fees and Charges	0.339	1.754
Total	587.490	596.653

ROADS AND TRAFFIC AUTHORITY OF NEW SOUTH WALES
APPENDICES FOR THE PERIOD ENDED 30 JUNE 2005

APPENDIX NO.		PAGE NO.
01	Major works	112
02	Threatened species recovery plans	116
03	Waste reduction and purchasing policy	119
04	Committees and significant advisory groups	122
05	Senior Executive performance statements	124
06	Industrial relations	128
07	Equal employment opportunity	128
08	NSW Action Plan for Women	130
09	Ethnic Affairs Priorities Statements and Any Plans	130
10	Disability Plan	131
11	Overseas travel by RTA officers	131
12	Freedom of information	132
13	Ombudsman	136
14	Consumer Response	136
15	Legal change	137
16	Land disposal	141
17	Publications	141
18	Payments to consultants	144
19	Reporting of RTA contracts with third parties	145
20	Accounts payment performance	145
21	Funds granted to non-government community organisations	146
22	Privacy	147
23	Research and development	148
24	Driver and vehicle statistics	149
25	Insurance	150

APPENDIX 01 // MAJOR WORKS

PROJECT	LOCATION	ANNOUNCED COMPLETION DATE	ESTIMATED TOTAL COST \$000	2004-05 EXPENDITURE \$000	PREVIOUS YEAR'S EXPENDITURE \$000
WESTERN SYDNEY TRANSITWAYS					
North West Transitway Network Stage I	Parramatta - Rouse Hill, Blacktown - Parklea	2007	524,000	67,894	131,268
SYDNEY MOTORWAY NETWORK					
Cross City Tunnel And Associated Works (private sector funding) *	Sydney	2005	680,000	1,500	73,857
Westlink M7 Motorway (Federal and private sector funding) *	Prestons - West Baulkham Hills	2006	1,500,000	56,708	268,535
Lane Cove Tunnel and associated road improvements (private sector funding) *	Lane Cove	2007	1,100,000	12,818	41,100
M4 East (planning)	Strathfield - Haberfield	NA	NA	7,181	3,130
F3 Freeway to M2 Motorway Link (planning, Federal funding)	Wahroonga, Carlingford	NA	NA	268	5,382
SYDNEY WEST AND NORTH WEST					
Sunnyholt Road, James Cook Drive to Quakers Hill Parkway, Widen to six lanes (State and private sector funding) *	Glenwood	2006	30,000	8,697	2,326
Old Windsor Road, Norwest Boulevard, grade separated intersection	Seven Hills	2006	45,000	12,929	495
Windsor Road, Norwest Boulevard to Showground Road, widen to four lanes	Baulkham Hills	Completed 2004	10,000	698	9,000
Windsor Road, Roxborough Park Road to Norwest Boulevard and Acres Road to Old Windsor Road, widen to four lanes	Baulkham Hills, Kellyville	2006	120,000	23,112	4,333
Windsor Road, Mile End Road to Boundary Road, widen to four lanes	Rouse Hill	2006	90,000	11,015	10,666
Windsor Road, Boundary Road to Henry Road, widen to four lanes	Vineyard	2005	40,000	8,882	9,858
Windsor Road, South Creek Flood Evacuation Route	Mulgrave	2006	68,000	6,109	3,159
SYDNEY SOUTH WEST AND SOUTH					
Cowpasture Road, Main Street to Hoxton Park Road, widen to four lanes	Hoxton Park	2006	39,000	3,990	8,353
Hoxton Park Road, Brickmakers Creek To Hill Road, widen to six lanes including Transitway Lanes	Liverpool	Completed 2005	35,000	13,928	21,088
Camden Valley Way, reconstruct intersection with Bernera Road and Croatia Avenue	Prestons	2005	12,000	7,738	2,490
F5 south facing ramps at Ingleburn (Federal and local government funding)	Ingleburn	2006	13,700	3,452	504
Narellan Rd, extend to the Northern Road and signalise two intersections (Waterworth Drive and Mount Annan Drive)	Narellan	2006	24,000	1,326	374
Bangor Bypass, Stage I, Akuna Avenue to Alford's Point Road	Bangor, Menai	Completed 2004	95,000	28,657	64,130
Alford's Point Bridge duplication (Planning)	Alford's Point	2007	NA	984	764
SYDNEY INNER METROPOLITAN AND NORTH					
Southern Arterial and Green Square (planning)	Green Square	NA	NA	14	687
Spit Bridge and approaches, widen by two lanes (planning)	Mosman	NA	35,000	307	1,131

* Note: Expenditure to 30-06-05 does not include any private sector expenditure.

Appendix 01 (continued)

PROJECT	LOCATION	ANNOUNCED COMPLETION DATE	ESTIMATED TOTAL COST \$000	2004-05 EXPENDITURE \$000	PREVIOUS YEAR'S EXPENDITURE \$000
GREAT WESTERN HIGHWAY					
Woodford to Hazelbrook, Station Street to Ferguson Avenue, widen to four lanes	Woodford, Hazelbrook	NA	66,000	5,789	3,223
Lawson Section 1, Ferguson Avenue to Honour Avenue, widen to four lanes (planning & preconstruction)	Lawson	NA	NA	2,122	3,447
Lawson Section 2, Honour Avenue to Ridge Street, widen to four lanes (planning)	Lawson	NA	54,000	2,385	4,509
Wentworth Falls East, Tableland Road to Station Street, widen to four lanes (planning)	Wentworth Falls	NA	NA	511	277
Wentworth Falls West, Falls Road to West Street, widen to four lanes (State and Federal funding)	Wentworth Falls	Completed 2004	15,000	11,338	4,769
Leura to Katoomba, Mount Hay Road to Bowling Green Avenue, widen to four lanes	Leura, Katoomba	2006	82,000	24,571	30,405
PACIFIC HIGHWAY					
Karuah Bypass, dual carriageways (State and Federal funding)	Karuah	Completed 2004	123,000	16,462	97,253
Karuah to Bulahdelah Section 1, dual carriageways (State and Federal funding)	Bulahdelah	2006	114,000	30,177	15,264
Karuah to Bulahdelah Sections 2 and 3 (planning)	Bulahdelah	NA	NA	561	7,568
Bulahdelah Bypass, dual carriageways (planning)	Bulahdelah	NA	NA	1,955	7,127
Bundacree Creek to Possum Brush, dual carriageways (State and Federal funding)	Nabiac	2006	115,000	31,670	22,578
Interchange with the Lakes Way	Rainbow Flat	Completed 2005	7,000	8,055	692
Taree to Coopernook, dual carriageways (State and Federal funding)	Jones Island	2005	59,000	21,812	33,058
Coopernook Deviation, dual carriageways including new bridge over Landsdowne River	Coopernook	2006	69,000	16,046	28,619
Moorland to Herons Creek, dual carriageways (planning)	Kew	NA	NA	395	6,262
Bonville Bypass, dual carriageways (planning)	Bonville	NA	NA	685	11,708
Coffs Harbour (Sapphire) to Woolgoolga (planning)	Coffs Harbour, Woolgoolga	NA	NA	2,297	3,919
Ballina Bypass, dual carriageways (planning and pre-construction)	Ballina	NA	NA	1,542	14,088
Brunswick Heads to Yelgun, dual carriageways (State and Federal funding)	Billinudgel	2007	209,000	25,871	24,482
Yelgun to Chinderah, dual carriageways, finalisation of associated works (State and Federal funding)	Mooball	Completed 2002	348,000	2,572	331,725
Northern Pacific Highway Noise Abatement Program	Various	Completed 2005	18,000	5,337	1,928
PRINCES HIGHWAY					
New intersection with Lawrence Hargrave Drive (planning)	Bulli	NA	20,000	785	411
Wollongong Northern Distributor extension (pre-construction)	Bellambi	2008	72,000	5,171	7,081
Oak Flats to Dunmore dual carriageways (planning)	Dunmore	NA	NA	1,217	5,460
North Kiama Bypass, dual carriageways (State and Federal funding)	Kiama	2005	179,000	48,489	105,189
Kiama Ramps (planning)	Kiama	2007	NA	113	120
Pambula Bridge and approaches (State and Federal funding)	Pambula	NA	10,000	222	34
HUNTER					
National Highway extension, F3 Freeway to New England Highway west of Branxton (planning, Federal funding)	Beresfield	NA	NA	10,798	16,872

Appendix 01 (continued)

PROJECT	LOCATION	ANNOUNCED COMPLETION DATE	ESTIMATED TOTAL COST \$000	2004-05 EXPENDITURE \$000	PREVIOUS YEAR'S EXPENDITURE \$000
Newcastle Inner Bypass, Shortland to Sandgate (planning)	Sandgate	NA	NA	120	678
Nelson Bay Road, Bobs Farm to Anna Bay dual carriageway, Stage 2	Salt Ash	2007	9,000	1,433	459
Nelson Bay Road, Tourle Street Bridge replacement (planning)	Mayfield	NA	NA	430	729
Five Islands Road, Booragul to Speers Point duplicate existing road	Teralba	2006	41,000	14,878	4,136
Hunter River 3rd Crossing (planning)	Maitland	NA	NA	530	455
New England Highway, Weakley's Drive Interchange (planning, Federal funding)	Beresfield	NA	NA	968	402
New England Highway, realignment at Halcombe Hill (Federal funding)	Aberdeen	2006	16,200	683	147
CENTRAL COAST					
F3 Widening, Hawkesbury River to Calga (Federal funding)	Mount White	Completed 2004	81,700	9,140	69,162
The Entrance Road, Avoca Drive intersection upgrade	Erina	Completed 2004	4,800	78	4,379
The Entrance Road, Terrigal Drive intersection upgrade	Erina	Completed 2004	10,000	6,361	2,090
The Entrance Road, Terrigal Drive to Carlton Road, widen to four lanes	Erina	2006	11,000	1,495	575
The Entrance Road, Ocean View Drive to Tumby Road, widen to four lanes (planning)	Wamberal	NA	16,600	1,281	1,987
Avoca Drive, Stage 1, The Entrance Road to Sun Valley Road, widen to four lanes (planning)	Kincumber	NA	30,000	8	797
Pacific Highway, Tuggerah to Wyong dual carriageway (planning)	Wyong	NA	NA	2,002	2,370
Pacific Highway, Glen Road to Burns Road, Ourimbah, widen to four lanes (planning)	Ourimbah	NA	NA	1,675	1,760
ILLAWARRA AND SOUTH COAST					
Lawrence Hargrave Drive, reconstruction between Clifton and Coalcliff	Clifton, Coalcliff	2006	49,000	34,249	17,116
MR92, Nowra to Nerriga upgrade (State, Federal and local government funding)	Nowra	NA	80,000	1,119	6,115
Queanbeyan Northern Heavy Vehicle Route upgrade (State and Federal funding)	Queanbeyan	Completed 2005	6,800	1,225	2,002
NORTH COAST AND NORTHERN NSW					
Oxley Highway, upgrade from Wrights Road to Pacific Highway (planning)	Port Macquarie	NA	NA	3,245	2,560
Summerland Way, second bridge over Clarence River at Grafton (planning)	Grafton	NA	NA	96	900
Summerland Way, Burnetts Creek Bridge No. 2 (State and Federal funding)	Wiangaree	Completed 2005	4,700	3,243	408
Bruxner Highway, Alstonville Bypass (State and Federal funding)	Alstonville	2008	36,500	2,695	9,608
New England Highway, Devils Pinch Realignment (Federal funding)	Black Mountain	2005	24,800	9,340	5,662
New England Highway, Duval Creek Realignment (Federal funding)	Armidale	Completed 2004	8,700	4,217	4,319
Newell Highway, Moree Bypass (Federal funding)	Moree	2006	35,000	3,893	6,140
Coonabarabran Bypass (planning, Federal funding)	Coonabarabran	NA	34,000	0	509
Newell Highway, Wallumburrawang Deviation (Federal funding)	Coonabarabran	2006	20,000	1,135	759
Newell Highway, Bogan to Coobang Realignment (Federal funding)	Parkes	2006	20,000	619	687

Appendix 01 (continued)

PROJECT	LOCATION	ANNOUNCED COMPLETION DATE	ESTIMATED TOTAL COST \$000	2004-05 EXPENDITURE \$000	PREVIOUS YEAR'S EXPENDITURE \$000
SOUTH WESTERN NSW					
Hume Highway, safety improvements at Towrang Road and Carrick Road (planning, Federal funding)	Towrang	2006	5,500	161	199
Hume Highway, West Street Interchange, North Gundagai (Federal funding)	Gundagai	2006	7,000	533	113
Hume Highway, Tarcutta truck parking facility (State and Federal funding)	Tarcutta	2006	6,000	603	770
Hume Highway, Albury upgrade (Federal funding)	Albury	2007	524,000	35,775	10,157
Olympic Highway, grade separated rail crossing at Gerogery	Gerogery	Completed 2005	18,500	8,155	8,749
Newell Highway, Ardlethan Realignment (Federal funding)	Ardlethan	2005	11,000	3,528	653
Murray River; new bridge and approaches at Corowa, Wahgunyah (State and Federation funding)	Corowa	Completed 2004	22,000	9,306	13,386
Murray River; new bridge and approaches at Euston, Robinvale (State and Federation funding)	Euston	2006	50,800	15,278	4,257
Murray River; new bridge and approaches at Echuca, Moama (planning, State and Federation funding)	Echuca	NA	NA	135	188
WESTERN NSW					
Castlereagh Highway, reconstruction between Lidsdale and Coxs River including widening of bridge over Coxs River	Lidsdale	2005	22,000	13,102	7,013

APPENDIX 2 // THREATENED SPECIES RECOVERY PLANS

The RTA is required by legislation to report on Threatened Species Recovery Plans and their progress for the year. This year two draft Threatened Species Recovery Plans are included.

In addition to these plans, the RTA contributed \$7,500 to DEC for the preparation of the Recovery Plan for the Green-leaved Rose Walnut (*Endiandra muelleri subsp bracteata*) and Crystal Creek Walnut (*Endiandra floydii*).

RTA action to implement measures from the *Acacia pubescens* (Downy Wattle) Recovery Plan

Measures	Action taken to implement measures	Estimated annual cost	Status
Identify existing and potential threats to the <i>A. pubescens</i> population at Beverly Hills/ Narwee on the M5 (north of Windarra Street).	RTA Environmental Services Representative to visit site and identify existing and potential threats to the population	\$525	Site visited and extent of population mapped in 2000. Sites to be included on the Roadside Corridor Management Plans.
Develop and implement a threat and habitat management program for the <i>A. pubescens</i> population at Beverly Hills/Narwee on the M5 (north of Windarra Street).	RTA Asset Services to develop and implement a threat and habitat management program to be incorporated into the Maintenance Plan for the M5, with advice from Environmental Services Representative.	\$1,500	Interlink Roads have incorporated threat and habitat management of the species into landscaping management plans for the M5 Motorway.
Monitor the <i>A. pubescens</i> population at Beverly Hills/Narwee on the M5 (north of Windarra Street) on a regular basis to assess the effectiveness of the threat and habitat management programs.	Environmental Services Representative to conduct at least an annual inspection of the population, including photographic survey. Following each inspection compare inspection records and initiate corrective action if required.	\$525	Inspection completed for 2004.
Assess development activities with reference to the recovery plan, the EIA Guidelines for <i>A. pubescens</i> and future advice from DEC.	Environmental Services Representative to advise Project Manager of this requirement if aware of the proposed activity prior to EIA process. Project Manager to advise EIA Consultant of this requirement. Environmental Assessor to ensure that the recovery plan, EIA guidelines and DEC advice have been considered in all relevant EIAs. Environmental Assessor to take this requirement into account when preparing Decision Reports.	N/A	Project Managers of the F5 widening and the M5 widening advised of the potential presence of <i>A. pubescens</i> . This species was not located within the study area for both of these projects.
Prepare or review any relevant environmental policies or management plans with reference to the recovery plans and any future advice from the DEC.	During next review of the Maintenance EMP for the M5, Asset Services to add references to <i>A. pubescens</i> Recovery Plan with advice from Environmental Services Representative.	\$750	Management Plans implemented.
Forward to the DEC information on all planning decisions which affect populations of <i>A. pubescens</i> , including decisions that protect habitat as well as those that lead to reduction of habitat and/or individuals.	Environmental Services Representative to advise Project Manager of this requirement. RTA Project Manager to forward the information to DEC.	NA	No activity has been proposed in 2004-05 that may have an impact on the species.

Appendix 02 (continued)

RTA action to implement measures from the *Grevillea caleyi* Threatened Species Recovery Plan

Measures	Action taken to implement measures	Estimated annual cost	Status
Control of drainage runoff from Ryland Track in Ku-ring-gai Chase National Park.	Investigations to be made to determine controls of runoff from the other side of road.	Nil	Site meeting undertaken with DEC in November 2001. No further action required at this stage.
Sympathetic management of plants on roadways.	Inform maintenance contractor of appropriate maintenance techniques for minimising damage to <i>G. caleyi</i> .	N/A	Known locations of <i>G. caleyi</i> are to be included on the Roadside Corridor Management Plans.

RTA action to implement measures from the *Darwinia biflora* Threatened Species Recovery Plan

Measures	Action taken to implement measures	Estimated annual cost	Status
Endorsement of the <i>D. biflora</i> Threatened Species Recovery Plan.	Comments on draft recovery plan provided to DEC.	N/A	Recovery Plan approved October 2004.
Public authorities will implement threat and habitat management programs on public lands.	Identify threats to population adjacent F3 Freeway at Mt Colah. Manage threats appropriately.	\$500	This population is situated some distance back from the freeway on top of a cutting. The population is relatively secure and is not under threat from any RTA activities.
Informed environmental assessment and planning decisions will be made.	<i>D. biflora</i> EIA guidelines to be used when considering any activity that may impact on the species.	N/A	No activity has been proposed in 2004-05 that may have an impact on the species.
DEC to be advised of any consents or approvals which affect <i>D. biflora</i> .	Advise DEC when RTA proposals will affect <i>D. biflora</i> .	N/A	No activity has been proposed in 2004-05 that will have an impact on the species.

RTA action to implement measures from the *Microtis angusii* (Angus Onion Orchid) Threatened Species Recovery Plan

Measures	Action taken to implement measures	Estimated annual cost	Status
Consider the impact of any activities undertaken within areas under control of the RTA that are known to contain <i>M. angusii</i> or are potential habitat.	Environmental Services Representative to advise Project Manager of this requirement if aware of the proposed activity prior to EIA process. Project Manager to advise EIA Consultant of this requirement. Environmental Assessor to ensure that impact of a proposed activity is considered in all relevant EIAs. Environmental Assessor to take this requirement into account when preparing Decision Reports.	N/A	No activity has been proposed in 2004-05 that may have an impact on the species.
Liaise with DEC, Warringah Council, Pittwater Council and Ku-ring-gai Council to achieve and maintain a permanent record of the location of <i>M. angusii</i> populations and potential habitats.	RTA Recovery Team member to share information with other Recovery Team members and update records accordingly.	In-kind support	Ongoing RTA involvement in Recovery Team.
Ensure that roadworks/maintenance will not cause destruction or degradation to populations of <i>M. angusii</i> .	Environmental Services Representative to advise relevant Project Manager of this requirement prior to any activity that may impact on this species. Project Manager to include this requirement in any relevant contract documentation. Environmental Assessor to take this requirement into account when preparing Decision Reports for projects that may have an impact on this species.	N/A	No activity has been proposed in 2004-05 that may have an impact on the species.

Appendix 02 (continued)

Measures	Action taken to implement measures	Estimated annual cost	Status
Ensure that all environmental personnel are familiar with the location of <i>M.angusii</i> .	RTA Environmental Services to establish central database for sensitive sites, including known and potential locations of <i>M. angusii</i> . RTA Recovery Team to brief Environmental Services Branch on location of <i>M. angusii</i> populations and potential habitat.	N/A	Locations of sensitive sites to be included on the Roadside Corridor Management Plans. Environmental Services Branch staff briefed on location of populations and potential habitat.
Ensure that all site personnel are familiar with the location of <i>M.angusii</i> populations and potential habitat.	RTA Recovery Team member to provide information to maintenance contractors regarding identification of <i>M. angusii</i> , known and potential locations of <i>M.angusii</i> populations and preferred weed control methods.	\$750	Maintenance contractors advised of location, potential habitat and preferred weed control in population locations.
Ensure that Environmental Impact Assessment surveys are conducted between May and October.	Environmental Services Representative to advise relevant Project Manager of this requirement prior to any activity that may impact on this species. Project Manager to advise EIA Consultant of this requirement.	N/A	No activity has been proposed in 2004-05 that may have an impact on the species.
Notify DEC of any new <i>M.angusii</i> populations discovered.	RTA Recovery Team member to notify DEC when new populations of this species are discovered.	N/A	No new populations have been identified by the RTA.

RTA action to implement measures from the Duffys Forest Endangered Ecological Community Draft Recovery Plan

Measures	Action taken to implement measures	Estimated annual cost	Status
Liaise with DEC, Warringah Council, Pittwater Council and Ku-ring-gai Council to develop the Duffys Forest Endangered Ecological Community Recovery Plan.	RTA Recovery Team member to share information with other Recovery Team members to develop action plans.	In-kind support	Ongoing RTA involvement in Recovery Team.
Public authorities will implement threat and habitat management programs on public lands.	Identification of threats to populations on RTA controlled lands. Manage threats appropriately.	N/A	Areas of Duffys Forest within RTA controlled lands have been identified. Sites to be included on the Roadside Corridor Management Plans.

RTA action to implement measures from the *Isoodon obesulus* (Southern Brown Bandicoot) Draft Threatened Species Recovery Plan

Measures	Action taken to implement measures	Estimated annual cost	Status
Endorsement of the <i>I. obesulus</i> Threatened Species Recovery Plan.	Formal notification to DEC.	N/A	Pending sign off by Minister for the Environment. Plan was publicly exhibited from 10 January to 4 March 2005.
Liaise with DEC, Hornsby Council, Warringah Council, Pittwater Council and Ku-ring-gai Council to manage areas with known Southern Brown Bandicoot populations.	RTA Recovery Team member to share information with other Recovery Team members to develop action plans.	In-kind support	Ongoing RTA involvement in Recovery Team.
Ensure that Environmental Impact Assessment surveys are conducted between May and October.	Environmental Services Representative to advise relevant Project Manager of this requirement prior to any activity that may impact on this species. Project Manager to advise EIA Consultant of this requirement.	N/A	No activity has been proposed in 2004-05 that may have an impact on the species.

APPENDIX 03 // WASTE REDUCTION AND PURCHASING POLICY

BACKGROUND

The NSW Government's Waste Reduction and Purchasing Policy (WRAPP) was instigated in 1997 to minimise the waste generated across all Government sectors and help increase the market for materials containing recycled content. The RTA's WRAPP plan was submitted to the NSW Department of Environment and Conservation (DEC) in 1998 to document the steps that the RTA was taking to implement the WRAPP.

The RTA has a statutory requirement under the *Waste Avoidance and Resource Recovery Act 2001* to report on WRAPP implementation within the RTA annual report. The 2005 RTA Annual Report is the fourth such report with this mandatory requirement.

CONSTRUCTION AND MAINTENANCE

Avoidance

The RTA has implemented a number of initiatives to avoid the production of waste from construction and maintenance activities. Avoidance initiatives are outlined within standard RTA specifications, identified within the Environmental Impact Assessment process or may have become standard practices for some contractors. Examples of avoidance initiatives include:

■ A Quality Approach

Contractors are required to implement a quality system approach for implementing RTA contracts. This maximises the likelihood of project works being performed as required, thus minimising waste associated with rework or failure of works before the end of design life. RTA specifications are commonly used by others within the road industry, such as local councils, providing additional waste avoidance benefits across NSW.

■ Balancing of earthworks

During the initial and detailed design processes for a project, all attempts are made to balance the amount of material required for road fills with the amount of spoil generated from cutting activities. This avoids the need for importing additional fill or exporting spoil from a project.

■ Pavement stabilisation

Stabilisation is the addition of binders to a road pavement material, enhancing the material's ability to perform its function. It can provide considerable economic and environmental benefits when used in pavement construction and rehabilitation. Using existing materials preserves natural resources and has indirect benefits such as reduced road transportation. Stabilisation also utilises industrial by-products such as ground granulated blast furnace slag and fly ash from coal-fired power stations.

Reuse and recycling

Initiatives to reuse excess materials from construction and maintenance activities include:

■ Reuse of spoil – Cross City Tunnel

The Cross City Tunnel had a target to reuse 93 per cent of spoil generated, which represents 100 per cent of virgin excavated natural material (VENM). VENM spoil is associated with tunnelling, hard ground cut and cover and shaft excavation. The remaining spoil includes fill and other excavated material that is not suitable for reuse. Reuse destinations included rehabilitation and remediation at various sites (including quarries, landfills and service stations), road and other construction projects and onsite reuses.

1,143,408 m³ of spoil were generated during the life of the project. 8,019 m³ (0.7 per cent) of this spoil were reused onsite, 1,065,028 m³ (93.1 per cent) were reused offsite and 70,361 m³ (6.2 per cent) were disposed to landfill.

■ Reuse of Reclaimed Asphalt Pavement (RAP) Wastes

Considerable amounts of reclaimed asphalt pavement (RAP) wastes are produced during maintenance works on asphalt road surfaces. An estimated 194,443 tonnes of RAP were generated during maintenance works by, or on behalf of, the RTA during 2004-05. Approximately 188,000 tonnes of this material was reused/recycled. Maintenance contractors are contractually bound to take ownership of RAP wastes and must develop waste management plans that minimise waste where permitted. RAP has multiple potential reuses including within new asphalt mixes, in blended road products as natural aggregate replacements and as fill and road shoulders.

ESTIMATES OF THE MAJOR WASTE MATERIALS PRODUCED AND REUSED/RECYCLED

(Data is not available for all construction and maintenance projects – including some major projects)

Material	Estimated quantity of waste produced (tonnes)	Estimated quantity recycled or reused (tonnes)	Comments
Vegetation waste	23,400	19,900	Includes: <ul style="list-style-type: none"> ■ Estimated 10,000 tonnes cleared for general construction projects (derived from hectares cleared). ■ 12,000 tonnes from maintenance projects (84 per cent reused).
Concrete	11,700	7,600	Includes maintenance contracts. No information was available for construction projects other than Westlink M7.
Fill/ VENM (virgin excavated natural materials)	3,925,000	3,335,000	These figures estimate the total amount of materials excavated within projects. Information is not available on VENM component of excavation. Road designers endeavour to balance earthworks so that there is no spoil (excess of excavated material) or import (material that needs to be bought to the site). The quantity of material that is excavated on a road project is designed to be as close as possible to the quantity that is required to be placed on the project, including landscaping quantities and utilising any unsuitable material where possible. Although identified here as 'reused', materials extracted from cuts located and sized to meet specific fill requirements within a project are considered by the RTA to be virgin materials excavated for use (not 'reuse') within projects.
Asphalt	195,000	187,000	Includes maintenance contracts. No information was available for construction projects other than Westlink M7.

Appendix 03 (continued)

CONSTRUCTION AND MAINTENANCE SPECIFICATIONS

RTA construction and maintenance specifications require recycled content purchases and waste minimisation:

- G34 for maintenance works – requires contractors to propose materials and products with recycled content where cost and performance-competitive and environmentally preferable to the non-recycled alternative.
- G35 and G36 for construction works – contractors are required to propose recycled-content materials where cost and performance competitive and at least the environmental equivalent of the non-recycled alternative. The cost-competitiveness of a product or material must be assessed on a project lifecycle basis, considering issues such as impacts on construction practices and future maintenance and disposal requirements. Contractors are also required to report waste minimisation quantities, initiatives and barriers to the RTA.

Key specifications allowing for the use of recycled materials, or greater material recyclability at end-of-life, include:

- RTA QA Spec R116 Asphalt – allowing up to 15 per cent reclaimed asphalt pavement within asphalt. Percentages greater than this must be accompanied by appropriate testing and qualified technical assessment.
- RTA QA Specs 3051/3052 allow for the use of recycled materials within base and sub-base of pavements.
- RTA QA Spec 3071 allows for recycled content within selected formation material.
- RTA QA Spec 3252 allows use of scrap rubber within certain modified binder classes.
- RTA QA Spec R178 allows stockpiling and reuse of soil from site and the use of cellulose fibre mulch, which must be produced from pinus radiata plantation timber or from recycled paper.
- Various concrete specifications allow for the use of fly ash, slag and silica fume within concrete mixes.
- R73 for heavily bound pavement course permits the use of recycled materials as aggregates and binders at depths of around 170 to 300 mm within pavements.
- RTA QA Spec R75 – In Situ Pavement Recycling by Deep-Lift Cementitious Stabilisation. Allows mechanical incorporation of existing pavement with binding agents (by-products of the steel and electricity industries).
- RTA G38 and G39 allow for the use of recovered water for road projects.
- RTA R63 permits the use of recycled materials in the manufacture of geotextiles.
- RTA R50 allows for the use of slag/lime blends for stabilisation of earth-works.
- RTA QA Specs M317 Landscape Maintenance and M318 Landscape Restoration require reuse of onsite materials, with any shortfall made up by waste woodchips.
- RTA QC Spec 2380 Timber for Bridges has been revised to minimise the use of treated timbers.

RESEARCH AND DEVELOPMENT

RTA research and development projects for 2004-05 included:

■ Scrap Rubber Asphalt

This joint project with the DEC commenced in 2003 to (i) carry out a comprehensive risk assessment; (ii) develop a Code of Practice for the manufacture and handling of asphalt containing scrap rubber granulate, and (iii) to promulgate the commercial application of scrap rubber asphalt (SRA) technology. The Code of Practice is expected to provide an industry-wide standard to assist in reducing the current barrier preventing use of this valuable and technically-proven technology, which would then be adopted for RTA activities where technically/economically feasible to non-SRA alternatives. Equal funding is being provided by DEC (Sustainability Programs Division) and the RTA. The project is expected to be a model for future collaborative efforts between DEC and RTA.

■ Steel Slag in Pavements

Bound pavements incorporating steel slag are becoming a major pavement type in rehabilitation and widening for the RTA. A report on the benefits and safeguards for use of these materials was produced during 2003. A technical direction is being drafted on the use of steel furnace slag within asphalt.

■ Manufactured sands

This project recognises that traditional sources of natural sands are rapidly diminishing. There is increasing need to consider alternative materials including industrial by-products and recycled materials. It is expected that the project will result in revised specification acceptance criteria and test procedures, covering both natural and manufactured sands for asphalt and concrete mixes. Key test procedures have been established and trialled. More extensive testing is now in progress.

■ Increased use of reclaimed asphalt pavement (RAP) within new asphalt mixes

A Technical Direction will soon be issued to allow for an increase from 15 per cent to 20 per cent in the proportion of RAP within asphalt other than surface layers. Further increases will be considered when performance implications of the current amendment are demonstrated.

■ Use of RAP and recycled crushed concrete (RCC) in flexible pavement

A heavily bound recycled pavement material consisting of RAP and RCC as a substitute for roller compacted concrete has been developed and trialled on Reservoir Rd, Blacktown. This mix is gaining favour with industry and is being used on several RTA projects including the Westlink M7. A new brick/RAP blended material for use as a select subgrade material has proven to have superior properties to conventional material such as sandstone. The ongoing challenge for the RTA is to ensure that quality of recycled materials is maintained by adherence to specification requirements and sound pavement design principles to ensure long-term pavement performance.

■ Recycled crushed glass within concrete

The RTA and the DEC have developed a new partnership project to assess the performance of recycled crushed glass as cement, sand and coarse aggregate replacement within concrete pavements. Lab trials of various glass concrete mixes will be completed and assessed before a field trial of the technology.

■ Use of recycled organic products

A research partnership has been established with DEC and a university to assess the performance of recycled organics in roadside landscaping.

Appendix 03 (continued)

ESTIMATED PURCHASING OF MATERIALS

The following table provides estimated quantities of materials purchased for construction and maintenance (data is not available for all construction and maintenance projects, including some major projects).

Material	Estimated total quantity purchased/used (tonnes)	Estimated total quantity purchased/used with recycled content (tonnes)	Comments
Landscaping materials	4,500	3,900	Includes maintenance contracts and estimates for construction projects based on area mulched. It has been assumed that straw mulch does not contain recycled content and that hydromulch is 100 per cent recycled content.
Concrete	762,000 ¹	686,000 ²	More than 90 per cent of the concrete used within pavements contains fly ash, averaging 3.4 per cent of the total concrete mass. Figures are only for concrete used within pavements. No other concrete uses are included.
Fill/ VENM (virgin excavated natural materials)	4,844,000	Not available	At the time of reporting, information was not available on the recycled content of imported fill and VENM materials. All four million tonnes of fill/ VENM imported to Westlink M7 came from other projects such as Parramatta Rail Link.
Asphalt	711,000	281,000	Assumed density of asphalt is 1.65 tonnes per m ³ .

NB: 1. This represents an approximate tonnage of concrete purchased only for road pavements.

2. Assuming that 90 per cent of pavement concrete contains fly ash.

OFFICES

Avoidance

Motor registries

The RTA conducted a Green Business Program trial at Five Dock Motor Registry to investigate environmental improvements that could be implemented for all motor registries across the State. Trial outcomes indicated that energy and water usage could be reduced and recycling increased. This RTA project received the Gold Award in the Green Business Category of the City of Canada Bay Council's 2004 Green Citizens Awards.

Internet and intranet sites

The RTA was an early adopter of web technology and has established wide-ranging internet and intranet sites. The internet site provides public access to RTA publications in an electronic format, avoiding the need for a paper copy and a trip to a registry. Online services include renewal of vehicle registration, ordering of customised number plates, booking a licence test and an interactive practice test of road rules. Numerous information sources such as annual reports, educational materials, safety brochures and environmental impact statements are also available on the website. The following table highlights some of the most popular RTA publication downloads. If customers choose not to print the downloaded documents, there is the potential to avoid tonnes of paper usage.

The RTA's intranet site is a key tool for internal RTA communications with document search, corporate news, phone directories and other information available online, reducing the need for paper documents. An improved intranet site has been completed to provide better internal communication.

MOST POPULAR RTA PUBLICATION DOWNLOADS (JANUARY – JUNE 2005)

Driver Knowledge Test Questions – Class C (Car) Licence
 Road User Handbook - English
 Driver Qualification Handbook (screen version)
 Driver Qualification Handbook (print version)
 Hazard Perception Handbook
 Heavy Vehicle Drivers' Handbook

Reuse and recycling

Number plate recycling

The RTA oversees the production and destruction of vehicle number plates. As part of the contract for number plate manufacturing, the contractor is responsible for the collection and destruction of 'old' number plates. 361,014 kg of number plates were collected for recycling during 2004-05, including 231,002 kg of steel and 130,012 kg of aluminium.

Toner recycling

The RTA collected and sold 699 toners for remanufacture during 2004-05. An additional 2,060 kg of printing materials such as toners, bottles, drums and ribbons were collected from around the State and sent for recycling.

RTA computer use

The RTA returned 643 personal computers and 408 monitors to the lessor company at the end of the lease cycle for resale overseas. Twenty-one owned PCs/laptops and 16 monitors were sent to auction. No other disposal methods were used during 2004-05.

Appendix 03 (continued)

PURCHASE OF RECYCLED CONTENT MATERIALS

The majority of the RTA's office products were ordered through a single supply contract during the year. This allowed easy compilation of the majority of office consumable purchases for this report. However, consumables purchased directly from other equipment suppliers – such as toners ordered directly from printer suppliers – have not been included within the table below.

Office consumable	Total quantity purchased	Total quantity purchased with recycled content	Percentage with recycled content	Comments
Printing and publications paper	281.1 tonnes	39.0 tonnes	13.9	
A4 paper	76,731 reams	7,578 reams	9.9	Includes: 7,452 reams of 50 per cent recycled content. 95 reams of 100 per cent recycled content. 31 reams of 35 per cent recycled content.
A3 paper	2,483 reams	0 reams	0	
Coloured or tinted paper	1,326 items	0 items	0	Coloured paper is not available with recycled content.
Diaries	3,493 items	0 items	0	No diaries available with recycled content.
A4 pads and notebooks	14,300 items	525 items	3.7	
Toner cartridges	8,775 cartridges	35 cartridges	0.4	This includes fax, inkjet cartridges and printer ribbons.
Post-it notes	2,145 packets of 12	46 packets of 12	2.1	
Envelopes	14,272 boxes of 500	14,188 boxes of 500	99.4	14,000 boxes of envelopes used 70% recycled content paper. This includes envelopes with RTA letterhead which were reported under "Printing and publications paper" in previous reports.

Initiatives to increase recycled content

The use of recycled-content paper or toner cartridges was undertaken on a site-by-site basis during 2004-05. A range of recycled, re-manufactured and environmentally sensitive products is available for purchase through the RTA's office-consumables supply contract. Fifteen percent of office consumables purchased during the first half of 2004-05 were from this 'environmentally friendly' range. The percentage of recycled-content A4 paper purchased by the RTA remained at 10 per cent during 2004-05. The RTA has arranged to 'hard-substitute' a range of office products commencing August 2005, including substituting A4 50/50 recycled paper for all A4 printer/copy paper orders.

CONCLUSION

The RTA is progressing its efforts to:

- Increase purchases of recycled content construction/maintenance and office products, where economically and technically viable.
- Undertake R&D and guideline development to improve the ability of the RTA and others to maximise reuse of materials in construction/maintenance activities.
- Improve the management of excess office and construction/maintenance materials.

The RTA will report annually to the public on our success in promoting the efficient use, reuse and recycling of resources and the minimisation of waste.

APPENDIX 04 // COMMITTEES AND SIGNIFICANT ADVISORY GROUPS

ROADS AND TRAFFIC ADVISORY COUNCIL (RTAC)

Established under the *Transport Administration Act 1988*, the Roads and Traffic Advisory Council advises the RTA and the Minister on:

- The promotion of traffic safety.
- Improvements in the movement of traffic.
- Improvements in the movement of freight.
- Requirements of vehicle drivers.
- Requirements for roads and vehicles.
- Promotion of industrial development, primary production and tourism in relation to roads and traffic.
- Protection of the environment in relation to roads and traffic.
- Roads and traffic legislation.
- Any other matter relating to roads and traffic that the Council considers appropriate.

Membership of the Roads and Traffic Advisory Council is by appointment by the Minister for Roads and comprises representatives from various organisations.

As at 30 June 2005, the Council comprised:

- Councillor Allan Smith (Chair) representing the Local Government Association of NSW and Shires Association of NSW.
- Mr David Anderson representing the NSW road freight industry.
- Mr Peter Steele representing the NRMA Limited.
- Mr Warrick Irvine representing the Labor Council of New South Wales.
- Emeritus Professor Ron Huckstep representing the medical profession.

Ex-officio members:

- Chief Executive of the Roads and Traffic Authority
- Director-General of the Department of Infrastructure, Planning and Natural Resources
- Director-General of the Ministry of Transport
- Commissioner of New South Wales Police Service

Appendix 04 (continued)

ROAD SAFETY TASK FORCE

The Road Safety Task Force was established by the Minister for Roads in January 2001 following an increase in fatalities in 2000, and especially a sharp increase in the Christmas/New Year period that year.

It was convened to bring individual views, experience, knowledge and skills from a group of road safety experts, and to make recommendations for improving the effectiveness of road safety interventions and initiatives to reduce the road toll over time.

- Mr Paul Forward, RTA (Chair)
- Mr Peter Steele, NRMA Motoring and Services
- Mr David Bowen, Motor Accidents Authority
- Mr Les Tree, Ministry for Police
- Chief Superintendent John Hartley, NSW Police
- Professor Danny Cass, Children's Hospital Westmead
- Dr Jane Elkington, Health consultant
- Dr Julie Hatfield, University of New South Wales
- Mr John Mills, MP, Member for Wallsend
- Mr Brad Welsh, Youth Advisory Council (from Feb 2005)

ROAD FREIGHT ADVISORY COUNCIL

The Road Freight Advisory Council is the key consultative forum for the heavy vehicle industry and Government to consider matters related to the development, coordination, planning and regulation and operation of road freight transport services in NSW.

As at December 31, 2004, the council comprised:

- Mr Bob Angus, Chairman
- Mr Warrick Irvine, Transport Workers Union
- Mr John Pierce, NatRoad Limited
- Mr Ian Pendered, Livestock and Bulk Carriers Association
- Mr Alan Eipper, NSW Road Transport Association
- Mr John Morris, Australian Road Train Association
- Mr David George White, Warehousing/distribution operator
- Mr John McNaught, Country-based operator
- Mr Peter Angus, Small fleet operator

The council is to be reconvened in 2005-06 with a wider representation.

GOVERNMENT AGENCIES ROAD SAFETY COUNCIL (GARS)

GARS was established to:

- Coordinate Government road safety initiatives consistent with the goals outlined in the Road Safety 2010 strategy.
- Keep abreast of road safety developments in partner agencies that may have an impact on member organisations.
- Monitor and evaluate against road safety goals and targets.
- Examine the analysis of up-to-date trends of road deaths and injuries and crash-related problems and discuss the potential for joint countermeasures.

As at June 30 2005, the council comprised:

- Mr Paul Forward, Roads and Traffic Authority
- Mr John Feneley, Attorney General's Department
- Chief Superintendent John Hartley, NSW Police Service
- Prof Bill Bellew, NSW Health
- Mr Kent Donaldson, Independent Transport Safety and Reliability Regulator
- Mr David Bowen, Motor Accidents Authority
- Mr Rob Randall, Department of Education and Training
- Mr Garry Payne, Department of Local Government
- Mr Michael Bushby, Roads and Traffic Authority
- Dr Soames Job, Roads and Traffic Authority
- Ms Catriona McComish, Department of Corrective Services
- Ms Jenny Thomas, NSW WorkCover
- Ms Gillian Calvert, NSW Commission for Children and Young People
- Mr Steve Merritt, NSW Department of Aboriginal Affairs
- Ms Jill Hennessy, NSW Department of Gaming and Racing

NSW BICYCLE ADVISORY COUNCIL

The Bicycle Advisory Council (BAC) was established to provide the RTA with advice and recommendations on all bicycle related matters; to facilitate all activities of the RTA which impinge on bicycling; to assist in the efficient coordination of effective programs to benefit cyclists throughout the public and private sectors; to facilitate but not necessarily undertake provisions for cyclists by all levels of government; to assist in the development and ongoing review of the RTA strategic plans for bicycles; and to provide an effective consultation forum for cyclist organisations and government.

The members of the Bicycle Advisory Council are:

- Local Government and Shires Associations
- Bicycle NSW
- Newcastle Cycleways Movement
- NSW Police
- RTA
- DIPNR (observer)
- Bicycle Industries Australia (observer)

RTA HERITAGE COMMITTEE

The RTA Heritage Committee discusses issues relating to strategic heritage management of RTA assets.

Membership:

- RTA Environment Branch
- RTA Communications and Corporate Relations
- RTA Road Network Infrastructure Maintenance Branch
- NSW Heritage Office
- National Trust
- Royal Australian Historical Society
- Engineers Australia

APPENDIX 05 // SENIOR EXECUTIVE PERFORMANCE STATEMENTS

Name: Paul Forward
Position: Chief Executive
Level: 8
Period in the position: 2004-05
Total annual remuneration package: \$342,000

Under Mr Forward's leadership, the RTA continued to focus on delivering a safe, sustainable and efficient road transport system. During 2004-05 Mr Forward directed a range of significant policy and infrastructure activities in support of the NSW Government priorities of safer healthier communities, social justice, economic development and the environment. In addition, he led various improvements to the RTA's internal business operations.

Reliable and efficient access between commercial, residential and recreational locations

Under Mr Forward's direction, traffic management initiatives and network development activity have ensured that travel times across Sydney have yet again remained consistent, despite annual increases in traffic volumes.

Mr Forward led the continued development of key routes, including the Pacific Highway, Great Western Highway, Princes Highway and Windsor Road. In addition, construction continued in 2004-05 on three major private infrastructure projects - the Cross City Tunnel, the Westlink M7 and the Lane Cove Tunnel.

The efficient management of daily traffic incidents and special events, utilising advanced technology such as the Sydney Coordinated Adaptive Traffic System (SCATS) ensured travel time reliability for NSW commuters.

Mr Forward ensured coordinated involvement with other transport agencies in the Government's Review of Bus Services to improve priority for buses on routes with the greatest potential for growth in patronage. The NSW Transport Reform Taskforce accepted the implementation of 16 of 43 corridors in Sydney as high priority for the purposes of planning bus priority infrastructure. Over the next three years the RTA will invest \$135 million in bus priority measures.

Safer road user behaviour, vehicles and road environment

Mr Forward led various initiatives to improve road safety. The combination of engineering, enforcement and education programs have resulted in the lowest financial year road toll since 1947-48, improving on last year's record result. The fatality crash rate (7.5 per 100,000 population) was lower than last year's result (7.6 per 100,000 population).

Under the enhanced enforcement program, more than 100 additional police operations were conducted around the State along with supporting public education campaigns. In 2004-05 the NSW community was invited to comment on the *Young Driver Discussion Paper*. The paper outlined 11 road safety initiatives aimed at curbing the P Plate road toll. During the year two high profile road user summits were conducted in Sydney and Dubbo. The summits were designed to engage the NSW community in addressing road safety problems in both urban and regional areas. A range of policy recommendations have been published as a result of the summits which will form part of the RTA's road safety strategy work program in 2005-06.

Under Mr Forward's direction, the RTA commenced CrashLink, a major project to redevelop and improve road safety data collection, analysis and reporting. Construction of the Crashlab complex, a world class facility for assessing vehicle safety standards was completed during the year. The complex is at Huntingwood and staff took up occupancy during June 2005.

Minimising impacts on the natural, built and cultural environments

The RTA prepared three Environmental Impact Statements this financial year which included upgrades to the Pacific Highway.

In 2004-05, the RTA joined with the Department of Environment and Conservation, Camden Council and Newcastle City Council in trials of biodiesel fuels. Support was also given for an extensive testing program to be conducted on diesel vehicles. The testing program resulted in checking emissions from nearly 3,000 trucks and buses in a voluntary program with private and government fleets.

Mr Forward ensured that the Oral History Program continued to progress with three projects produced in 2004-05.

Business improvement

In October 2004 Mr Forward announced the formation of the Business Reform Directorate which is responsible for developing initiatives to streamline internal structures and processes and improve integration and efficiency.

Mr Forward led the RTA's drive to deliver effective internal communications. During the year, he personally visited over 34 RTA metropolitan and regional locations across the state and presented to around 2,300 staff. He spoke to staff directly about the RTA's priorities and challenges, workplace safety and best practice in procurement.

Cross jurisdiction and interagency collaboration

Mr Forward continues to be the NSW representative attending meetings of the Standing Committee and National Transport Agency Chief Executive Committee. He is the Chairman of Austroads, a member of the Chief Executives Committee and is actively involved in the Chief Executive Network meetings.

Name: Michael Bushby
Position: Director, Road Safety, Licensing and Vehicle Management
Level: 6
Period in the Position: January 2005 - June 2005
Total annual remuneration package: \$235,738

Several significant road safety initiatives have been implemented under Mr Bushby's direction. These include changes to the demerit point and fine penalties applying to a range of driving offences, and two initiatives, passenger and vehicle restrictions for provisional drivers, which were developed for implementation in July 2005. Trials of point-to-point speed cameras and in-car digital speed cameras were also conducted during the year.

Mr Bushby supported two Road User Summits in March and May 2005 and led a range of new policy initiatives emerging from the summits. Some initiatives, such as the review of speed zoning on key routes, are well underway, while several others are being developed for implementation in 2005-06.

Mr Bushby oversaw the completion of road safety improvements on the Pacific Highway and the Princes Highway including the installation of wire rope barriers, profile line marking, variable message signs, and improved lane delineation and signage. Other projects resulted in road shoulder, rest area and clear zone upgrades, and intersection improvements. In addition Mr Bushby led a range of State Black Spot treatments, including traffic signal improvements, intersection reconstruction and safety barrier installation. Significant improvements were made to 125 crash locations.

The enhanced enforcement program continued to operate successfully under Mr Bushby's leadership, with operations targeting speeding, drink-driving, fatigue, heavy vehicles, seat belt use and helmet use, conducted throughout the five NSW Police regions.

Mr Bushby played a significant role in improving the safety and efficiency of road freight transport in NSW. The *Road Transport Legislation (Speed Limiters) Amendment Act 2005* was introduced to counter heavy vehicle speed limiter tampering and improve compliance with speed limiting provisions.

Other heavy vehicle initiatives developed under Mr Bushby's leadership include the NSW Compliance and Enforcement Legislation (*Road Transport (General) Bill 2004*), the implementation of stage 1 of the Intelligent Access Program, an upgrade of the Safe-T-Cam network, and the introduction of the Heavy Vehicle Notice System to all Heavy Vehicle Checking Stations during the first half of 2005.

Mr Bushby has contributed to a number of national road transport reform initiatives in conjunction with the National Transport Commission. These initiatives included proposals for 26 metre B-Doubles, the Third Determination Heavy Vehicle Charges, Performance Based Standards and improved national data sharing.

Appendix 05 (continued)

Customer service enhancements implemented under Mr Bushby's leadership included improved services through expansion of the motor registry network to Lightning Ridge and Walgett in north western NSW, continued growth in online transactions, and the development of internet kiosks for motor registries to allow customers to complete popular transactions themselves through the myRTA.com online facility.

Mr Bushby oversaw the introduction of the *Photo Card Act 2005* which will allow the RTA to issue a photo identification card, enabling NSW residents over 16 who do not hold a driver licence to provide formal evidence of their age and identity.

Other initiatives which progressed under the leadership of Mr Bushby in the area of vehicle emissions included trials of biodiesel fuels, the Cleaner NSW Government Fleet project, voluntary emission testing of light vehicles at RTA emission testing stations at Penrith and Botany motor registries, and further diesel testing and emission reduction research.

In 2004-05, Mr Bushby chaired the Workforce Capability Steering Committee and the Special Number Plates Steering Committee, and participated on the:

- Technology and Innovation Committee
- Government Agencies Road Safety Council
- Finance Strategy Committee
- Government Licensing System Steering Committee.

Mr Bushby is also the Program Manager for the Austroads Registration and Licensing Program.

Name:	Chris Ford
Position:	Director, Traffic & Transport
Level:	5
Period:	2004-05
Total annual remuneration package:	\$228,650

Mr Ford has made a significant contribution to fulfilling the RTA's role in managing traffic and transport and the achievement of associated outcomes.

In 2004-05, Mr Ford has led significant improvements in network management. Travel times and traffic flows have remained consistent through improved intersection treatments and network operations, and efficient management of incidents and special events. Improvements to the incident response and information systems of the Transport Management Centre have been achieved.

Mr Ford has directed the further enhancement of the Sydney Coordinated Adaptive Traffic System (SCATS), which is used to coordinate traffic signal timing across the network and now includes active priority for buses. Growth in the use of SCATS by other Australian and overseas cities has continued. SCATS is currently licensed to over 8,300 intersections in eight States and Territories in Australia, and a further 13,100 sites in 75 cities in 18 other countries.

The Government's Review of Bus Services aims to improve priority for buses on high priority routes with the greatest potential for growth in patronage. The Review identified a network of strategic bus corridors and Mr Ford has led the planning phase to identify the high priority bus corridors and put programs in place for implementing the bus priority measures.

Making other alternatives to the motor car, such as cycling and walking, more attractive improves traffic flow efficiency and delivers environmental benefits. In 2004-05, achievements led by Mr Ford included continued expansion of the cycleway network and support for promotions such as the RTA Big Ride, Cycle Sydney, Walk to Work Day, and Walk Safely to School Day. Mr Ford directed programs to identify and improve facilities for pedestrian mobility and safety. Pedestrian bridges were constructed at Leichhardt, East Gosford and Epping and planning is well advanced for sites at Canterbury, Wiley Park and Yagoona.

The flexible use of electronic toll tags issued for one motorway on all motorways in eastern Australia, has resulted in continued rapid expansion in tag use.

Programs directed by Mr Ford have leveraged electronic tolling to improve traffic flow through the toll plazas on the Sydney Harbour Bridge and Tunnel.

Mr Ford has led programs to maintain efficient and effective management of the condition of traffic facilities. Energy efficient traffic signal lamps have been introduced and arrangements for the bulk replacement of existing high voltage lamps have commenced.

Name:	Mike Hannon
Position:	Director, Road Network Infrastructure
Level:	6
Period in position:	2004-05
Total annual remuneration package:	\$257,000

Mr Hannon leads the development and maintenance of Road Network Infrastructure (RNI). His Directorate is responsible for developing and maintaining strategic partnerships with the Federal Government, contractors, consultants and industry associations.

Mr Hannon continued to liaise with DoTaRS on the Federal Government's AusLink policy, co-ordinating the negotiations on the bilateral agreement, as well as managing the impacts of AusLink on RNI's programs. Mr Hannon oversaw the development of key road planning strategies to deliver sustainable land use and transport solutions in consultation with DIPNR, DEC and other transport agencies.

Mr Hannon also led and managed the Directorate's involvement in major projects such as Transitways, major works on the Princes and the Great Western Highways and on the Windsor Road program. Strategic project achievements under Mr Hannon's leadership include:

- Great Western Highway; Shell Corner, Albion St to Watson Way (open Aug 2004) and Wentworth Falls West, Falls Rd to West St. (Jun 05)
- The Horsley Drive, Landon St to Fairfield St (Sep 04)
- Hoxton Park Road, Brickmakers Creek to Hill Rd (Final stage opened Apr 05)
- Windsor Road, Norwest Boulevard to Showground Rd (Dec 04)
- The Entrance Rd, Avoca Drive Intersection (July 04)
- Karuah Bypass (Sep 04) and Duval Creek (Dec 04)
- Murray River, Corowa Bridge (Feb 05)

In addition Mr Hannon oversaw the successful completion of environmental impact assessments for a number of key projects including the Wollongong Northern Distributor and, on the south coast, MR92 - Nowra to Nerriga.

He continued to lead the management of the Infrastructure Maintenance Program (over \$800 million) to ensure the road infrastructure is maintained to meet acceptable standards. Major initiatives that continued under Mr Hannon's leadership include the Directorate's involvement in the delivery of the Asset Renewal Program, the Rebuilding Country Roads Program, and the NSW Government Road Maintenance Reform Package.

Mr Hannon chaired the Maintenance Contracting Reference Committee, comprising representatives from the Local Government Shires Association, Institute of Public Works Engineers Australia, Municipal Employees Union and the RTA, managing the implementation of Single Invitation Contracts for State Roads Maintenance.

He continued to lead and manage the development of the RTA's urban design policy. Initiatives to promote this policy included publishing RTA Shotcrete Design Guidelines which address the issue of the visual impact of shotcrete, preparing RTA Noise Wall Design Guidelines for publication in the next financial year; and publishing an RTA urban design framework for the Pacific Highway corridor from Hexham to Tweed Heads. Corridor urban design strategies were completed to guide the future upgrade of key urban arterial corridors including Camden Valley Way and Richmond Road. The RTA's urban design policy

Appendix 05 (continued)

continues to be applied on all motorway projects in collaboration with RNI Directorate. The recently completed F3 Freeway widening from Jolls Bridge to Calga is the outcome of an integrated engineering and urban design process.

Under Mr Hannon's leadership improvements to contract management were accomplished by:

- Updating the RTA's Engineering Contracts Manual.
- Continuing to implement the Lawrence Hargrave Drive Alliance to develop a solution to the re-opening of Lawrence Hargrave Drive whilst minimising risk to the road user.
- Combining two sections of the Windsor Road Upgrade and implementing a competitively selected alliance because of the potential risks of delivery under a conventional contract model.
- Progressing tender and contract documentation for the following significant projects being delivered by the DCM model to ensure consistency of process and manage RTA's risk as well as the resolution of emerging issues:
 - Bundacree Creek to Possum Brush
 - Karuah to Bulahdelah, Stage I
 - North West Transitway Network
 - Albury - Wodonga project
 - Brunswick Heads to Yelgun

In addition, Mr Hannon also took management responsibility in March 2005 for Project Management Services Sydney and for selected major infrastructure projects across the state. He acted as RTA Chief Executive between 7 June 2004 and 7 July 2004 and 21 January 2005 and 4 February 2005.

Name:	Brett Skinner
Position:	Director Finance
Level:	6
Period in Position:	2004-05
Total annual remuneration package:	\$268,825

Mr Skinner provided positive leadership in financial and business management of the RTA during the year. To improve strategic management in delivery of RTA services and corporate objectives, he initiated a corporate focus on strengthening investment planning and results. This centred on developing a risk based assessment framework for program funding across the RTA's core program to allow prioritisation against risks and value for money and maximising community benefits. The Investment Decision Framework will be further developed during the coming year. Strategic budget management and financial reporting to support sound investment decisions maintained a high priority during the year. A program of strategic budget reviews were implemented and unqualified accounts for 30 June, 2004 were signed by the Auditor General in September, 2004. Also, the Treasury IAS deliverables of the draft Balance Sheet by 15 December, 2004 and March 2005 were successfully completed by the Finance Directorate.

Under Mr Skinner's leadership, property sales totalled \$53.2 million for the year. This result exceeded the original budget expectations despite weakening conditions in the property market. Rental income at \$17 million was another strong result as was advertising, property enquiry and other income at \$6.4 million. The overall property related revenue generated for the year totalled \$76.6 million.

Mr Skinner was involved in the provision of financial advice on private sector infrastructure proposals during the period which included a number of refinancing proposals. Advice on a range of commercial and economic projects was also provided, including e-tolling, special number plates and bus corridors.

A high standard of internal risk and control management was maintained for the RTA through the strategic Audit Plan. Key areas of potential major risks in the RTA's operations are identified for inclusion in the Plan and reviewed to ensure that effective controls and practices are in place to minimise risk.

A program for management of corruption risk, CRMMap was also developed and

will be progressively implemented across the whole organisation during 2005-06.

Through his involvement in a number of Executive Steering Committees, Mr Skinner has contributed to the RTA's Executive leadership. These have included:

- Finance Strategy Committee
- Audit Committee
- Business Services Advisory Committee
- Business Reform Steering Committee
- Procurement Strategy Committee

Name:	David Stuart-Watt
Position:	Director, Operations and Services (former Director, Client Services)
Level:	5
Period in Position:	March 2005 -June 2005
Total annual remuneration package:	\$240,401

Mr Stuart-Watt's major focus for this period has been on managing the delivery of client programs and projects and providing value for money. An additional responsibility was to deliver the works portfolio in road services and the management of fleet services. Under Mr Stuart-Watt's leadership, the core programs of road development, road maintenance, road safety and traffic management, amounting to \$1.7 billion were delivered to meet community needs across the State.

Significant accomplishments for Mr Stuart-Watt include:

- The completion of the North Kiama Bypass to allow diversion of highway traffic to future southbound onramp at Bombo interchange.
- The completion of key milestones on the reconstruction of the Lawrence Hargrave Drive.
- Completion of the Bangor Bypass.
- Commencement of construction of North West Transitway.
- Commissioning of new vehicular ferry for Webbs Creek crossing on the Hawkesbury River.
- The opening of the Karuah Bypass.
- Opening to traffic of Duval Creek on the New England Highway, Burnett's Creek Bridge Realignment on MR 83 – Summerland Way and the Corrowa Federation Bridge.

The Directorate also successfully delivered road works and fleet management services to the value of \$609 million, an increase of \$10 million over the previous year. Road and Fleet Services won a total of \$36 million from external clients, \$12 million up on 2003-04. This exceeded the target by around \$9 million and confirmed a sound base in government agency work. This external work has improved resource utilisation and productivity, resulting in benefits for both internal and external clients. Key works delivered by road services in 2004-05 include reconstruction of Pheasants Nest Access Road, Anzac Bridge extra lane and the Buckets Way Upgrade Stage 5.

Mr Stuart-Watt has led significant improvements in process enhancements and managed the integration of programs at the local level. Mr Stuart-Watt has actively promoted the development of staff skills. Other achievements include:

- The development of a suite of maintenance specific road and bridge technical specifications.
- Improved access to road related data through advancements in the use of Spatial Information System technology.
- Automation of condition data surveys for road crack and roughness.
- The statewide implementation of quality assured management of the

Appendix 05 (continued)

RTA's vehicular ferry fleet through consistent quality assurance contracts.

The Directorate continued to deliver road safety programs that contributed to the reduction of fatalities and injuries through: refinement of Police operations across the state including Operations Westroads, Southroads, Drivesafe (Central Coast), Northroads and RoadSafe; coordination and management of the Federal Blackspot program; logistical support for the speed camera program; delivery of road safety audits and crash investigations; and successful rationalisation of speed zones in Sydney. The Snow and Ice Warning system (Stage 2) on the Great Western Highway, near Bathurst was operationalised, extending the functionality of the system (detection of black ice and snow) to six additional locations.

Mr Stuart-Watt has strengthened partnerships with Local Government and has ensured close working relationships with the Police throughout the State. Mr Stuart-Watt has chaired the State Road Authorities Project Management Executive and represented the RTA as a Director of the Australian Road Federation.

Name: Les Wielinga
Position: Director, Motorways
Level: 6
Period in the Position: December 2004 – June 2005
Total annual remuneration package: \$274,000

Mr Wielinga was appointed in December 2004 and as Director Motorways led the establishment of the new Directorate. The Motorways Directorate was created to ensure the effective delivery of Motorways Infrastructure, administration of operational tollways and the M5 East as well as improved management of road tunnel design, safety and ventilation issues.

Mr Wielinga provided leadership in the provision of high quality motorway related management services including the preparation of route strategies, management of motorways development, construction, operation and maintenance and project management and contract administration.

Mr Wielinga led the major motorway construction program in Sydney including the Cross City Tunnel, Westlink M7 and Lane Cove Tunnel.

He also oversees an extensive motorways development program including the Pacific Highway upgrade and Sydney Motorways. This includes progressing planning for 21 major projects on the Pacific Highway.

Mr Wielinga oversees the co-ordination between motorways including interoperability and customer services as well as managing RTA's interface with tollway concessionaires.

Mr Wielinga led the development of policy and provision of expert advice on tunnel ventilation, tunnel air quality and tunnel safety. He is a member of the World Road Association's Technical Committee on Road Tunnel Operations.

Mr Wielinga continues to develop and strengthen relationships with key stakeholders including other government agencies, public utility authorities, contractors and suppliers, landowners and community groups.

As a member of the RTA Executive Mr Wielinga contributed to the overall direction of the RTA through input to policy development, planning processes, continuous improvement and change management.

Name: Paul Willoughby
Position: Director, Communications and Corporate Relations
Level: 6
Period in position: 2004-05
Total annual remuneration package: \$257,000

Mr Willoughby leads the RTA's public communication activities and its relationships with key stakeholder groups. In 2004-05, his work spanned all of the RTA's responsibilities, including road maintenance and construction, road safety, traffic

management, driver licensing and vehicle registration. Mr Willoughby led a range of developments to increase community involvement in RTA decision-making and improve the provision of roads-related information to the public.

Mr Willoughby played a major role in initiatives to improve road safety for young drivers. This included development of Geared, a new magazine to provide road safety and driver education material to young people in a more relevant, cost-effective way. He oversaw the development and distribution of a discussion paper providing options to improve road safety for young drivers, including a successful online public comment facility. Among other road safety activities, Mr Willoughby continued to lead the RTA's road safety advertising and the sponsorship of the NSW cricket team, the SpeedBlitz Blues. The sponsorship included a popular series of visits by members of the team to secondary schools across the State and an interactive online road safety game.

Mr Willoughby led the development of new procedures to make the RTA more responsive to community views about road infrastructure projects, both in Sydney and regional areas of NSW. This included better provision of information to communities through newsletters, advertisements and public meetings. In addition to RTA-funded projects, Mr Willoughby also coordinated all public communication activities on Sydney's three private sector motorway projects – the Cross City Tunnel, Westlink M7 and Lane Cove Tunnel. Mr Willoughby participated in a range of public meetings about road projects.

Mr Willoughby led the development of public communication initiatives associated with the introduction of full electronic tolling to Sydney. This included new road signage, design of a new symbol indicating arrangements for motorists without electronic tolling tags, and public awareness campaigns in Sydney and regional areas.

Mr Willoughby oversaw improvements to the RTA's website, which is now the most visited State Government website in Australia. This included a significant expansion of online services such as vehicle registration renewals and the provision of improved real-time traffic information to motorists.

Mr Willoughby led RTA activities in relation to freedom of information, privacy, Ministerial correspondence and media enquiries. He was the RTA's main media spokesperson.

As a member of the RTA executive, Mr Willoughby contributed to the overall direction of the RTA through input to planning and policy development processes, continuous improvement and change management. He acted as RTA Chief Executive from 30 May to 27 June.

RTA SENIOR EXECUTIVE SERVICE PROFILE OF POSITIONS

SES Level	2001-02	2002-03	2003-04	2004-05
CEO under S.I.I.A.#	1	1	1	1
Level 6	2	2	2	5
Level 5	4	4	4	2
Level 4	7	7	8	10
Level 3	14	14	15	14
Level 2	14	16	14	12
Level 1	1	0	0	0
Other	1	0	0	0
Total	44	44	44	44

#CEO position is listed under S.I.I.A. of the *Statutory and Other Officers Remuneration Act 1975*.

Note: The number of SES positions occupied by women in the current year is four, up from three in the previous two years.

APPENDIX 06 // INDUSTRIAL RELATIONS

Awards/enterprise agreements

A new Award covering Traffic Signals Staff was approved by the Industrial Relations Commission of NSW.

A new Enterprise Agreement for Professional Engineers was certified by the Australian Industrial Relations Commission.

An interim Award was approved by the Industrial Relations Commission of NSW to provide wages staff with a 4 per cent increase in wages from the first full pay period after 1 July 2004 for a period of 12 months.

Communication and consultation

The Peak Consultative Committee was established as the point of consultation with associations covering salaried staff and engineers on matters regarding the RTA's business reform program.

The agreed consultative processes to discuss crucial industrial issues with all unions/associations continues. Forums and committees are convened from time to time to address issue based subjects.

A Single Bargaining Unit continues to be the main negotiation and consultation forum for wages staff.

Movements in salaries, wages and allowances

Salaried staff received a 4 per cent increase in salaries from the first full pay after 1 July 2004 in accordance with the public sector Memorandum of Understanding that provides for salary increases until 2008.

Negotiations continue with wages unions for a new Award to provide wages increases from 1 July 2005 to 2008.

Industrial relations policies and practices

The Wages Classification Structure has been implemented. The assessment process for a small number of staff is continuing.

A full survey of all motor registry and call centre staff has commenced to assist in the review of conditions of employment and rostering arrangements for this part of the business.

Industrial Relations Commission

The RTA was involved in 12 disputes lodged with the Commission. Four were settled by conciliation or stood over, one was withdrawn, whilst the remaining seven are yet to be finalised.

Sixteen applications for unfair dismissal were lodged. Nine were settled by conciliation and one was withdrawn. Six are yet to reach conclusion.

GREAT Appeals

Promotional

Ten promotional appeals were lodged with the Government and Related Employees Appeal Tribunal (GREAT). Three appeals were upheld and seven were disallowed.

Disciplinary

Three disciplinary appeals have been lodged with GREAT. However, no matters have been heard as yet.

Reinstatement applications

No reinstatement applications were heard before GREAT.

TOTAL EFFECTIVE FULL-TIME EMPLOYEES BY CATEGORY: FISCAL YEARS 2002 TO 2005

Year	Salaried staff	Wages Staff	Casual Staff	Total Staff
2001-02	4685	1647	155	6487
2002-03	4797	1629	92	6518
2003-04	5225	1636	46	6907*
2004-05	5228	1615	26	6869

* From 2003-04 the effective full-time (EFT) count includes additional time worked by part-time motor registry staff.

APPENDIX 07 // EQUAL EMPLOYMENT OPPORTUNITY

Major EEO outcomes during the reporting period accounting for planned outcomes set the previous year:

- Responsibilities for diversity and EEO outcomes are included in the performance agreements of Directors and General Managers.
- Consultation in the development of a draft Employer of Choice paper included a focus group of female staff. The group focused on work and life balance issues, a workplace culture based on respect for others and activities to identify and remove structural barriers to employment and career progression.
- Four RTA sponsorships were granted for female middle management staff to attend the Top Steps Program.
- Fifteen apprentices, 64 trainees and 14 graduates were recruited. The RTA also has 29 undergraduate scholarships of which nine are for women and two are in rural NSW.
- A Managers' Guide to Employment Programs was developed to provide guidance and direction to all managers who supervise graduates, apprentices, trainees and other employment program participants.
- A Graduate Program Discipline Champions' Network was established and recruitment processes for trainees were refined.
- The Wages Classification Project continued to be implemented using a range of tools and techniques to meet the needs of the RTA's diverse wages staff. In 2004-05, 94 per cent of wages staff covered were assessed in their nominated grade and had met the required competency criteria. Benefits include a reduction of classifications from 300 to 30 consistent pay points, clearer career paths, majority of grades aligned to national

competencies applying in the civil construction industry, transparent range of skills needed to meet contemporary industry, OHS and environmental standards, progression opportunities linked to skill enhancement that supports business efficiency and skill gaps being identified and competency-based training and assessment delivered where necessary.

- As part of the variation to the Crown Employees Wages Staff Award a revised Anti-Discrimination subclause that includes responsibilities as a carer as grounds of proscribed discrimination was included.
- The RTA filled the positions of Aboriginal Program Consultant (APC) Wagga Wagga, a limited duration APC position at Grafton and a limited duration Project Services Officer position at Newcastle. An Aboriginal Road Safety Coordinator position was established to coordinate research into Aboriginal transport and road safety issues and to develop programs targeted at Aboriginal and Torres Strait Islander communities.
- Two senior Aboriginal positions were created to address the over-representation of Aboriginal people in road trauma and incarceration rates linked to driver licence offences. These positions of Senior Aboriginal Policy Officer and Senior Project Officer (Aboriginal) work closely with the Department of Aboriginal Affairs, NSW Health and the Attorney-General's Department. They are responsible for the implementation of a number of recommendations from the Country Road Safety Summit and the Royal Commission into Aboriginal Deaths in Custody.
- Aboriginal traineeships in selected motor registries and the Newcastle Call Centre were maintained. In 2004-05, eight Aboriginal trainees have taken up permanent part-time employment since completion of their training.

Appendix 07 (continued)

- Two new awards to recognise commitment to Aboriginal issues were created and the Aboriginal Employee of the Year and the Reconciliation Award for services to Aboriginal Programs were presented by the Acting Chief Executive.
 - The RTA Library established an Indigenous Australian intranet page with multiple links.
 - See Appendix 10 for EEO initiatives related to disability.
- The following are the major planned EEO outcomes for the next year, which reflect the RTA's corporate priorities identified in planning and documentation:
- Rolling up the Disability Action Plan, Diversity & Equity Plan and Ethnic Affairs Priority Statement & Plan under a single document to improve ease of implementation and reporting.
 - Continue to maintain Aboriginal traineeships in selected motor registries and the Newcastle Call Centre.
 - Launch a new Indigenous affairs 'Hot Topics' through the Library Services providing a review of current literature on Indigenous cultural heritage and the built environment.
 - Conduct RTA Spokeswomen's Program annual information days under the theme 'En route to a better future'.

TRENDS IN THE REPRESENTATION OF EEO GROUPS⁽¹⁾

EEO GROUP	% of total staff ⁽²⁾			
	Benchmark*	RTA 2003	RTA 2004	RTA 2005
Women	50%	29%	30%	31%
Aboriginal People & Torres Strait Islanders	2%	2.1%	2.2%	3%
People whose language first spoken as a child was not English	20%	17%	19%	17%
People with a disability	12%	13%	11%	12%
People with a disability requiring work-related adjustment	7%	4.5%	3.9%	4%

EEO GROUP	Distribution Index ^{(3) (4)}			
	Benchmark*	RTA 2003	RTA 2004	RTA 2005
Women	100	95	76	95
Aboriginal People & Torres Strait Islanders ⁽⁵⁾	100	78	89	62
People whose language first spoken as a child was not English	100	98	93	100
People with a disability	100	91	105	91
People with a disability requiring work-related adjustment	100	83	95	84

Notes: 1. Staff numbers as at 30 June.

2. Excludes casual staff.

3. A Distribution Index of 100 indicates that the centre of the distribution of EEO group across salary levels is equivalent to that of other staff. Values less than 100 mean that the EEO group tends to be more concentrated at lower salary levels than is the case for other staff. The more pronounced this tendency is, the lower the index will be. In some cases the index may be more than 100, indicating that the EEO group is less concentrated at lower salary levels. The Distribution Index is automatically calculated by the software provided by OEED.

4. The Distribution Index is not calculated where EEO group or non EEO group numbers are less than 20.

5. The low Distribution Index for 2004-05 correlates with increases in trainee recruitment.

* The benchmark is set by the OEED, Premiers Department.

APPENDIX 08 // NSW ACTION PLAN FOR WOMEN

The NSW Action Plan for Women is grounded on the principles of equity, access, rights and participation. The action plan addresses the daily experiences of women: paid and unpaid work; health and housing; violence and safety; justice and legal equality; child care, education and training; decision making and leadership; and access to information.

The RTA supports the NSW Government's aim for a society in which women have full and equal access to every benefit and opportunity in the community,

and where women's needs are recognised and addressed in government policies and services.

The nature of the RTA's business is to service all people of NSW. The needs of all EEO groups, including women, are addressed in the RTA's policies and programs to ensure equity of access to all people of NSW.

The RTA's Diversity and Equity Plan identifies a range of actions to achieve equity of representation for women and all other EEO groups.

APPENDIX 09 // ETHNIC AFFAIRS PRIORITIES STATEMENTS AND ANY PLANS

Statement setting out progress in implementing EAPs and key strategies for the following year

The RTA provides products and services to people and organisations in the most culturally diverse state in Australia. The RTA serves all road users and will continue to ensure easy access and use of services.

The following is the RTA's progress in implementing the Ethnic Affairs Priority Statement in 2004-05.

- Interpreting services were provided free to licence applicants for computer-based licence tests.
- Licence tests and licensing publications are available in English and nine major community languages (Arabic, Chinese, Croatian, Greek, Korean, Serbian, Spanish, Turkish and Vietnamese) and are updated as required. An online practice Driver Knowledge Test is also available on the RTA website in English and nine major community languages.
- The multilingual pamphlet, *Wear the Hardware*, is available for download from the RTA website.
- All materials developed for Early Childhood Road Safety Education include images of children, parents and carers from ethnically diverse backgrounds.
- The following road safety education materials were developed for primary schools:
 - i. The video, *Children's limitations in the traffic environment*, with a cast including children and adults from diverse cultural backgrounds, older adults (grandmother) and a child in a wheelchair.
 - ii. One primary school road safety education poster included panels of eyes and skin tones from various cultural backgrounds and the word 'Think!' in six community languages.
 - iii. Road safety education stickers for schools include a variety of characters from different ethnic backgrounds.
- More than 200 'Helping Learner Drivers' workshops were conducted in 2004-05. Interpreters were offered to parents from non-English speaking backgrounds when required. The multilingual RTA Road Users' Handbook was promoted through the parent workshops.
- 'Shifting Gears' and 'Shifting up a gear with TAFE NSW' were developed and released to NSW secondary schools and TAFE colleges. These resources contain activities which challenge students to explore the effect of culture on driving and include images of NSW high school students from culturally diverse backgrounds.
- An occupant restraint project and a driver mentoring project were conducted to target ethnic communities in Sydney and Coffs Harbour.
- A Road Safety Officer has been appointed to the remote communities of Gilgandra and Narromine.
- Under the YouthSafe Young Drivers Program the RTA:
 - Established an advisory committee involving Arabic and Chinese community representatives and other key stakeholders.
 - Prepared promotional material involving parents of young drivers in Arabic and Chinese communities.
 - Organised the distribution of promotional material and conducted interviews with the Chinese community during the Chinese Moon Festival in September 2004.

- All road safety campaigns include a communication strategy to target Aboriginal and ethnic communities. It involves an expenditure of 3-5 per cent of the campaign budget on electronic media for broadcasting on SBS (subtitle or community languages) and *Imparja* (rural and remote communities) and 7.5-10 per cent of the campaign budget on printed media in community languages.
- Multilingual documents are also available at 28 Government Access Centres.
- The new Road Users' Handbook is available in Arabic, Chinese, Croatian, Greek, Japanese, Korean, Serbian, Spanish, Turkish and Vietnamese.
- Free multilingual road safety education resources can be downloaded/ordered from the RTA website.
- Transport access guides were developed in languages relevant to the ethnic communities living in the M5 East sub region (the Canterbury, Rockdale, Kogarah and Marrickville areas).
- The RTA's cycling events are promoted through the ethnic press media.
- The Community Language Allowance Scheme was reviewed to better align it with business needs.

Planned actions

- Produce the Disability Action Plan, Diversity & Equity Plan and Ethnic Affairs Priority Statement & Plan in a single document to improve ease of implementation and reporting.
- Continue to provide interpreting services for licence tests without cost to licence applicants.
- Ethnic TV, radio and press campaigns will continue.
- Conduct a study into the feasibility of interpreters translating the computer-based licence tests to applicants through a teleconferencing system and apply the findings of the study.
- A range of multilingual road safety information will continue to be available for download from the RTA website.
- All publications will continue to include images of people from ethnically diverse backgrounds.
- Complete the Cycling Manual with photographic images reflecting the cultural diversity of NSW school communities.
- Continue Helping Learner Drivers workshops.
- Develop a Teacher Resource Booklet for the 'SHIFT' component of the Stage Five Resource under the Young Drivers program.
- Continue to co-fund with councils the Local Government Road Safety Programs which also target ethnic road users.
- Continue to provide an audio facility in English, Arabic, Croatian, Greek, Korean, Mandarin, Serbian, Spanish, Turkish and Vietnamese for the Driver Knowledge Test (DKT), Hazard Perception Test and Driver Qualification Test. The RTA will also continue to publish the interactive Internet version of the demonstration DKT in all above languages for all licence classes. These services will be maintained as appropriate.
- Under the YouthSafe Young Drivers Program undertake relevant community consultation as an integral part of any new initiatives and engage relevant communities in project development, implementation and evaluation.

APPENDIX 10 // DISABILITY PLAN

Statement setting out the progress in implementing plans required under the *Disability Services Act (1993)*

- The RTA continued to implement the Mobility Parking Scheme and the team managing this project won the RTA Staff Award for 'community involvement and public communication'.
- The RTA participated in the Corporate Partners for Change Expressions of Interest for work placement of trainees with a disability. Audio Loop Equipment was installed in the RTA's major Parramatta training facility to support trainees with a disability.
- The Action Plan for Transport was reviewed and updated with a range of actions to benefit people with a disability.
- The Disability Action Plan was reviewed.
- With a view to prevent future hearing impairments, the RTA continued to implement hearing conservation programs and hearing testing for around 700 staff. The RTA also developed fact sheets to guide managers and supervisors through the essential requirements of a Hearing Conservation Program and developed a management planning tool for employees who had been identified with high levels of hearing loss.
- All designs for rest areas incorporate access and facilities for people with a disability.
- All facilities on Transitways were designed and constructed to meet accessibility standards.
- A dedicated TTY 1800 phone number is provided for hearing-impaired people. Our SMS messaging service to contact the RTA Call Centre also targets people with speech impairment.
- The RTA reviewed access provisions for people with a disability at pedestrian bridges at schools and mandated lifts or ramps for all new pedestrian bridges at schools to Australian Standards for disabled access.
- Project meetings that involve community contact have been located at venues that have access for people with a disability.
- Hearing loops have been provided at all RTA motor registries.
- An audio facility is available on the RTA's Driver Knowledge Test and Hazard Perception Test. It has also been reviewed to ensure vision and colour-impaired persons are not disadvantaged. Advertising agencies have been instructed to ensure teletext captions are used in all RTA television commercials.
- All Mobility Parking Authority Scheme holders are now receiving automatic renewal notices.
- High visibility road markings are used on at least 90 per cent of the State Road network.
- Pedestrian level crossing design standards were improved following consultation with and testing by peak disability groups. The RTA will fund future upgrades.
- The RTA's 131 motor registries are accessible and leased premises are progressively being upgraded to full accessibility.

APPENDIX 11 // OVERSEAS TRAVEL BY RTA OFFICERS

From 1 July 2004 to 30 June 2005, RTA officers travelled overseas on 22 occasions to undertake official duties for the RTA and the Government of NSW.

At no cost to the RTA, overseas visits were made by:

- The General Manager, Corporate Development (subsequently Acting Director, Business Reform), on two occasions to Paris, France, to provide specialist advice to the Paris 2012 Olympic Bid Committee.
- The Director, Communications and Corporate Relations, to London, England, to provide advice to the London 2012 Olympic Bid Committee.
- The Manager, Rigid Pavements Unit, Asset and Project Technology, and the Senior Project Manager, Project Management Services, Hunter Region, to Kuala Lumpur and Penang, Malaysia, at the request of the Malaysian Highway Authority and the Malaysian Concrete Association to conduct a training course on the design and construction of concrete highway pavements and on maintenance techniques.
- A Bitumen Inspector, Fleet Services, to Port Moresby and Goroko, Papua New Guinea, to test and calibrate bitumen sprayers for Global Constructions Ltd.
- The Computer Systems Manager and Client Liaison Manager, Traffic Systems, to Hamilton, New Zealand, to attend a Sydney Co-ordinated Adaptive Traffic System (SCATS) user group meeting.
- The Client Liaison Manager, Traffic Systems, to Hong Kong to provide project management to the SCATS Hong Kong Island Expansion Project.
- The Manager, Business Processes, Transport Management Centre, to Malaysia to provide quality assurance to a Traffic Operations Centre outside Kuala Lumpur.
- Visits during 2004-05 for which all or part of the costs were met by the RTA, were as follows:
 - The General Manager, Marketing and Corporate Communications, the Project Assessment Manager, Network Development, and a Project Manager, Traffic Projects, travelled to Wellington, New Zealand, to participate in the ANZSOG Executive Masters in Public Administration.
 - The Manager, Vehicle Emissions Management Program, travelled to Wellington, New Zealand, to attend a Transport Emissions Conference.
 - The Director, Motorways, travelled to Rome, Italy, to attend a meeting of the PIARC Committee for Road Tunnel Operations as the official Austroads delegate.
 - The Chief Executive travelled to New York, USA, to visit the Port Authority of New York and New Jersey and to Quebec City, Canada, to attend the annual conference of the Transport Association of Canada.
 - The Chief Executive and the Director, Road Safety, Licensing and Vehicle Management, travelled to Wellington, New Zealand, to attend meetings of the Transport Agencies Chief Executives, Standing Committee on Transport, and Austroads.
 - The Manager, Application Development and Maintenance Section, and the Manager, IT Infrastructure Development, Information Management and Information Technology Branch, travelled to San Francisco, USA, to visit Sun Microsystems to define product enhancements required by the RTA for Sun's Open Source/Open Standards desktop software suite.
 - The Pavement Condition Manager, Infrastructure Maintenance Branch, travelled to Christchurch, New Zealand, to attend the International Surface Friction Conference.
 - The Manager, Information and Technology, Infrastructure Maintenance Branch, travelled to Christchurch, New Zealand, to attend the Austroads Asset Taskforce.

APPENDIX 12 // FREEDOM OF INFORMATION

In 2004-05 the RTA received 1,502 requests for information under the *Freedom of Information Act 1989*, compared with 1,376 in 2003-04. Two hundred and twenty-seven applications were brought forward into the current period, compared to 201 in 2003-04. Two hundred and seventy-seven applications were not completed at the end of the 2004-05 reporting period.

The use of FOI by legal practitioners and finance company investigators has continued to undergo a significant increase. This increase is believed to be due to the tightening of the availability of registration and licensing data in other jurisdictions, the increasing awareness of the rights of access under FOI and privacy legislation. At the same time there has been a significant decrease in the number of people wanting access to their own records through the FOI process.

Of the 1,312 requests completed, 924 were granted in full, 86 in part, and 299 were refused, three were transferred to other agencies, two were deferred and 123 were withdrawn. Of the 299 applications refused in full or in part, 24 were refused on the grounds that the information was otherwise available, 229 were refused as the documents were not held by the RTA and 76 were refused as the applicant did not pay the necessary fees.

Of those requests not granted in full, 38 applicants sought an internal review of the decision (compared with six in 2003-04) and 16 took the matter to the Ombudsman (compared with one in 2003-04).

There were two appeals completed at the Administrative Decisions Tribunal this year (compared with one last year).

Eight hundred and thirty-six applications required consultation with a total of 1,089 third parties outside the RTA (789 applications required a total of 980 consultations in 2003-04).

Processing FOI requests cost an estimated \$177,366.03 (\$44,113.25 in 2003-04) and fees received totalled \$64,074.25 (\$56,620 in 2003-04). The fees received include application fees of \$39,420. There were four requests for amendments to personal records (none in 2003-04). There were no requests for notations to personal records (two in 2003-04) and no Ministerial certificates have ever been issued.

A total of 1,163 applications were finalised after the statutory 35-day processing period. One of the contributing factors for this was the continuing high number of applications during the reporting period. There was an 11 per cent increase in applications in 2004-05. The RTA continued to review the resources available to the area responsible for Freedom of Information, privacy and contract reporting. This resulted in the approval to second two additional staff to the unit to deal with these vital functions. The total number of staff now dealing with FOI applications is four. The RTA will continue to monitor the area.

The RTA continued with the identification, computerised recording and the provision of policy documents in accordance with the requirements of the FOI Act. The RTA's Summary of Affairs is published on its website (www.rta.nsw.gov.au).

FOI APPEALS TO THE OMBUDSMAN

There were 16 appeals to the Ombudsman in 2004-05.

In the first case, on 26 May 2003 the applicant applied for copies of a large amount of documents relating to accidents, road maintenance, weather conditions, civil claims and other records regarding designated areas of the F6 Freeway. On 7 January 2004 the RTA determined to release most of the documents but withhold some documents on the grounds that they contained information subject to legal professional privilege and the release of the information would be exempt, under Clause 10, Schedule 1 of the FOI Act. On 10 February 2004 the applicant lodged an internal review against the RTA's determination. On 20 February 2004 the RTA's internal review upheld the original determination. On 11 May 2004 the third party lodged an appeal with the NSW Ombudsman's office. On 18 November 2004 the Ombudsman's office advised that it had decided not to take any further action about the complaint.

In the second case, on 6 February 2004 an application was made for all documents on an RTA Human Resources file. On 21 January 2005 the RTA determined to release some of the documents in question. The applicant lodged an

internal review application on 10 February 2005. On 24 February 2004 the RTA's internal review upheld the original determination. The applicant lodged an appeal to the Ombudsman on 21 April 2004. The Ombudsman's office asked the RTA to reconsider the determination. On 22 June 2005 the RTA advised the Ombudsman and the applicant that it had decided to release some additional documents and withhold others. The matter had not been finalised by 30 June 2005.

In the third case, on 14 June 2004 an application was made to inspect documents related to structural rust and/or lack of proper painting maintenance of the Sydney Harbour Bridge. On 22 July 2004 the RTA determined the applicant would be allowed to inspect the requested documents related to the maintenance of the bridge. The applicant believed there were additional documents and lodged an internal review application on 13 August 2004. On 31 August 2004 the RTA advised the applicant that the internal review had upheld the original determination. The applicant lodged an appeal to the Ombudsman and on 29 September 2004 the Ombudsman's office advised the applicant that it had decided not to take any further action. The applicant appealed to the NSW Administrative Decisions Tribunal (ADT) on 26 November 2004. The matter had not been finalised by 30 June 2005.

In the fourth case, on 2 August 2004 an application was made for copies of documents related to the decision to change the preferred option for the M4 East motorway tunnel. The applicant regarded the application as a deemed refusal and lodged an internal review application on 4 March 2005. The internal review determination had not been made when the applicant lodged an appeal to the Ombudsman on 31 March 2005. The RTA made a determination and released the documents on 14 April 2005. However, the Ombudsman's office decided to continue with its investigations. The matter had not been finalised by 30 June 2005.

In the fifth case, on 2 August 2004 an application was made for copies of documents discussing or concerning traffic problems associated with the configuration of E-tag and cash lanes on the Sydney Harbour Tunnel. The application was refused for non-payment on 14 September 2004. The applicant asked the RTA to continue with the application and sought a 50 per cent fee reduction. This was approved on 22 September 2004. The applicant regarded the application as a deemed refusal and lodged an internal review application on 7 March 2005. The internal review determination had not been made when the applicant lodged an appeal to the Ombudsman on 31 March 2005. The RTA made an internal review determination and released the documents on 31 March 2005. However, the Ombudsman's office determined to continue with its investigations. The matter had not been finalised prior to 30 June 2005.

In the sixth case, on 12 August 2004 an application was made to inspect documents concerning allegations of the waste of public monies related to either premature road pavement failure or unnecessary road pavement rehabilitation by the RTA. The documents had been requested, and denied as exempt in a previous application by the same applicant. On 16 August 2004 the RTA determined the documents were exempt on the same grounds. The applicant lodged an internal review application on 23 August 2004. On 22 September 2004 the RTA advised the applicant the internal review upheld the original determination. The applicant lodged an appeal to the Ombudsman and on 29 September 2004 the Ombudsman's office advised the applicant that it had decided not to take any further action about the complaint. The applicant appealed to the ADT on 26 November 2004. The matter had not been finalised before the ADT by 30 June 2005.

In the seventh case, on 2 September 2004 an application was made for copies of all documents in the last 12 months between the RTA and Baulderstone Hornibrook relating to the revised completion/opening date of the Cross City Tunnel and all documents that discussed the tunnel's construction schedule being brought forward in order for the project to be completed by Christmas 2004. A request for an advance deposit was forwarded on 15 September 2005. The applicant sought a 50 per cent fee reduction. This was approved and the advance deposit was received on 22 October 2004. The applicant regarded the

Appendix 12 (continued)

application as a deemed refusal and lodged an internal review application on 4 March 2005. The internal review determination had not been made when the applicant lodged an appeal to the Ombudsman on 31 March 2005. The RTA made an internal review determination to release the documents on 14 April 2005. However, the documents could not be released until the appeal period expired as a number of third parties had objected to the release of the documents. No appeal was lodged and the documents were released on 29 June 2005. However, the Ombudsman's office decided to continue with its investigations. The matter had not been finalised by 30 June 2005.

In the eighth case, on 18 August 2004 an application was made for a list of attendees at a meeting at a rural town hall on a specified date and any follow up correspondence that may have resulted from that meeting. The RTA determined on 30 September 2004 to release the document in question. Between 22 and 28 October 2004 three of the third parties lodged internal review applications. The RTA made the subsequent internal reviews on 9 November 2004, upholding the claims by the third parties and determining to release part of the document in question and claim the remainder of the document as exempt. The applicant lodged an appeal to the Ombudsman on 31 December 2004. The Ombudsman's office asked the RTA to reconsider the determination. On 6 May 2005 the RTA advised the Ombudsman and the applicant that it had decided to release some additional information, but withhold the names of the third parties. The applicant appealed to the ADT on 30 May 2005. The matter had not been finalised before the ADT by 30 June 2005.

In the ninth case, on 3 September 2004 an application was made for details of Safe-T-Cam sightings of heavy motor vehicles sighted at Pacific Highway, Currumbin, travelling north on a specified date and time. No photographs were available and the only information available was in the form of a report listing the details of the vehicles sighted, the date, time and direction. Between 13 September and 13 October 2004 RTA staff attempted to contact the applicant on five occasions to advise him Safe-T-Cam images were not available and confirm what was required. Oral advice was received that a report of the vehicle registration numbers was required, but for southbound and not northbound vehicles. A revised report was obtained and released on 27 October 2005. The applicant's client contacted the RTA in January 2005 and complained he had been supplied with the wrong information. An investigation was conducted and the complainant was advised of the circumstances and that the information was no longer available as it had been destroyed 12 months after capture, in accordance with normal practices. The applicant did not lodge an internal review. However, the Ombudsman decided to investigate the matter under other powers. The matter had not been finalised before the ADT by 30 June 2005.

In the tenth case, on 15 September 2004 an application was made for reports or assessment of the trials of bus lane cameras placed in Sydney CBD streets. On 14 December 2004 the RTA determined the documents were exempt as they had been prepared for submission to Cabinet. The applicant lodged an internal review application on 5 January 2005. On 28 January 2005 the RTA's internal review upheld the original determination. The applicant lodged an appeal to the Ombudsman on 17 February 2005. It was necessary for the RTA to obtain a Certificate from the Director-General, Cabinet Office, under Section 22 of the *NSW Ombudsman's Act*. The matter had not been finalised by 30 June 2005.

In the eleventh case, on 5 October 2004 an application was made to inspect all documents concerning the construction and maintenance of "Mundoonan" rest area. A request for an advance deposit was forwarded on 2 November 2004. The applicant challenged the amount of the advance deposit and lodged an internal review application on 22 November 2004. On 8 December 2004 the RTA advised the applicant the internal review confirmed the original advance deposit request. The applicant lodged an appeal to the Ombudsman on 4 January 2005. On 10 February 2005 the Ombudsman's office advised the applicant that it had decided to take no further action as it believed the advance deposit request was reasonable. The advance deposit had actually been paid on

4 January 2005. On 22 March 2005 the RTA determined the applicant would be allowed to inspect part of the requested documents. However, the RTA determined it did not hold some of the requested documents. The applicant believed there were additional documents and lodged an internal review application on 4 April 2005. On 6 May 2005 the RTA advised the applicant that the internal review had upheld the original determination. The applicant appealed to the ADT on 17 June 2005. The matter had not been finalised before the ADT by 30 June 2005.

In the twelfth case, on 11 October 2004 an application was made to inspect all documents that refer to any telephone conversations, correspondence or files notes regarding any bias related to the applicant's Government and Related Employees Appeal Tribunal appeal. The same documents had been requested as part of a major FOI application previously lodged by the same applicant on 4 December 2002. Therefore, the RTA determined on 2 November 2004 that the application should be refused as it was attempting to obtain documents by submitting a number of separate FOI applications when the original combined application had been refused as an unreasonable diversion of resources. On 23 November 2004 the applicant lodged an internal review with the RTA. On 9 December 2004 the RTA upheld the original determination. The applicant lodged an appeal to the Ombudsman on 4 January 2005. On 10 February 2005 the Ombudsman's office advised the applicant that it had decided to take no further action as, under the circumstances, it supported the RTA's view to refuse the applicant, stating the grounds seemed entirely reasonable. The applicant appealed to the ADT on 31 March 2005. The matter had not been finalised by 30 June 2005.

In the thirteenth case, on 25 October 2004 an application was made for copies of any correspondence received by the RTA in relation to the applicant's fitness to drive a motor vehicle in NSW. The RTA determined on 2 December 2004 that the document in question was exempt. On 17 December 2004 the applicant lodged an internal review with the RTA. On 23 December 2004 the RTA upheld the original determination. The applicant lodged an appeal to the Ombudsman on 4 February 2005. The Ombudsman's office asked the RTA to reconsider the determination. On 3 May 2005 the RTA advised the Ombudsman and the applicant that it had decided to release part of the document, but withhold information that would identify the complainant.

In the fourteenth case, on 17 November 2004 an application was made for the name and address of the current registered operator of a specific motor vehicle. The RTA consulted with the registered operator and determined on 20 January 2005 that the document in question was exempt. On 3 February 2005 the applicant lodged an internal review with the RTA. On 15 February 2005 the RTA upheld the original determination. The applicant lodged an appeal to the Ombudsman on 29 April 2005. The matter had not been finalised by 30 June 2005.

In the fifteenth case, on 18 November 2004 an application was made for the name and address of the current registered operator of a specific motor vehicle. The RTA consulted with the registered operator and determined on 20 January 2005 that the information should be released. On 15 February 2005 the third party lodged an internal review with the RTA and on 25 February 2005 the RTA upheld the original determination. The applicant lodged an appeal to the Ombudsman on 2 May 2005. On 8 June 2005 the Ombudsman's office advised that it had decided not to take any further action about the complaint.

In the sixteenth case, on 22 December 2004 an application was made for documents relating to the investigation of the complaint made by an RTA customer, including a copy of the letter of complaint and the RTA's reply. The RTA consulted with the third party and determined on 8 March 2005 that the documents should be released. On 4 April 2005 the third party lodged an internal review with the RTA. On 14 April 2005 the RTA upheld the original determination. The applicant lodged an appeal to the Ombudsman on 1 June 2005. The matter had not been finalised by 30 June 2005.

Appendix 12 (continued)

FOI APPEALS TO THE ADMINISTRATIVE DECISIONS TRIBUNAL (ADT)

There were two appeals to the ADT in 2003-04 that were not finalised. There were six new appeals to the ADT in 2004-05.

In the first unfinished case, on 21 July 2003 an application was made for the name and address of the current registered operator of a motor vehicle. The third party was consulted and on 29 August 2003 the RTA determined that the applicant would be provided with the requested documents. The applicant lodged an internal review application on 30 September 2002. On 10 October 2003 the RTA advised both parties that the internal review had upheld the original determination. The applicant lodged an appeal to the Ombudsman on 23 January 2004. The Ombudsman's office advised the applicant on 11 February 2004 that it had decided not to take any further action about the complaint. The third party appealed to the ADT on 13 April 2004. The third party sought a number of adjournments and the matter was not heard before the ADT until 12 November 2004. The Judicial Member determined the decision under review was affirmed. As there was no subsequent appeal, the information was released to the applicant on 7 February 2005.

The second unfinished case resulted from an application by a council for documents concerning the Option Feasibility Assessment for the M4 East Options Study - Overview Report, December 2003. On 28 May 2004 the RTA determined that the documents were exempt as internal Working documents, under Clause 9, Schedule 1 of the FOI Act. However, unknown to the RTA, the council had lodged an appeal to the ADT on 20 August 2004 on the grounds of a

deemed refusal as the RTA had not made a determination within the statutory time period. Representatives of the RTA and the council appeared at a preliminary meeting on 29 June 2004 and the circumstances were explained to all parties. As a result the council lodged an internal review with the RTA on that day. On 21 July 2004 the RTA advised the applicant that the internal review had upheld the majority of the original determination. The ADT heard evidence on 2 and 3 November 2004. On 24 February 2005 the Judicial Member determined the majority of documents were exempt. As there was no subsequent appeal, the non-exempt documents were released to the applicant on 7 February 2005.

The first 2004-05 application is set out in case number three under appeals to the NSW Ombudsman. The second application is set out in case number six under appeals to the NSW Ombudsman. The third application is set out in case number eight under appeals to the NSW Ombudsman. The fourth application is set out in case number eleven under appeals to the NSW Ombudsman. The fifth application is set out in case number twelve under appeals to the NSW Ombudsman.

In the sixth case, on 17 January 2005 an application was made for documents relating to the cost of construction and closures of the Mardoona rest area on the Hume Highway. The applicant regarded the application as a deemed refusal and lodged an internal review application on 11 March 2005. On 28 April 2005 the RTA released all documents that had been located. The applicant believed there were additional documents and lodged an appeal to the ADT on 14 June 2005. The matter had not been finalised before 30 June 2005.

FOI REQUESTS

	Personal		Other		Total	
	2003-2004	2004-2005	2003-2004	2004-2005	2003-2004	2004-2005
New (including transferred in)	11	41	1365	1461	1376	1502
Brought forward (incomplete requests from previous year)	10	4	191	223	201	227
Total to process	21	45	1556	1684	1577	1729
Completed	18	33	1223	1279	1241	1312
Transferred out	0	0	4	3	4	3
Withdrawn	2	4	99	119	101	123
Total processed	20	37	1326	1401	1346	1438
Unfinished (carried forward)	1	7	222	270	223	277

RESULTS OF FOI REQUESTS

	Personal		Other	
	2003-2004	2004-2005	2003-2004	2004-2005
Grant in full	9	19	946	905
Grant in part	2	2	58	84
Refused	6	12	214	287
Deferred	0	0	0	2
Completed	17	33	1218	1278

Appendix 12 (continued)

BASIS OF DISALLOWING OR RESTRICTING ACCESS

	Personal		Other	
	2003-2004	2004-2005	2003-2004	2004-2005
Section 19 (application incomplete, wrongly directed)	0	0	0	0
Section 22 (deposit not paid)	1	0	44	76
Section 25 (1) (a1) (Unreasonable diversion of resources)	0	0	2	2
Section 25 (1) (a) (exempt)	3	3	26	34
Section 25 (1) (b), (b1), (c), (d) (otherwise available)	2	6	11	18
Section 28 (1) (b) (documents not held)	2	4	173	225
Section 24 (2) (deemed refused, over 21 days)	2	0	12	27
Section 31 (4) (released to medical practitioner)	0	0	0	0
Totals	10	13	268	382

DAYS TO PROCESS

	Personal		Other	
	2003-2004	2004-2005	2003-2004	2004-2005
0-21	2	6	329	102
22-35	2	1	160	38
Over 35	13	26	729	1137
Over 21 (Out of time)	0	0	0	0
Over 35 (Out of time)	0	0	0	0
Totals	17	33	1218	1277

HOURS TO PROCESS

	Personal		Other	
	2003-2004	2004-2005	2003-2004	2004-2005
0-10	17	32	1209	1264
11-20	0	0	5	4
21-40	0	0	2	4
Over 40	0	1	3	4
Totals	17	33	1219	1276

TYPE OF DISCOUNT ALLOWED ON FEES CHARGED

	Personal		Other	
	2003-2004	2004-2005	2003-2004	2004-2005
Public interest	0	0	2	4
Financial hardship - Pensioner/Child	2	6	25	18
Financial hardship - Non profit organisation	1	0	149	188
Totals	3	6	176	210
Significant correction of personal records	0	0	2	4

GROUNDS ON WHICH INTERNAL REVIEW REQUESTED

	Personal				Other			
	Upheld		Varied		Upheld		Varied	
	2003-2004	2004-2005	2003-2004	2004-2005	2003-2004	2004-2005	2003-2004	2004-2005
Access refused	0	0	0	0	0	0	0	2
Deferred release	0	0	0	0	0	0	0	0
Exempt matter	0	3	0	0	4	20	0	8
Unreasonable estimate of charges	0	0	0	0	0	2	0	0
Charges unreasonably incurred	0	0	0	0	0	0	0	0
Amendment	0	2	0	0	0	0	0	0
Totals	0	5	0	0	4	22	0	10

APPENDIX 13 // OMBUDSMAN

During the 2004-05 financial year the RTA responded to three complaints referred by the Ombudsman to the RTA for investigation. This compares to five complaints referred for investigation in the previous financial year. Complaints were received from the Ombudsman on the following matters:

- A complaint was received in late July 2004 from solicitors regarding their client's authorised engineering certification. The Ombudsman sought copies of all correspondence between the RTA and the Society of Engineers Australia relating to the complainant and copies of correspondence between the RTA and the complainant. The Ombudsman also requested a copy of the RTA's policies and procedures relating to restricted and unrestricted engineering signatories. The RTA provided copies of the relevant correspondence and outlined the complainant's status under the Engineering Certification System (ECS). The complainant claims that he has unrestricted signatory status under the ECS but the RTA has declined to accept certificates he has issued. The RTA's position is that while the complainant was listed as an engineering signatory under the ECS, he is not entitled to certify an unlimited range of vehicle modifications. The Ombudsman advised the RTA that it would take no further action on this matter and also wrote to the complainant's solicitors giving reasons for the decision.
- A complaint was received in late July 2004 from a person claiming that the RTA failed to carry out adequate checks prior to transferring the registration of her motor vehicle to another person. The Ombudsman asked the RTA to provide answers to a number of questions before deciding whether the matter should be formally investigated. The RTA provided detailed answers to all the Ombudsman's questions. The Ombudsman considered that the RTA satisfactorily explained its actions and subsequently advised that no further action would be taken on this matter.
- A complaint was received in early May 2005 about drilling which allegedly caused saltwater contamination of a groundwater bore that led to the closure of the complainant's nursery business. The drilling was undertaken as part of investigations for the Bonville Upgrade project. The RTA provided a detailed response to the Ombudsman stating that the matter had been ongoing for a number of years. The response included a copy of a report by the planning consultant which concluded that the drilling did not influence groundwater salinities in the upgradient bores where the complainant's bore is located. The RTA advised that a review of the investigation concluded there was no information to indicate drilling caused salinity problems at the nursery. Further, the RTA advised the Ombudsman that it proposes to engage an independent expert to assess the salinity problems at the nursery. The Ombudsman decided to take no further action on the complaint at this time provided the RTA carries out the action outlined in its letter, within the time specified and that the complainant agrees to that action.

APPENDIX 14 // CONSUMER RESPONSE

The following table collates customer complaints received by the RTA from July 1 2004 to June 30 2005 and in the previous four financial years.

Issue	Number of complaints by year				
	2000-01	2001-02	2002-03	2003-04	2004-05
Business Systems	2	12	5	25	6
Driver Licensing	151	207	125	132	338
Vehicle Registration	150	120	69	324	231
Customer Service	481	310	164	330	271
Organisational Direction – management	56	34	10	19	16
Olympics	6	-	2	1	-
Road Asset Provision – environment	146	251	178	34	7
Noise	227	325	35	451*	513
Transport Efficiency	208	186	67	33	181
Road Safety	2303	2300	1208	1537	1583

*Complaints relating to Noise Abatement Program for existing roads.

The RTA has noted these complaints and improved services appropriately. Details of improved services can be found in the main body of this annual report.

APPENDIX 15 // LEGAL CHANGE

LEGISLATION ADMINISTERED BY THE RTA ON BEHALF OF THE MINISTER FOR ROADS

Transport Administration Act 1988 No 109 (Part)

Transport Administration (General) Regulation 2000 (Part 4)

Transport Administration (Staff) Regulation 2000 (Part)

Roads Act 1993 No 33

Roads (General) Regulation 2000

Road Transport (Mass, Loading and Access) Regulation 1996

Road Transport (General) Act 1999 No 18

Road Transport (General) Regulation 1999

Road Transport (General) (Penalty Notice Offences) Regulation 2002

Road Transport (Safety and Traffic Management) Act 1999 No 20

Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999
(which picks up the Australian Road Rules), and

Road Transport (Safety and Traffic Management) (Driver Fatigue) Regulation 1999

Road Transport (Vehicle Registration) Act 1997 No 119

Road Transport (Vehicle Registration) Regulation 1998

Road Transport (Driver Licensing) Act 1998 No 99

Road Transport (Driver Licensing) Regulation 1999

Motor Vehicles Taxation Act 1988 No.111

Motor Vehicles Taxation Regulation 2003

Road Transport (Heavy Vehicles Registration Charges) Act 1995 No 72

Road Transport (Heavy Vehicles Registration Charges) Regulation 2001

Driving Instructors Act 1992 No 3

Driving Instructors Regulation 2003

Sydney Harbour Tunnel (Private Joint Venture) Act 1987 No 49

Campbelltown Presbyterian Cemetery Act 1984 No.19

NEW LEGISLATION FROM 1 JULY 2004 – 30 JUNE 2005

New Acts

The **Road Transport (Safety and Traffic Management) Amendment (Blood Sampling) Act 2000** (No 78) was assented to on 9 November 2000. The uncommenced provisions of the Act were proclaimed to commence on 15 April 2005. The Act adopts as far as road transport legislation is concerned, new procedures for blood collection and analysis relating to any motor vehicle driver who may have been under the influence of alcohol or some other drug.

The **Road Transport (General) Amendment (Licence Suspension) Act 2004** (No 59) was assented to on 6 July 2004 and was proclaimed to commence on 24 June 2005 [except for section 5 (the repeal of the *Road Transport (General) Amendment (Operator Onus Offences) Act 2002*) and Schedule 1 [10] and [11] (Liability of responsible person for vehicle for designated offences)]. The Act amends the *Road Transport (General) Act 1999* and entitles police to suspend readily the driver licences of offenders who have committed a serious offence that comes within a specified range of driving offences. The new Act repeals the uncommenced provisions of the *Road Transport (General) Amendment (Operator Onus Offences) Act 2002* (No 11) and will also make provision with respect to the content of statutory declarations where the identity of the driver of a vehicle cannot be ascertained in relation to a parking offence or camera recorded offences.

UNCOMMENCED ACTS (AS AT 30 JUNE 2005)

Road Transport Legislation Amendment (Public Transport Lanes) Act 2004 (No 22) was assented to on 16 April 2004. The Act will amend the *Road Transport (Safety and Traffic Management) Act 1999* to allow the use of approved traffic lane camera devices to detect offences involving vehicles driven in traffic lanes dedicated primarily for the use of public transport; to amend the *Road Transport (General) Act 1999* to introduce operator onus enforcement of those offences; to make consequential amendments to the *Criminal Procedure Act 1986* and other legislation; and for other purposes.

The **Road Transport (General) Act 2005** (No 11) was assented to on 14 April 2005. The Act will provide for the administration and enforcement of road transport legislation and will introduce the concept of chain of responsibility to the parties involved in the heavy vehicle industry. The objects of the Act are to implement in NSW a legislative scheme for the compliance and enforcement of mass, dimension and loading requirements for heavy vehicles based on model provisions approved by the Australian Transport Council for the purpose of achieving nationally consistent legislation. It will repeal and re-enact the *Road Transport (General) Act 1999* (the former Act) to include the national model provisions, consequentially re-organise the provisions of the former Act and make consequential amendments to other Acts.

The **Photo Card Act 2005** (No 20) was assented to on 18 May 2005. The object of this Act is to provide for the issue by the Roads and Traffic Authority (the Authority) of a Photo Card to residents of New South Wales who are over 16 and do not hold a driver licence. The Photo Card can be used as evidence of the age and identity of a person. The Photo Card will replace the proof of age card currently issued by the Authority and current proof of age cards will cease to be valid after three years.

The **Road Transport Legislation (Speed Limiters) Amendment Act 2005** (No 36) was assented to on 15 June 2005. It will amend the *Road Transport (Safety and Traffic Management) Act 1999* (the *Principal Act*) to make further provision with respect to the speed limiting of certain heavy vehicles and the compliance with, and enforcement of, requirements for the speed limiting of heavy vehicles. Currently, the responsible person for a vehicle is guilty of an offence if such person causes, permits or allows the heavy vehicle to be used unless the speed at which the vehicle is capable of being driven is limited, in the manner prescribed by the regulations, to not more than 100km/h. Under the new offence provision, the responsible person will be guilty of an offence, if the speed of the vehicle is not limited at which it is driven to not more than 100km/h. Proof that a vehicle has been driven at a speed of more than 115km/h will be evidence (unless contrary evidence as to that speed is adduced) that the vehicle was not speed limited as required. Defence provisions to a prosecution for the new offence and revised penalties for individuals and corporations are also specified.

NEW REGULATIONS

The **Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Parramatta Stadium Trust) Regulation 2004** commenced on 13 August 2004 and prescribes the Parramatta Stadium Trust as a declared organisation resulting in it being a parking authority empowered to establish and operate paid parking schemes and to issue parking permits.

The **Road Transport (Mass, Loading and Access) Amendment (Load Restraint Guide) Regulation 2004** commenced on 27 August 2004 and merely updates the references to the Load Restraint Guide.

The **Roads (General) Amendment (Southern Cross Drive Declaration) Regulation 2004** commenced on 17 September 2004 and declared the RTA to be the roads authority for parts of the Southern Cross Drive between Wentworth Avenue, Eastlakes and Link Road, Zetland. The road forms part of the Sydney Orbital.

The **Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Parking Permits and Parking Schemes) Regulation 2004** commenced on 29 October 2004 and allows vehicles to be parked in a metered parking area, ticket parking area or coupon parking area without the payment of a fee provided the vehicle is not parked for a period that exceeds the period for which no fee is payable. In addition, it allows a declared organisation to issue a type of permit that authorises a vehicle to be parked within the declared organisation's area of operations without charge or time restrictions.

The **Road Transport (Safety and Traffic Management) (Road Rules) Amendment Regulation 2004** commenced on 17 November 2004. The object of the Regulation is to make it clear that each identifier that is prescribed as a security indicator for the purposes of section 47 (2) of the Act (that provides for photographic evidence of speeding offences) consists of a series of 48 characters that is an individual combination of letters, numbers or symbols (instead of letters, numbers and symbols).

Appendix 15 (continued)

The *Road Transport (Vehicle Registration) Amendment (Trader's Plates) Regulation 2004* commenced on 17 December 2004 and increases the range of traders to whom trader's plates may be issued to including those people who provide a service in relation to unregistered vehicles that is incidental to the manufacture or repairs or dealings in those vehicles. It also permits prospective buyers to test drive a vehicle using trader's plates. It also removes the requirement relating to the need to display identification labels for trader's plates and removes the power of the RTA to transfer trader's plates between traders.

The *Road Transport (General Penalty Notice Offences) Amendment (Trader's Plates) Regulation 2004* commenced on 17 December 2004 and updates certain references to offences under the *Road Transport (Vehicle Registration) Regulation 1998* as a consequence of the *Road Transport (Vehicle Registration) Amendment (Trader's Plates) Regulation 2004*.

The *Road Transport (Driver Licensing) Amendment (Christmas-New Year 2004-2005 Demerit Points) Regulation 2004* commenced on 17 December 2004. The regulation amends the *Road Transport (Driver Licensing) Regulation 1999* to ensure that certain offences committed during the Christmas-New Year 2004-2005 (inclusive) attracted extra demerit points.

The *Road Transport (Safety and Traffic Management) (Road Rules) Further Amendment Regulation 2004* commenced on 17 December 2004. The object of the Regulation is to prescribe a series of 32 characters produced by an MD5 algorithm (or a series of 48 characters of which 32 have been produced by an MD5 algorithm) as a security indicator for photographs taken by approved digital camera recording devices and which are used as evidence of speeding offences.

The *Road Transport (Driver Licensing) Amendment (Australia Day Demerit Points) Regulation 2005* commenced on 17 January 2005 and amends the *Road Transport (Driver Licensing) Regulation 1999* to ensure that certain offences committed during the 2005 Australia Day period (being 21 to 26 January 2005 inclusive) attract extra demerit points.

The *Road Transport (General) Amendment (Driver Licence Appeals) Regulation 2005* commenced on 17 January 2005. The object of this Regulation is to specify the kinds of decisions of the RTA concerning the issue, variation, suspension or cancellation of driver licences that may be appealed to a Local Court. The Regulation also confirms that a person has no right of appeal against a refusal of the RTA to issue, renew or vary a driver licence because of the number of demerit points incurred by the person or if the person's driver licence has been cancelled or suspended because of the number of demerit points incurred by the person. However it preserves the right of holders of provisional licences to appeal against the suspension or cancellation in recognition of the more stringent demerit points' regime for such licence holders.

The *Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Cross City Tunnel) Regulation 2005* commenced on 14 January 2005 and prescribes the Cross City Tunnel as a prohibited area for the purposes of the *Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999*. That Regulation specifies that it is an offence to use, cause or permit or allow the use of, a dangerous goods transporter in a prohibited area without a permit.

The *Roads (General) Amendment (M4 East Motorway Declaration) Regulation 2005* commenced on 12 January 2005 and declares the RTA to be the roads authority for certain public roads and parts of public roads being Boomerang Street, Chandos Street, Crane Avenue, Loudon Avenue, Minto Avenue, Mortley Avenue and Waratah Street in the local government area of Ashfield.

The *Road Transport (Vehicle Registration) Amendment (State Emergency Service Vehicles) Regulation 2005* commenced on 18 March 2005. The Regulation amends the *Road Transport (Vehicle Registration) Regulation 1998* to include State Emergency Service Vehicles in the class of vehicles permitted to be fitted with a light or lights capable of displaying blue or red flashing or rotating lights.

The *Roads (General) Amendment (Sydney Harbour Tunnel) Regulation 2005* commenced on 18 March 2005 and extends the tollways provision of the *Roads (General) Regulation 2000* to the Sydney Harbour Tunnel. The tollways provision

relates to the payment of tolls for the use of tollways and certain offences concerning the use of tollways.

The *Road Transport (General) (Penalty Notice Offences) Amendment (Reduction of Speeding Fines) Regulation 2005* commenced on 1 April 2005. The object of the Regulation is to reduce the fine for certain speeding offences from \$130 to \$75. The speeding offences are those involving a person driving a light vehicle (Class A) at a speed of not more than 15km/h above the applicable speed limit and the holder of a learner, provisional P1 or P2 licence driving at a speed of not more than 15km/h above the applicable speed limit.

The *Road Transport (Driver Licensing) Amendment (Demerit Points for Speeding Offences) Regulation 2005* commenced on 1 April 2005. The object of the Regulation is to increase the number of demerit points for certain speeding offences to three points (six when incurred during a long weekend). The speeding offences are those that involve driving a vehicle at a speed of not more than 15km/h above the applicable speed limit.

The *Road Transport (Mass, Loading and Access) Amendment (Articulated Ultra-low Floor Buses) Regulation 2005* commenced on 8 April 2005. The object of the Regulation is to provide specific mass limits for Articulated Ultra-low Floor Buses with three single axles; in particular a gross mass limit of 26 tonnes and an individual axle mass limit for an axle fitted with dual tyres of 11 tonnes (but in respect of only one such axle per bus).

The *Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Blood sampling) Regulation 2005* commenced on 8 April 2005 and relates to the provision dealing with the security of blood samples taken under the *Road Transport (Safety and Traffic Management) (Road Rules) Act 1999*. Previously, blood samples were divided into two portions with one being used for analysis and the other made available for the use and benefit of the person from whom the sample was taken. Under the new provision, the entire sample is submitted to the laboratory but the person from whom the sample was taken may apply to the laboratory for a portion of the sample for testing at another facility at the person's own expense. It is still an offence to destroy or otherwise interfere or tamper with a sample of blood taken under the Act.

The *Road Transport (General) (Penalty Notice Offences) Amendment (Safe-T-Cam) Regulation 2005* commenced on 29 April 2005 and extends the penalty notice scheme in relation to Safe-T-Cam zone offences to include class B as well as class C motor vehicles. The Regulation also extends the Safe-T-Cam zone from 100 metres past a Safe-T-Cam zone sign to 300 metres past such sign.

The *Road Transport (Driver Licensing) Amendment (Safe-T-Cam) Regulation 2005* commenced on 29 April 2005 and extends the demerit points notice scheme in relation to Safe-T-Cam zone offences to include class B as well as class C motor vehicles. The Regulation also extends the Safe-T-Cam zone from 100 metres past a Safe-T-Cam zone sign to 300 metres past such sign.

The *Road Transport (Driver Licensing) Amendment (Handbook Fees) Regulation 2005* commenced on 27 May 2005 and reduces the fee for the provision of the following handbooks from \$26 to \$10: the *Road Users' Handbook*; the *Heavy Vehicle Drivers' Handbook*; the *Motorcycle Riders' Handbook*; the *Hazard Perception Handbook* and the *Driver Qualification Handbook*.

The *Roads (General) Amendment (Tolls) Regulation 2005* commenced on 24 June 2005. The object of the Regulation is to simplify the provisions relating to the payment of tolls and to enable new methods of payment to be introduced by toll operators. The Regulation also amends the requirement for security indicators recorded on images taken by approved toll cameras by bringing the requirements in line with speed cameras.

The *Road Transport (General) Amendment (Licence Suspension) Regulation 2005* commenced on 24 June 2005 and enables a person to appeal to a Local Court against a suspension of the person's driver licence or authority to drive under section 34 or 35 of the *Road Transport (General) Act 1999*.

The *Road Transport (Driver Licensing) Amendment (Licence Suspension) Regulation 2005* commenced on 24 June 2005 and provides that the RTA is not required to approve an application for the surrender of a driver licence (and so refund

Appendix 15 (continued)

part of the fee paid for the issue of the licence) if the licence is suspended under section 34 or 35 of the *Road Transport (General) Act 1999*.

The *Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Licence Suspension) Regulation 2005* commenced on 24 June 2005. The object of this Regulation is to allow a court that convicts a person for a speeding offence referred to in clause 154 (3) of the *Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999* (exceeding speed limit by more than 45 km/h) to order a period of disqualification of less than 6 months for the offence. A court may only make such an order if the person's driver licence or authority to drive in New South Wales has been suspended for a period under section 34 or 35 of the *Road Transport (General) Act 1999* for that offence, and the disqualification period when added to the suspension period results in a total period of no less than 6 months. This Regulation also makes it clear that a period of disqualification commences on the date of conviction for the relevant offence.

The following regulations were (first) published in the NSW Government Gazette on 1 July 2004 and commenced on 1 July 2004 and adjust fees and fixed penalties payable pursuant to a penalty notice in accordance with movement in the CPI (averaged at 2.44% and rounded to the nearest dollar):

The *Driving Instructors Amendment (Fees) Regulation 2004*

The *Road Transport (Mass, Loading and Access) Amendment (Fees) Regulation 2004*

The *Road Transport (Safety and Traffic Management) (Driver Fatigue) Amendment (Fees) Regulation 2004*

The *Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Tow-away Charge) Regulation 2004*

The *Road Transport (Vehicle Registration) Amendment (Fees) Regulation 2004*

The *Road Transport (Driver Licensing) Amendment (Fees) Regulation 2004*

The *Roads (General) Amendment (Penalty Notice Offences) Regulation 2004*

The *Road Transport (General) (Penalty Notice Offences) Amendment Regulation 2004*

The following regulation was also commenced on 1 July 2004 (although it was published in the NSW Government Gazette on 25 June 2004) and increased annual registration charges for heavy vehicles by 0.3% in accordance with a direction of the Australian Transport Council (of which the NSW Minister for Roads is a member):

The *Road Transport (Heavy Vehicles Registration Charges) Amendment Regulation 2004*

The following additional regulations were published in the Government Gazette on 24 June 2005 and commenced on 1 July 2005:

The *Road Transport (Driver Licensing) Amendment (Demerit Points) Regulation 2005*. The object of this Regulation is to establish new scales for motor vehicle offence demerit points. One scale comprises a national schedule of demerit points that applies in relation to similar kinds of offences committed in New South Wales and elsewhere. The other scale comprises a schedule of demerit points that applies only to offences committed in New South Wales.

The *Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Speed Limit) Regulation 2005*. The object of this Regulation is to remove the additional penalties where a person drives a motor vehicle at a speed in excess of 130km/h.

The *Road Transport (General) (Penalty Notice Offences) Amendment (Penalties) Regulation 2005*. The object of this Regulation is to establish a new scale of penalties for motor vehicle offences that are dealt with by way of penalty notice. The new scale has 15 levels of penalty, ranging from \$50 (level 1) to \$2,350 (level 15).

SUBORDINATE LEGISLATION ACT 1989

There were no departures from the *Subordinate Legislation Act 1989*.

JUDICIAL DECISIONS AFFECTING THE RTA

RTA v Anthony Tetley [2005] NSWSC 925 Supreme Court (8 October 2004)

This was an appeal by the RTA from a decision by the Queanbeyan Local Court as to the admission into evidence of certain documents. The RTA commenced a prosecution against the defendant for making a false entry in a logbook and sought to rely on the duplicate logbook entries completed by the defendant together with a Journey Report sought from the defendant's employer. This Report established the location of the motor vehicle in question through Global Positioning Satellite tracking.

At the hearing of the matter the Local Court determined that the duplicate log book pages were not "driving records" but rather "vehicle movement records" and pursuant to section 69 of the *Road Transport (Safety and Traffic Management) Act 1999* inadmissible in criminal proceedings. The Court also determined that the Journey Report was not relevant in the matter and therefore inadmissible.

The Supreme Court reversed the decision of the Local Court and held that the duplicate log book entries were driving records and that the Journey Report was not a vehicle movement record. Both records were generally relevant to matters in the proceedings and therefore admissible.

The matter was remitted back to the Local Court for determination according to law.

RTA v Salim [2005] NSWSC 1276 Supreme Court (2 February 2005)

This was an application by summons in which the RTA sought an order setting aside a decision of a magistrate varying a statutory period of licence suspension required by the *Road Transport (Driver Licensing) Act 1998*.

Confirming its earlier judgement in *Roads and Traffic Authority of New South Wales Re Wilson & Anor* [2003] NSWCA 279 the Supreme Court held that as *Road Transport (Driver Licensing) Act 1998* prescribed the consequences of incurring demerit points and the RTA simply implemented the statutory scheme there was no decision of the RTA against which the defendant could have appealed to the Local Court. Accordingly the Local Court did not have jurisdiction to hear the plaintiff's case and the decision of the magistrate varying the suspension period was set aside.

RTA v Swait [2005] NSWSC 342 Supreme Court (14 April 2005)

This was an application by the RTA to set aside the decision of the Katoomba Local Court to uphold the defendant's appeal against the suspension of his licence by the RTA pursuant to a statutory scheme as a result of having incurred excessive demerit points.

Consistent with its earlier decision in *Roads and Traffic Authority of New South Wales Re Wilson & Anor* [2003] NSWCA 279 the Supreme Court held that as *Road Transport (Driver Licensing) Act 1998* prescribed the consequences of incurring demerit points and the RTA simply implemented the statutory scheme. Consequently there was no decision of the RTA against which the defendant could have appealed to the Local Court.

Accordingly the Local Court did not have jurisdiction to hear the plaintiff's case and the decision of the magistrate varying the suspension was set aside.

RTA v Wood [2005] NSWSC 554] Supreme Court (23 June 2005)

In this matter the RTA filed a summons against the decision of the Burwood Local Court on 13 July 2004 dismissing proceedings arising from an alleged speeding incident detected by a fixed digital speed camera which had been commenced by Court Attendance Notice. The Local Court had earlier dismissed the proceedings on the basis that the Court Attendance Notice was not a valid instrument in order to commence the prosecution.

The Supreme Court held that the Court Attendance Notice was a valid notice commencing proceedings and remitted the matter back to the Local Court for determination according to law.

Appendix 15 (continued)

RTA v Field [2005] NSWSC 606 Supreme Court (24 June 2005)

This was an appeal by the RTA against the decision of the Downing Centre Local Court which purported to require the prosecution to adduce evidence of the accuracy of fixed digital speed cameras beyond that required by the *Road Transport (Safety and Traffic Management) Act 1999* which is the relevant statutory scheme under which the cameras operate.

The Supreme Court held that the prosecutor was not required to adduce evidence showing that the cameras continued to operate accurately either side of the offence date, and that it was sufficient for the prosecutor to tender evidence in accordance with the statutory regime, which in the absence of evidence to the contrary by a defendant, operated to establish a presumption of continuance of accurate operation.

Ali v RTA & Anor [2005] NSWSC 612 Supreme Court (29 June 2005)

This was an action commenced by summons by the plaintiff against the decision of the Liverpool Local Court dismissing an appeal against a decision of the RTA to refuse to approve the issue of a driving instructor's licence on the grounds that the applicant was not a fit and proper person to hold such a licence, having previously been convicted of a violent crime.

The Supreme Court considered the grounds of appeal and held that both the RTA's action and the Local Court acted reasonably in refusing the application for the issue of a driving instructor's licence.

Ashfield Municipal Council v RTA & Anor [2004] NSWSC Supreme Court (8 November 2004)

The RTA was involved in a dispute with Ashfield Municipal Council regarding a proposal to carry out preliminary geotechnical investigations on certain roads in Haberfield, in the Ashfield Local Government Area, as part of the preparation of an environmental impact statement for the M4 East Motorway project. Ashfield Municipal Council was the roads authority under the *Roads Act 1993* for each of the relevant roads. Some of the roads in question were classified roads while others were unclassified roads.

The Council commenced proceedings in the Supreme Court seeking to restrain the roadworks. On 8 November 2004, Justice Palmer delivered judgement declaring that as long as the Council remained the appropriate roads authority, the RTA must obtain its consent under section 138 of the *Roads Act 1993* before carrying out the proposed work. The Council denied its consent. Importantly, the Supreme Court held that the RTA, in relation to classified roads, could exercise the functions of Ashfield Municipal Council pursuant to section 138 of the *Roads Act 1993* by exercising those functions pursuant to section 64 of the *Roads Act 1993*. Justice Palmer held that if the RTA chooses to exercise the particular functions with respect to a classified road, it must communicate that decision to the roads authority concerned.

The RTA appealed the decision of the Supreme Court and the matter was held before the Court of Appeal on 30 June 2005. Judgement has been reserved by the Court of Appeal.

RTA and Anor ats v Batistatos [2005] NSWCA 20 Court of Appeal (12 May 2005)

This was an appeal from the decision of the Supreme Court to extend the limitation period for this claim which was brought after the expiry of the limitation period.

This claim arises from a motor vehicle accident that occurred on 21 August 1965 on Fullerton Street, Stockton. The plaintiff failed to drive around a curve, ran off the road into a ditch on the road reserve, the car overturned and he suffered severe personal injuries including brain damage. The RTA considered it suffered prejudice because there are no records available of the road construction or maintenance.

The RTA and Newcastle City Council originally filed a notice of motion for a

permanent stay on the basis that the claims were out of time under the *Limitations Act 1969*. The NSW Supreme Court refused the applications. Both the RTA and Newcastle City Council appealed to the NSW Court of Appeal. The Court of Appeal granted leave to appeal and stay of the proceedings permanently on the basis that both defendants would have suffered significant prejudice in defending any action brought by the plaintiff.

The plaintiff has since filed an application for special leave to appeal to the High Court.

Yeats v Nominal Defendant & Anor [2004] NSWCA 259 Court of Appeal (5 August 2004)

Mr Yeats was injured on 7 January when a semitrailer being driven by him in a southerly direction on the New England Highway overturned just south of the northern Armidale roundabout.

The appellant's case at trial was that as he entered the roundabout and was crossing from the near side lane to the off side lane to better to cope with the curve of the roundabout, another motor vehicle attempted to overtake him on his right-hand side. In order to avoid a collision the appellant alleged that he had to take evasive action moving first to the left and then to the right and applying his brakes forcibly. He felt the load shift on the trailer. He was unable to control his vehicle and it rolled over just outside the roundabout.

The allegations against the RTA were that it acted negligently in designing and constructing the roundabout, on the basis that it should have been super-elevated to allow the appellant to take the evasive action which he did.

The Court of Appeal held that in the absence of evidence that the roundabout was not designed to cope with the movement of a prime mover and semi trailer through it safely without the need to take an evasive action, the appellant's case lacked merit. The Court of Appeal dismissed the appellant's action.

Cubbon, Cubbon and Bates v RTA [2004] NSWCA 326 (27 July 2004)

On 5 March 1997 Dorothy Jean Cubbon and her daughter Maree Cubbon were killed in a motor vehicle accident on the Pacific Highway near Swansea. As a result, the appellants, who were the various family members, commenced proceedings against the RTA and CTP insurer in the NSW District Court alleging nervous shock.

Ultimately the RTA conceded liability, though it challenged the District Court's decision in favour of the plaintiffs on the basis that there was a lack of proximity to give rise to a claim in nervous shock.

The NSW Court of Appeal determined the matter against the RTA holding that there was sufficient proximity between the accident and its surrounding circumstances to establish a causal relationship giving rise to a claim of nervous shock.

McNamara v Consumer Trader and Tenancy Tribunal & Anor [2004] High Court (26 May 2005)

The central issue in these proceedings is whether the RTA is bound by the *Landlord and Tenant (Amendment) Act 1948* (the legislation), section 56 of which states that the legislation does not bind the Crown in the right of the Commonwealth or the State. The RTA is constituted under the *Transport Administration Act* as 'a statutory body representing the Crown'.

The proceedings arose when the RTA took action in the Consumer Trader and Tenancy Tribunal (CTTT) to evict a long standing tenant, whose home was leased to her prior to the commencement of the *Residential Tenancies Act 1987*. The tenant opposed the RTA's action principally on the grounds that the RTA was bound by the requirements of the legislation, had to overcome the obstacles which the legislation placed upon a landlord who sought to evict their tenants and that the CTTT had no jurisdiction to hear the RTA's application. The RTA claimed that as the Crown it was not bound to comply with the legislation.

The matter was heard before the High Court on 26 May 2005 and judgement was reserved by the High Court.

APPENDIX 16 // LAND DISPOSAL

The RTA owns property for administrative purposes and acquires property for road construction.

Properties that are surplus to requirements are disposed of in accordance with Government policy.

During 2004-05 contracts were brought to account for the sale of 115 properties for a total value of \$53.227 million (net of GST). Of these, 17 properties were valued at more than \$0.5 million each, with a total value of \$41.382 million.

A property in Wollongong was sold for \$6.3 million and a property in Epping was sold for \$7.8 million.

No properties were sold to people with a family or business connection between the purchaser and the person responsible for approving the disposal.

Proceeds from property sales are used to improve the State's road network infrastructure.

All documents relating to the disposal of properties are available under the *Freedom of Information Act*.

APPENDIX 17 // PUBLICATIONS

The RTA produces a wide range of publications to assist customers, to promote road safety and new technology, and to fulfil statutory requirements under annual reporting, environmental and freedom of information legislation. Publications on driver licensing, vehicle registration and road safety are available free from motor registries and online.

Technical and AUSTROADS publications are available for sale from the RTA Information & Reference Services at Pod D Level 1 Octagon Building, 99 Phillip Street, Parramatta (tel 02 8837 0151). The Library's collection of books, journals, and CD-ROMs includes extensive coverage in the areas of road and bridge engineering, road safety, environment and management.

The following new or substantially revised titles were issued during 2004-05.

BICYCLES

- Off to Work? On your Bike! A guide for easy and enjoyable cycling to work
- Sutherland and Campbelltown – Your guide to cycling in Sydney's south and south-west cycleways map

CORPORATE

- Access, Issue 1
- Apprenticeship scheme
- Building the workforce of the future - Undergraduate Scholarship Scheme
- Customer Information Directory 2004-05 (Internet only)
- Graduate Recruitment and Development (GRAD)
- Geared, Issue 1
- Geared, Issue 2
- Looking for a career with drive? Graduate Recruitment and Development (GRAD) Program
- Speed Blitz promotional item (Z-card)
- Traineeship scheme
- RTA Annual Report 2004

DRIVERS AND VEHICLES

- A guide for older drivers
- A guide to the Driving Ability Road Test
- Add a little colour to your car, colour plates
- AUVIS Bulletin. Revised Application for Registration form
- Changed conditions ahead (Demerits points postcard)
- Clean Fleet for heavy vehicles
- Compliance and Enforcement Notes: Authorised Taxi Inspection Scheme
- Compliance and Enforcement Notes: Procedures for dealing with drivers driving with cancelled/suspended or disqualified licences

- Compliance and Enforcement Notices: Concrete pipe carrier notice
- Compliance and Enforcement Notices: Environment rating program for new light vehicles
- Compliance and Enforcement Notices: Introduction of 'Release Vehicle' Button on Truckscan
- Compliance and Enforcement Notices: Oversize Winegrape Bins
- Conditional Registration
- Conditional Registration: Registration for vehicles with limited road access
- Demerit points – encouraging responsible driving
- Demerit points – encouraging safe driving
- Driver Qualification Test: Qualifying for your full licence
- Driving and your health
- Getting your motorcycle rider licence
- Getting your multi-combination driver licence
- Guide for international drivers
- How to prove who you are to the RTA
- Information for primary producers
- Medical and driving tests
- myRTA.com (postcard)
- National Driver Licence Classes
- New penalties for parking offences from 1 July 2005
- NSW Vehicle Registration Statistics, June 2004
- NSW Vehicle Registration Statistics, July 2004
- Road Users' Handbook
- The risks of driving unregistered
- Vehicle Inspectors Bulletin: The RTA's Heavy Vehicle Inspection Scheme
- Visit the e-Safety station here
- You're always first in line at myRTA.com

ENVIRONMENT

- Cobb Highway Heritage Drives, Self-guided tours
- Environmental Management System brochure
- Guidelines for the Management of Acid Sulfate Materials: Acid Sulfate Soils, Acid Sulfate Rock and Monosulfidic Black Ooze
- Oral History Program: NSW Vehicular Ferries Summary Report
- RTA and heritage: Appreciating the past for the future
- RTA Oral History Program: Living on the edge – Lawrence Hargrave Drive (Part 1) Summary Report and double CD set
- Self guided heritage tour brochure featuring the evolution of the Hornsby to Gosford Road

Appendix 17 (continued)

HEAVY VEHICLES

- A guide to heavy vehicle competency based assessment
- A truck driver's guide to the dangers of using drugs to stay awake
- A truck driver's guide to managing fatigue on a long haul
- An operator's guide to the dangers of drug driving to stay awake
- Compliance and Enforcement in the transport industry: Chain of responsibility
- Compliance and Enforcement in the transport industry: General information
- Compliance and Enforcement in the transport industry: In New South Wales
- DO or DIE – seatbelts save truckies too
- Getting your heavy vehicle driver licence
- Heavy vehicle competency based assessment - Learner's Log Book
- Heavy Vehicle Inspection Scheme
- Mount White Heavy Vehicle Checking Station
- Seatbelts save truckies too
- Working with or around trucks? Free TAFE course

INFRASTRUCTURE

- Albury Wodonga Hume Freeway Project – NSW community update
- Albury/Wodonga Hume Freeway Project – Air Quality: Question and answer community update
- Anzac Road to Johnson Road – Tuggerah: Pacific Highway improvements – Approved Project Display
- Bexley Road Upgrade – Shaw Street to Kingsgrove Avenue, Bexley North. Display of the preferred option, community update
- Bulahdelah – Upgrading the Pacific Highway community update
- Bulahdelah – Upgrading the Pacific Highway: Environmental Impact Statement Main Volume
- Bulahdelah – Upgrading the Pacific Highway: Environmental Impact Statement Volume 2: Technical Paper 1 – Community and stakeholder Involvement, Technical Paper 2 – Statutory Planning and Technical Paper 3 – Need and Route Evaluation
- Bulahdelah – Upgrading the Pacific Highway: Environmental Impact Statement Volume 3: Technical Paper 4 - The Proposal, Technical Paper 5 – Environmental Management Framework and Technical Paper 6 – Traffic and Transport
- Bulahdelah – Upgrading the Pacific Highway: Environmental Impact Statement Volume 4: Technical Paper 7 – Ecological Assessment and Species Impact Statement
- Bulahdelah – Upgrading the Pacific Highway: Environmental Impact Statement Volume 5: Technical Paper 7 – Ecological Assessment and Species Impact Statement (Appendices)
- Bulahdelah – Upgrading the Pacific Highway: Environmental Impact Statement Volume 6: Technical Paper 8 – Water, Technical Paper 9 – Hazard and Risk, Technical Paper 10 – Energy, Waste and Demand on Resources, Technical Paper 11 – Topography, Geology and Soils and Technical Paper 12 - Visual
- Bulahdelah – Upgrading the Pacific Highway: Environmental Impact Statement Volume 7: Technical Paper 13 – Social and Economic, Technical Paper 14 – Noise and Vibration, Technical Paper 15 – Air and Technical Paper 16 - Heritage
- Bulahdelah – Upgrading the Pacific Highway: Environmental Impact Statement Summary
- Camden Valley Way Upgrade – Bernera Road to M5/Westlink M7 Motorway interchange, Prestons community update
- Coffs Harbour Highway Planning – community update
- Coffs Harbour Highway Planning Strategy – Preferred Option Report
- Construction of the Lawrence Hargrave Drive project postcard
- F5 Freeway (Hume Highway) – Entry and exit ramps at Ingleburn community update
- F5 Freeway (Hume Highway) – Widening at Ingleburn community update
- Five Islands Upgrade community update
- Great Western Highway Upgrade: Lawson Section Two – Honour Avenue to Ridge Street (including Lawson Village), community update
- Hoxton Park Road upgrade: Cowpasture Road to Whitford Road community update
- Hume Highway: Coolac bypass
- Iluka Road to Woodburn Upgrade community update
- Jenolan Caves Road, community update
- Kiama Bypass – additional access ramps, fact sheet
- Kiama Bypass additional access ramps – Community comment on options feed back and comment sheet
- Know your tunnel safety postcard
- Lane Cove Tunnel – Falcon Street ramps community update
- Lawrence Hargrave Drive – community updates and postcard
- Lawrence Hargrave Drive: Clifton to Coalcliff
- Leura to Katoomba (Section one): Willow Park Avenue to Kings Road – Leura community update
- M4 East community update – October 2004
- M4 East community brochure in Chinese
- M4 East community brochure in Italian
- Mid Western Highway – Replacement of Mandurama and Grubbenbun Bridges community update
- Moree Town Centre Bypass community update
- Narellan Road extension – Camden Valley Way to the Northern Road, Narellan community update
- Narellan Road intersection upgrade – Mount Annan Drive/Tramway Drive and Waterworth Drive/Hartley Road, Mount Annan community update
- Narellan Road intersection upgrade community update
- Narellan Road intersections upgrade – Mount Annan Drive/ Tramway Drive and Waterworth Drive/Hartley Road, Mount Annan community update
- New bus lanes on Great Western Highway: Parramatta – Wentworthville community update
- New crossing over the Murray River at Corowa/Wahgunyah community update
- New Murray River crossing at Corowa and Wahgunyah community update
- North Kiama Bypass community update
- Old Windsor/Norwest Boulevard intersection, Bella Vista community update
- Operation of RTA Vehicular Ferries – South West region
- Oxley Highway Upgrade, Port Macquarie – Species Impact Statement
- Oxley Highway Upgrade: Pacific Highway to Wrights Road – Preferred Option
- Pacific Highway: Failford Road to Tritton Road Upgrade community update
- Pacific Highway: Herons Creek to Stills Road Upgrade community update

Appendix 17 (continued)

- Pacific Highway, Mt Colah – Installation of traffic signals community update
- Pacific Highway at Old Maitland Road, Sandgate community update
- Pacific Highway: Woodburn to Ballina Upgrade feedback form
- Pacific Highway Upgrading Program: F3 to Raymond Terrace Upgrade community update
- Pacific Highway Upgrading Program: Kempsey to Eungai Upgrade community update
- Pacific Highway Upgrading Program: Oxley Highway to Kempsey Upgrade community update
- Pacific Highway Upgrading Program: Tintenbar to Ewingsdale Upgrade community update
- Pacific Highway Upgrading Program: Wells Crossing to Iluka Road Upgrade community update
- Pacific Highway Upgrading Program: Woodburn to Ballina Upgrade community update
- Pacific Highway Upgrading Program: Woolgoolga to Wells Crossing Upgrade community update
- Pacific Highway urban design framework: Urban design guidelines for the SH10 from Hexham to Tweed Heads
- Patrick Street Intersection Upgrades – Blacktown community update
- Patrick Street intersection upgrades: modifications to original proposal – community update
- Pedestrian bridge over Carlingford Road – Epping community update
- Port Hacking Road and Bellingara Road – Port Hacking community update
- Queen and Lorna Streets – Waratah West community update
- Rooty Hill Road North – Woodstock Avenue intersection upgrade community update
- Sackville Ferry temporary closure
- Shotcrete Design Guidelines
- Sydney Harbour Bridge repainting – southern approach spans
- The Esplanade, Warners Bay community update – April 2005
- The Great Western Highway Upgrade: Lawson Section Two – Honour Avenue to Ridge Street Review of Environmental Factors, Volume 1 – Main Report, October 2004
- The Great Western Highway Upgrade: Lawson Section Two – Honour Avenue to Ridge Street Review of Environmental Factors, Volume 2 – Urban Design, Landscape and Visual Assessment, October 2004
- The Great Western Highway Upgrade: Lawson Section Two – Honour Avenue to Ridge Street Review of Environmental Factors, Volume 3 – Appendices, October 2004
- The Great Western Highway Upgrade: Lawson Section Two – Honour Avenue to Ridge Street Review of Environmental Factors, Volume 4 – Appendices, October 2004
- The Horsley Drive upgrade: Westlink M7 to Cowpasture Road north, community update
- The Jenolan Caves Road – Five-Miles Hill Project
- Third Crossing of the Hunter River at Maitland community update
- Tom Ugly's Bridge – repainting and maintenance works community update
- Unwins Bridge – bridge deck resurfacing community update
- Upgrading the Pacific Highway – Bonville Upgrade: Decision Report 2003
- Upgrading the Pacific Highway – Bonville Upgrade: Submissions Report 2003
- Upgrading the Pacific Highway – Banora Point Upgrade: Route Options Report – Part 1
- Upgrading the Pacific Highway: Banora Point Upgrade community update
- Upgrading the Pacific Highway: Brunswick Heads to Yelgun: Proposed Yelgun Interchange – Combined truck parking/light vehicle rest area
- Upgrading the Pacific Highway: Karuah Bypass – Community Celebration, September 2004, brochure
- Upgrading the Pacific Highway: Kempsey to Eungai community update
- Upgrading the Pacific Highway: Kempsey to Eungai Preferred route option report
- Upgrading the Pacific Highway: Macksville to Urunga community update route options
- Upgrading the Pacific Highway: Macksville to Urunga: Draft assessment of west of Macksville route options
- Upgrading the Pacific Highway: Macksville to Urunga: Draft route options development report
- Upgrading the Pacific Highway: Moorland to Herons Creek – Environmental Impact Statement Volume 2 – Working Papers No 1 to No 5
- Upgrading the Pacific Highway: Moorland to Herons Creek – Environmental Impact Statement Volume 3 – Working Papers No 6 to No 10
- Upgrading the Pacific Highway: Moorland to Herons Creek – Environmental Impact Statement Summary brochure and CD
- Upgrading the Pacific Highway: Moorland to Herons Creek – Environmental Impact Statement Volume 1
- Upgrading the Pacific Highway: Moorland to Herons Creek community update
- Upgrading the Pacific Highway: Woodburn to Ballina – Draft route options development report
- Upgrading the Pacific Highway: Woodburn to Ballina – Route option display
- West Street Interchange community update
- Windsor Road Upgrade: Acres Road to Old Windsor Road, Kellyville community update
- Windsor Road Upgrade: Baulkham Hills – Roxborough Park Road to Norwest Boulevard
- Windsor Road Upgrade: Boundary Road to Level Crossing Road, Vineyard community update
- Windsor Road Upgrade: Mile End Road, Rouse Hill to Boundary Road, Box Hill community update
- Windsor Road Upgrade: Roxborough Park Road to Norwest Boulevard, Baulkham Hills community update

OPERATIONS

RTA Operations Directorate Newsletter No 11

RTA Operations Directorate Newsletter No 12

ROAD SAFETY

- 40km/h speed limits in high volume pedestrian areas
- A guide to using motorised wheelchairs
- Aboriginal Road Safety calendar 2006
- Accident Reduction Guide Part 2
- Alternative Late Night Transport Program information cards
- Don't ignore the early warning signs of driver fatigue.
- Drinking and driving – the facts
- Helping learner drivers become safer drivers: Are you supervising a learner driver?
- Helping learner drivers become safer drivers: Practice drives for the month of ... (planner for driving practice)

Appendix 17 (continued)

- Improving safety for young drivers – an option paper for community comment and postcard
- Princes Highway Road Safety Review
- Shifting Gears – Road safety education program – teacher manual and CD-ROM
- Shifting up a gear with TAFE NSW – Road safety education resource – teacher manual and CD-ROM
- Staying safe in Sydney major road tunnels brochure
- Stop Revive Survive: NSW road map with rest areas and Driver Reviver stops
- Technical Direction: Policy for Road Safety Audits of Construction & Reconstruction Projects
- The law and safety advice for bicycles, rollerblades, scooters and skateboards, information sheet
- The law and safety advice for bicycles, rollerblades, scooters and skateboards, information sheet
- Vehicle Inspectors Bulletin No 63: Dual foot controls for driving instructors' vehicles
- Vehicle Inspectors Bulletin No.49 Rev 2: Installation of aftermarket seat belts in MD category (small) buses
- Vehicle Inspectors Bulletin: New Inspection Fees for Authorised Inspection Stations
- Vehicle Standards Information: Guidelines for "A"- frame towing
- What the law says and safety advice for bicycles, rollerblades, scooters and skateboards (Stage Two Move Ahead with Street Sense safety on wheels activity sheet no 8)
- Young Drivers
- Road Traffic Crashes in NSW 2002
- Road Traffic Crashes in NSW 2003

TRAFFIC

- Changed traffic conditions for Heavy Vehicles in Botany Road
- E-Toll tag brochure
- Hands On Control
- Loading Zones
- Need a toll receipt for the Cahill Expressway lane of the Sydney Harbour Bridge?
- Non-payment of toll. Deferred payment options for the Sydney Harbour Bridge
- On your bike! A guide for easy and enjoyable cycling to campus
- RTA E-Toll ... the easy way to pay
- Traffic volume data 2003 South West region
- Traffic volume data 2003 Southern region
- Traffic volume data 2004 – Hunter and Northern Regions (hard copy and CD)
- Travelling to Five Dock Motor Registry – Transport access guide

TRANSITWAYS (JOINT RTA/MINISTRY OF TRANSPORT)

- Liverpool-Parramatta T-Way: Safety and you
- T-way: News update – North-west T-way approved
- T-way: News update – North-west T-way project gearing up
- T-way: Safe cycling and using shared paths
- T-way: Safety pointers for parents fact sheets
- T-way: Using T-way lanes and bus lanes fact sheets

COST OF THIS ANNUAL REPORT

The external cost of producing this report was \$53,200. The report has been produced on CD-ROM and is available on the internet at www.rta.nsw.gov.au (click on Publications, statistics and forms).

APPENDIX 18 // PAYMENTS TO CONSULTANTS

Details of the amount paid to consultants in 2004-05 are provided below.

Project description	Consultant	\$
Probity audit - M5 widening	Paji Pty Ltd	\$5,436.37
Investigation services - Waratah depot	Robyn Bartlett & Associates	\$8,628.76
TOTAL:		\$14,065.13

The RTA also engages numerous contractors for professional services not classified as consultancies, including valuation, legal services, road and bridge design, investigation, construction supervision, preparation of Environmental Impact Statements, as well as contract agency services and personnel.

APPENDIX 19 // REPORTING OF RTA CONTRACTS WITH THIRD PARTIES

On 27 April 2000 the Government issued Premier's Memorandum 2000-11, which requires the disclosure of certain information on Government contracts (including panels) with the private sector. This applies to any case where there was an opportunity for a number of parties to tender or express interest in supplying the goods or services.

As a result the Chief Executive issued Corporate Policy Statement No.33, 'Disclosure of details of all RTA contracts with the private sector'. In 2005 this policy became re-identified as Policy Number 003 (PN 003).

Specific information is required for contracts where the value exceeds \$100,000. The Records Access Unit arranges for details of these contracts be placed on the RTA's Internet site under the category: Doing business with us.

To date the total value of reported contracts with the private sector exceeds \$677 million.

Any inquiries can be directed to the Privacy and Contract Reporting Co-ordinator on (02) 9218-3667.

APPENDIX 20 // ACCOUNTS PAYMENT PERFORMANCE

AGEING OF AMOUNTS UNPAID AT MONTH END

Quarter	Current	<30 days overdue	30-60 days overdue	60-90 days overdue	>90 days overdue
Sep 04	\$30,841,098.89	\$5,754,839.43	\$1,187,971.92	\$67,003.21	-\$18,263.51
Dec 04	\$15,943,674.44	\$2,750,110.02	\$56,970.36	\$76,107.32	\$48,424.21
Mar 05	\$34,407,045.82	\$3,712,364.17	-\$12,442.99	\$111,195.96	\$50,781.61
Jun 05	\$73,003,888.94	\$10,329,617.39	\$906,638.74	\$111,496.72	-\$185,986.23

* Negative amounts relate to advance payments made under GC21.

ACCOUNTS PAYABLE PAYMENT PERFORMANCE

Quarter	Target %	Total accounts paid on time		
		Actual %	\$	Total
Sep 04	86%	91.60%	272,023,918.74	262,209,016.96
Dec 04	86%	89.42%	228,553,108.80	215,636,751.60
Mar 05	86%	90.46%	209,556,513.36	200,811,256.57
Jun 05	86%	90.85%	287,717,003.25	289,998,662.05

- Overall performance for the financial year is ahead of the performance target.
- The Imaging & Intelligent Character Recognition Technology in Accounts Payable implemented in the Sydney Business Service Centre has increased processing efficiency. Opportunities to further utilise the technology are being explored.

APPENDIX 21 // FUNDS GRANTED TO NON-GOVERNMENT COMMUNITY ORGANISATIONS

Event	Description	Organisation	Cost	Performance Area
Driver Courtesy Nov-Dec 2004	Driver Courtesy Campaign	Griffith Road Safety Group	\$1,100	Operations and Services
Youth Arts Festival July 2004	Youth Arts Festival Workshops	The Black Suns	\$13,404	Operations and Services
Pedestrian Visibility Oct-Nov 2004	Pedestrian Visibility Campaign	Griffith Road Safety Group	\$2,220	Operations and Services
Winter Visibility Campaign July 2004	Bicycle winter visibility campaign	Bicycle Wagga Wagga	\$3,539	Operations and Services
Murrumbidgee Farm Fair May 2005	Road safety awareness campaign	Griffith Road Safety Group	\$3,000	Operations and Services
Deniliquin Ute Muster Oct 2004	Drink drive awareness	Deniliquin Road Safety Group	\$322	Operations and Services
Children & Young People Visibility Campaign August 2004	Children & Young People Visibility Campaign	Deniliquin Road Safety Group	\$2,198	Operations and Services
Local Government Road Safety Program Congress Sept 2004	Attendance costs for delegate	Deniliquin Road Safety Group	\$155	Operations and Services
Brewarrina road safety project August 2004	Speed campaign	Dubbo OEC	\$1386	Operations and Services
Walk to Work November 2004	Pedestrian safety campaign	Parkes Quota Club	\$1430.45 Advertising \$5074	Operations and Services
Resource produced for use by Disability Groups on teaching their clients (disabled adults) basic pedestrian safety. October 2004	Pedestrian safety campaign	DIAS Inc	\$4708	Operations and Services
Public education project to encourage walking and safe pedestrian behaviour October 2004	Pedestrian safety campaign	Warrumbungle Community Program	\$4224	Operations and Services
Public education project on safe riding for motorcyclists and building motorcycle awareness in other road users. September 2004	Motorcycle safety awareness	Ulysses Motorbike Club	\$2901	Operations and Services
Public education project on residual alcohol and drink drive. October 2004	Drink drive campaign	Macquarie Area Health Service	\$5000	Operations and Services
Public education project based on fatigue and importance of Stop-Revive-Survive. November 2004	Driver fatigue campaign	Mullaley Driver Reviver	\$3196	Operations and Services
Public education project. November 2004	Drink drive campaign. Encouraged businesses conducting Christmas parties to provide alternate transport home for employees	Bathurst Regional Council	\$2900	Operations and Services
Alternate transport project involving the 'Brain Bus'. January 2005	Drink drive campaign	Student Services, Charles Sturt University, Bathurst	\$5200	Operations and Services
Public education project February 2005	Campaign focusing on the need for drivers to be aware of stock on roads and drive accordingly.	State Council of Rural Lands Protection Boards	\$6000	Operations and Services
Development of call centre resource manual	Financial support for development of a call centre resource manual as part of achieving greater efficiency in managing animals injured on roads.	RSPCA	\$27,335	Environment Branch
Sydney to the 'Gong November 2004	Bike ride promoting bike safety and the MS Society.	MS Society	\$73,000	Traffic and Transport
Walk to Work Day November 2004	Promoting walking.	Pedestrian Council of Australia	\$30,000	Traffic and Transport
RTA Cycle Sydney November 2004	Promoting cycling.	Bicycle NSW	\$125,000	Traffic and Transport
RTA Big Ride February 2005	Promoting safe cycling.	Bicycle NSW	\$118,000	Traffic and Transport
Walk Safely to School Day May 2005	Promoting safe pedestrian behaviour around schools.	Pedestrian Council of Australia	\$30,000	Traffic and Transport

APPENDIX 22 // PRIVACY

PRIVACY MANAGEMENT PLAN

Statement of action taken by the RTA and results of reviews

Section 33(3) (a) the *Privacy and Personal Information Protection Act 1998* requires the RTA to provide a statement of the action taken in complying with the requirements of the Act.

In order to comply with the Act the RTA continues to:

- Identify and consider the requirements of the Act - principles, codes, public register provisions and internal reviews.
- Identify collections of personal information for which the RTA is responsible.
- Ensure measures are in place to provide an appropriate level of protection for personal information.
- Review the RTA's first Privacy Management Plan, which was placed on the RTA website to ensure it is available to clients.
- Establish mechanisms to ensure RTA staff are aware of their obligations under the Act and appropriately trained to apply the information protection principles. The RTA is currently developing a training program, which will incorporate Privacy issues and be presented to all RTA staff. A series of internal memos have been distributed to staff to highlight the needs of the Privacy Act.

Part of the role of the Records Access Unit is to address the RTA's responsibilities under the Privacy Act. The Privacy and Contract Reporting Coordinator is responsible for processing any allegations that improper use has been made of personal information. Such allegations are termed Reviews of Conduct under the Privacy Act.

The Privacy Act requires the Reviews of Conduct to be finalised within 60 days.

REVIEWS CARRIED OVER FROM 2002-03

One matter was carried over from the financial year 2002-03. On 6 September 2002 a customer asked the RTA to carry out a review of conduct, alleging an employee had obtained personal information about her without authorisation and had presented the information to a court. The RTA investigation found that the officer's purpose for accessing the personal information was not linked to a business transaction and that she had engaged in inappropriate conduct. Disciplinary action was taken against the officer. The customer and Privacy NSW were advised of the findings on 17 July 2003. The customer lodged an application with the NSW Administrative Decisions Tribunal (ADT) on 16 September 2003, seeking monetary compensation and further action against the staff member. In a submission to the ADT in January 2004, the RTA acknowledged the breach and apologised. However, the RTA advised that further disciplinary action would not be taken against the officer. This matter came to a conclusion in August 2004 when the customer accepted the RTA offer of financial compensation and signed a Deed of Release encompassing non-disclosure conditions.

REVIEWS CARRIED OVER FROM 2003-04

Seven matters were carried over:

On 24 September 2003 a customer sought a review, believing that the RTA breached his privacy by issuing to his former partner a registration renewal notice carrying his new address. It was determined the Registry Services Officer (RSO) involved had complied with RTA policy and procedures and had not engaged in improper conduct. On 24 December 2003 the customer was advised of the RTA's determination. On 10 February 2004 the customer lodged an appeal with the ADT and judgement was delivered on 1 December 2004. The ADT determined that the RTA had contravened the Privacy and Personal Information Protection Act but there was no proof this contravention caused the damages the applicant claimed to have suffered. Therefore, the application for an order for monetary compensation was dismissed.

On 7 January 2004 a customer sought a review, believing that the RTA breached her privacy when an RSO released her personal details to an unknown person who then harassed her. It was found that the RTA use of the customer's records was restricted to registration renewal and the transfer of the

customer's data to the Australian Electoral Commission. NSW Police representatives had also accessed the records on five occasions. The NSW Police investigated the accesses and determined they had been for law enforcement reasons. On 10 February 2004 the customer and Privacy NSW were advised of the RTA's determination. The customer did not lodge an appeal. The Acting Privacy Commissioner recommended that all staff at the nominated motor registry be questioned about the allegation. The RTA complied. However, there was no evidence to cause the RTA to change its initial determination.

On 20 January 2004 a customer sought a review, believing an RTA officer breached his privacy when his former partner, an employee of the RTA, accessed his personal information and released the details to her solicitor. It was determined that the named RTA employee had not accessed the customer's personal information. All RTA use had been for legitimate RTA transactions. On 6 February 2004 the customer and Privacy NSW were advised of the RTA's determination. The customer did not lodge an appeal. The Acting Privacy Commissioner asked the RTA to make further enquiries with RTA staff who worked with the former partner. The RTA complied. However, there was no evidence to cause the RTA to change its initial determination.

On 30 January 2004 a couple sought a review, believing that the RTA breached their privacy when a contracted employee used their personal information under improper circumstances. It was determined the contractor had not accessed the records in question and that the contractor had only used the records to transact RTA business. NSW Police representatives had accessed the customer's personal information on four occasions. The NSW Police investigated the accesses and determined they had been for law enforcement reasons. On 20 August 2004 the customer and Privacy NSW were advised of the RTA's determination. The customer did not lodge an appeal.

On 10 February 2004 a customer sought a review, believing that the RTA breached his privacy by releasing his name and address under improper circumstances to the registered operator of a vehicle with which his vehicle had collided. It was found that the customer's personal information had been accessed only by NSW Police personnel. The NSW Police advised the RTA the access was in relation to the collision. On 27 January 2005 the customer and Privacy NSW were advised of the RTA's determination. The customer did not lodge an appeal.

On 5 May 2004 the Acting NSW Privacy Commissioner sought a review on behalf of a person who had complained that incorrect advice given to her by a RSO would have caused her to wrongly display her Mobility Parking Scheme authority in a way that would have disclosed her identity. Privacy NSW was advised that information displayed on the RTA's Internet site and the Mobility Parking Scheme application and authority advises customers of the correct way to display an authority card. Notwithstanding this, the RTA advised Privacy NSW that motor registry personnel would be reminded to take care when explaining the Mobility Parking Scheme to customers. On 8 July 2004 Privacy NSW was advised of the RTA's determination. The customer did not lodge an appeal.

On 27 May 2004 a customer sought a review, believing that the RTA breached his privacy when it allowed another agency to access personal information about him without legitimate reason. RTA staff had not accessed the customer's personal information. NSW Police representatives had twice looked at this information. The NSW Police informed the RTA the access had been aligned with police business. On 4 August 2004, the customer and Privacy NSW were advised of the RTA's determination. The customer did not lodge an appeal.

REVIEWS 2004-05

Ten Reviews of Conduct were investigated between 1 July 2004 and 30 June 2005. The details follow.

On 30 July 2004 a customer sought a review, alleging the RTA breached his privacy when an RSO made information in the customer's traffic record known to one of the customer's workmates. Following the RTA investigation of the only access made to the customer's traffic record it was determined that the customer had attended the motor registry in question on the date his personal information was

Appendix 22 (continued)

accessed. The RSO had accessed the record to answer his enquiry. On 4 February 2005 the customer and Privacy NSW were advised of the RTA's determination. The customer did not lodge an appeal.

On 20 August 2004 a customer sought a review, believing that the RTA breached his privacy by releasing his residential address to a debt collection agency. All RTA accesses of the customer's records were justified. Three external agencies had accessed the records. The RTA accepted explanations given by each agency and informed the customer and Privacy NSW of the details. On 13 March 2005 the customer was advised of the RTA's determination. The customer did not lodge an appeal.

On 21 October 2004 a customer sought a review, believing that the RTA breached his privacy in early September 2004 when it released his residential address and telephone number to a third party. RTA staff had not accessed the customer's personal information. The customer subsequently agreed that the third party could only have obtained his telephone number and his residential address from a charity for which both parties worked. On 17 November 2004 the customer and Privacy NSW were advised of the RTA's determination. The customer did not lodge an appeal.

On 25 October 2004 a customer sought a review, believing the RTA had improperly released his personal information. Although it was found the customer's records were only used to transact RTA business, three RTA staff members who had accessed the information were interviewed and asked if they had discussed the transactions with other parties. All denied having done so. On 17 May 2005 the customer and Privacy NSW were advised that the RTA had determined there were no breaches of the Information Protection Principles. The customer did not lodge an appeal.

On 25 October 2004 a customer sought a review, believing that the RTA breached her privacy by improperly releasing her personal information. It was found the customer's records had twice been used to transact RTA business. One RSO could not be interviewed as she no longer worked for the RTA. A second RSO was interviewed. She was unable to account for her use of the customer's personal information but was adamant that it would only have been

for business reasons. On 17 May 2005 the customer and Privacy NSW were advised the RTA had determined there was no evidence of a deliberate breach of the customer's privacy. The customer did not lodge an appeal.

On 17 December 2004 a customer sought a review, believing an RTA staff member breached his privacy by improperly accessing his personal information. On 6 March 2005 the customer asked the RTA not to continue with the matter. All action ceased.

On 21 December 2004 a customer sought a review, believing the RTA had breached his privacy when two staff members accessed an address and telephone number the customer provided for use exclusively with the RTA Cashback Scheme. It was found that the customer had not applied to receive Cashback refund benefits and therefore had not provided the RTA with the information in question. On 19 April 2005 the customer and Privacy NSW were advised of the RTA's determination. The customer did not lodge an appeal.

On 7 February 2005 a customer sought a review, believing the RTA had breached his privacy by allowing a NSW Police representative to access the customer's vehicle registration details. The review had not been finalised at 30 June 2005.

On 11 March 2005 a customer sought a review, believing that the RTA had breached his privacy by incorrectly identifying him as the registered operator of two vehicles that had been involved in electronic toll infringements. The review had not been finalised at 30 June 2005.

On 17 March 2005 a customer sought a review believing her former husband, an employee of the RTA, had improperly accessed her new residential address and had subsequently harassed her at this address. It was found that the named person had not accessed the customer's personal information. There was evidence that two other RTA staff members, RSOs, and one NSW Police representative had accessed the customer's personal information. It was requested that the three persons be interviewed about their use of the customer's RTA-held personal information. The review had not been finalised at 30 June 2005.

APPENDIX 23 // RESEARCH AND DEVELOPMENT

Research and Development (R&D) provides innovative solutions to issues and provokes new concepts and findings that can alter and even revolutionise how a business operates. The RTA fosters R&D within all areas of the organisation and, in many instances, works with other agencies to undertake research.

The RTA's Technology and Innovation Committee plays a coordinating role in identifying areas of need, duplication and gaps, highlighting issues, promoting R&D and providing advice to the Executive on the appropriate level of investment in R&D.

In 2004-05, approximately \$1.6 million was allocated on more than 30 research projects in the RTA. Examples of R&D projects are listed below.

Completed research

- Improving the long-term performance of asphalt (economic).
- Development of mechanistic pavement design process based on shear force damage in granular pavements (economic).
- Multi-post breakaway road sign structure (safety).

- Modified collapsible sign structure (safety).
- Inclusion of scrap rubber in asphalt (environment).
- Effect of roads on the movement of koalas (environment).

Continuing research

- Investigation of vacuum saturation to improve test procedures to determine California Bearing Ratio and Unconfined Compressive Strength (economic).
- Roadscan pavement measurement technology – stage 2 (economic).
- Investigation of an enforcement tool for speed limiters (safety).
- Impact of bridges on estuarine environments (environment).

The RTA also contributes annual funding to Austroads which includes a research component through the ARRB Group (<http://www.arrb.com.au/>). ARRB conducts research that would be applicable to all members of Austroads. For example, ARRB research topics for 2004-05 included under-performing pavements and contributory causes and standardised method of road condition monitoring.

APPENDIX 24 // DRIVER AND VEHICLE STATISTICS

HEAVY VEHICLE OFFENCE TOTALS BY REGION 2004-05

ITEM	Central West	North	South	Total
Defect Notices (Including HVIS activities)	20,879	13,676	21,969	56,524
Traffic Infringement Notices	2,941	6,378	9,809	19,128
Breaches (Weight and Longhand)	1,414	3,433	4,813	9,660

NUMBER OF VEHICLES REGISTERED IN NSW AS AT 30 JUNE 2005 BY YEAR OF MANUFACTURE

Year of manufacture	No. of vehicles
Pre-1960	8,664
1960 to 1964	9,400
1965 to 1969	19,410
1970 to 1974	65,990
1975 to 1979	136,739
1980 to 1984	261,664
1985 to 1989	537,355
1990 to 1994	827,422
1995 to 1999	1,230,260
2000	294,344
2001	284,606
2002	310,936
2003	340,133
2004	343,292
2005	127,096
Unknown	63,215
Total	4,860,526

NUMBER OF VEHICLES REGISTERED IN NSW AS AT 30 JUNE 2005 BY VEHICLE TYPE

Vehicle type	No. of vehicles
Off-road passenger vehicles	394,125
Passenger vehicles	2,840,408
Small buses	29,659
Buses	11,791
Mobile homes	8,454
Motorcycles	111,253
Light trucks	633,664
Heavy trucks	78,301
Prime movers	15,461
Light plant	6,260
Heavy plant	10,320
Small trailers	490,433
Trailers	229,909
Other vehicles	488
Total	4,860,526

NUMBER OF VEHICLES REGISTERED IN NSW AS AT 30 JUNE 2005 BY VEHICLE USAGE

Vehicle usage	No. of vehicles
Private	3,284,842
Pensioner concession	609,610
Primary producer concession	96,986
Business general	725,040
Taxi	6,064
Public bus and coach	9,199
FIRS	3,058
Other vehicle usages	125,727
Total	4,860,526

NSW LICENSED DRIVERS AND RIDERS AS AT 30 JUNE 2005

By sex	No. of licence holders	% of total
Female	2,101,876	47.8
Male	2,291,601	52.2
Total *	4,396,993	100.0

* Including 0.08% cases where licence holders' sex was not recorded.

By age group	No. of licence holders	% of total
16	46,732	1.1
17	64,173	1.5
18-25	574,140	13.1
26-29	309,816	7.0
30-39	898,430	20.4
40-49	911,091	20.7
50-59	756,201	17.2
60-69	475,074	10.8
70-79	281,489	6.4
80 & over	79,847	1.8
Total	4,396,993	100.0

NSW DRIVERS' AND RIDERS' LICENCES ON ISSUE AT 30 JUNE 2005

By licence class	Number of licences	% of total
C	3,853,131	80.1
LR	76,099	1.6
MR	110,477	2.3
HR	215,694	4.5
HC	124,067	2.6
MC	14,508	0.3
R	413,667	8.6
Total	4,807,643	100.0

Note: The total number of licences on issue exceeds the total number of licensed drivers and riders, because people who hold two licence classes (to drive and ride) are counted twice.

APPENDIX 25 // INSURANCE

PRINCIPAL ARRANGED INSURANCE

In October 2001 the RTA arranged, via its insurance broker, a Principal Arranged Insurance program (for works and third party liability) for all construction and maintenance related contracts. The program covers the RTA, its contractors and their sub-contractors.

TREASURY MANAGED FUND

The RTA has insurance cover through the Treasury Managed Fund, operated by the NSW Treasury, which includes workers' compensation, motor vehicle accident, property damage, legal liability and miscellaneous (including fidelity guarantee and travel) insurance covers.

WORKERS' COMPENSATION

Frequency of claims has decreased from the level of 9.9 per 100 employees in 2000-01 to a five year low of 8.3 in 2004-05. Based on current estimates and projections of claim costs, the deposit premium remains constant. This year the RTA received a \$4.38 million premium rebate for the three year hindsight adjustment on claims performance for 2000-01 and paid \$400,000 for the final fifth year hindsight adjustment for 1998-99. These adjustments have not been included in the following graphs. This excellent outcome results from the commitment of RTA management and staff to improve workplace safety.

MOTOR VEHICLE

The number of claims per 100 vehicles has remained constant over the past five years at 11.6 claims. In 2001-02 and 2002-03 the rate reduced slightly to 10 claims. The number of claims per 100 vehicles has increased by 5 per cent for the 2004-05 year, compared to 2003-04.

PROPERTY

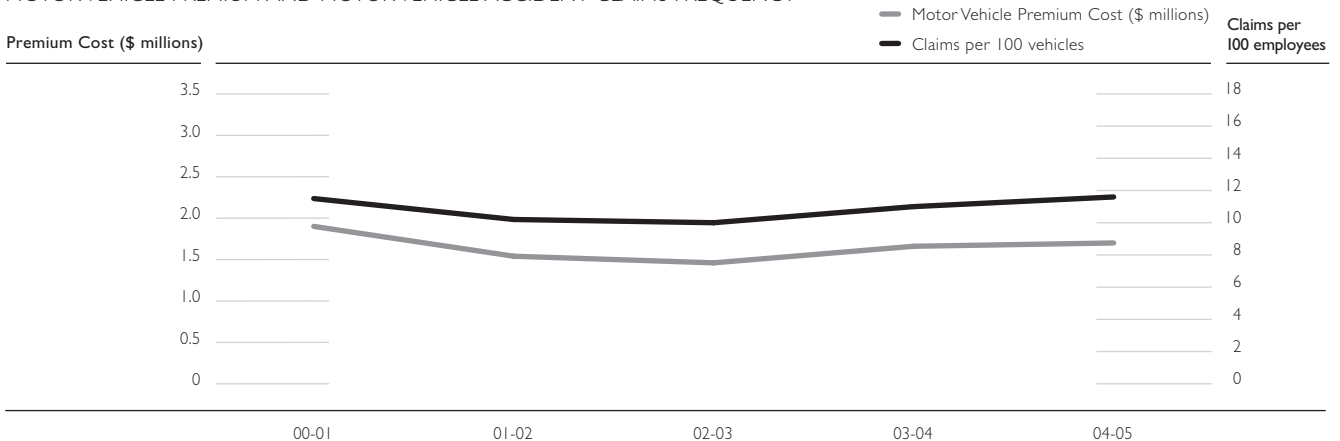
The 2004-05 premium increased by 29 per cent compared to 2003-04. This increase is mainly due to one large bridge claim of more than \$5 million caused by third parties and a 12 per cent increase in the asset values and newly completed bridge infrastructure in the cover provided through the Treasury Managed Fund.

LIABILITY INSURANCE PREMIUM

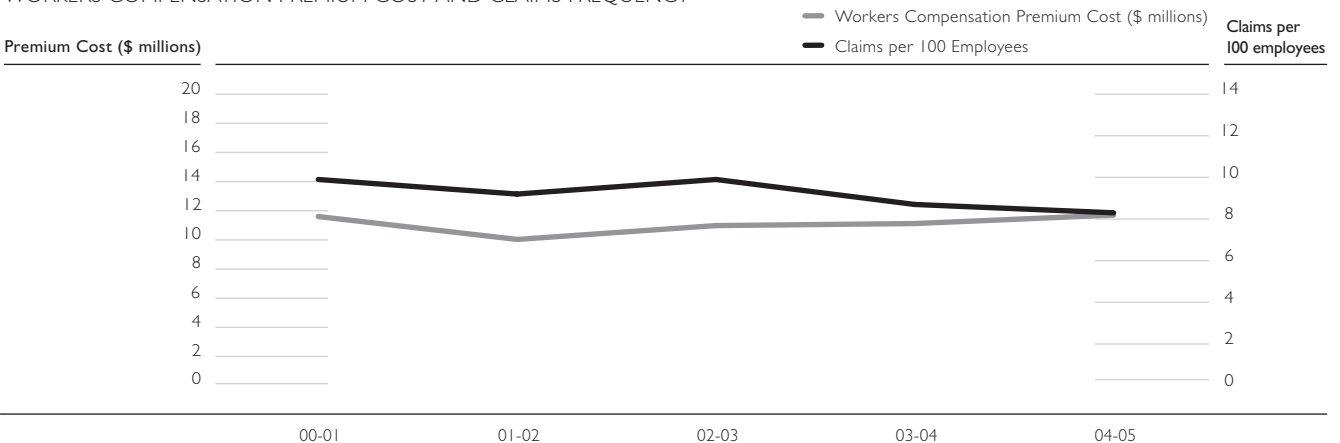
The 2004-05 premium decreased by 4 per cent compared to 2003-04. The number of claims reported for 2004-05 reduced by 3.7 per cent to 418 claims and the net incurred cost of claims reduced by 43.7 per cent or \$2.2 million.

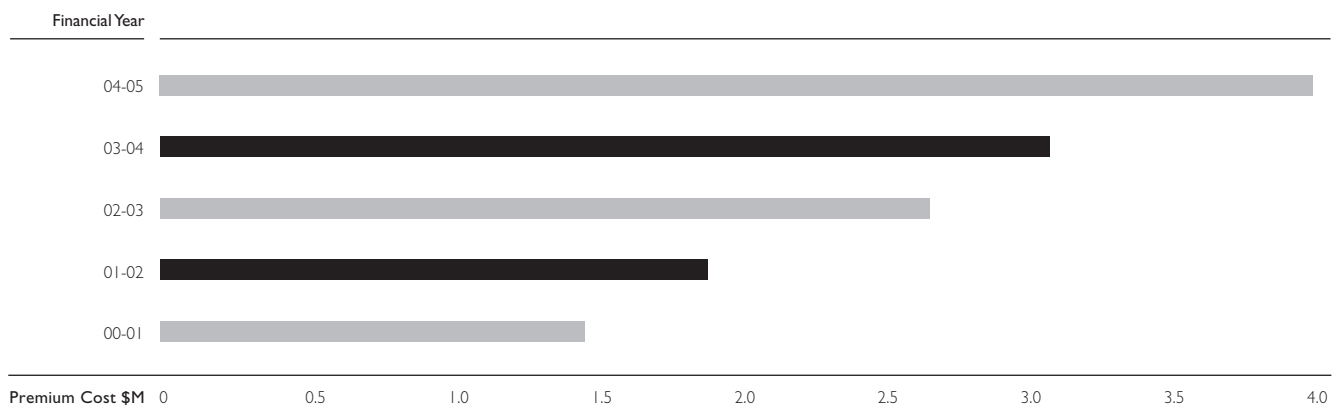
Note: In relation to all the above Treasury Managed Fund insurances, premium costs are expressed as constant 2004-05 dollars using Sydney CPI.

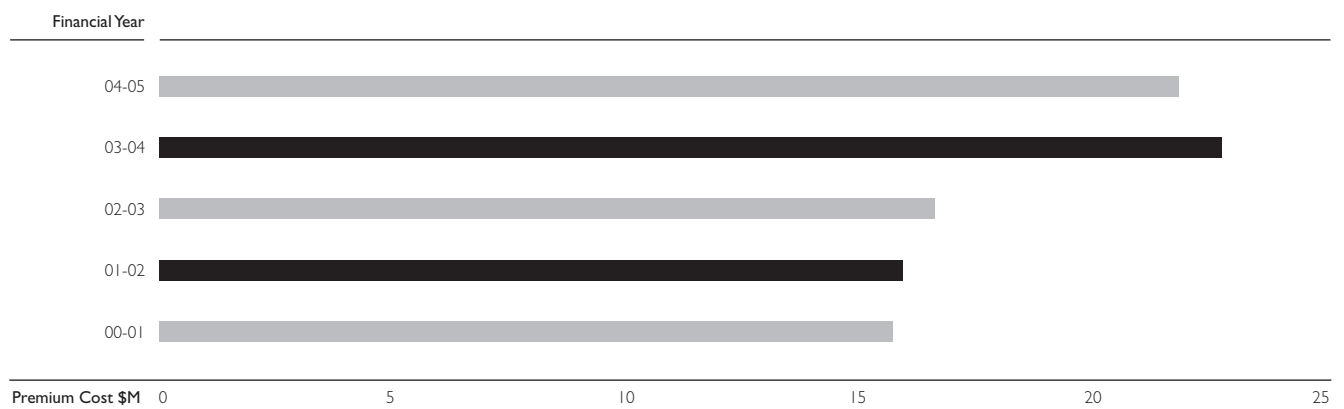
MOTOR VEHICLE PREMIUM AND MOTOR VEHICLE ACCIDENT CLAIMS FREQUENCY



WORKERS COMPENSATION PREMIUM COST AND CLAIMS FREQUENCY



PROPERTY INSURANCE PREMIUM IN CURRENT DOLLAR

LIABILITY INSURANCE PREMIUM IN CURRENT DOLLAR

- Aboriginal initiatives33, 34, 35, 45, 64, 66, 128, 129, 130
- Accounts payment performance145
- Advisory bodies122
- Air quality20, 42, 44-45, 50, 66
- Assets5
- Auditor-General's report69
- Biodiversity47-48
- Bridges5, 17, 18, 19, 21, 35, 45, 48
- Buses12, 14, 21, 24-26, 41, 42, 45, 53
- Code of conduct and ethics60, 64
- Consultants144
- Consultation on
major projects65-66
- Consumer response136
- Corporate governance59-60
- Corporate framework4, 6-7, 11, 58
- Customer service7, 12, 55-56
- Cyclists25, 42-43, 123
- Disability Plan131
- Driver and vehicle statistics145
- Driver licensing5, 34, 55, 56, 60, 149
- Electronic service delivery7, 55-56
- Environment40-53, 116-122
- Equal employment
opportunity128
- Ethnic affairs130
- Financial statements68
- Freedom of information132
- Funding sources
(see also Financial Statements)14-15
- Heavy vehicles36-37, 50, 66, 142, 149
- Heritage45-46
- Internal audit59
- Land disposal141
- Legal change137
- Major road projects17-25, 112-115
- Management structure8-9
- Motorcycles34, 149
- Motor registries42, 55, 121
- Occupational
health and safety12, 44, 61-62
- Ombudsman136
- Online services7, 55-56
- Overseas travel by staff131
- Pedestrians25, 39, 43
- Privacy147
- Publications141
- Recruitment62-64
- Recycling and
waste management42, 119
- Research and development148
- Risk management
and insurance59-60, 150
- Road development20-25
- Road maintenance17-20
- Road safety31-39
- Road Safety Task Force31-39
- Senior executive
performance statements124
- Staffing61-65
- Teleworking42
- Traffic flow26
- Traffic Emergency Patrols26
- Transport Management
Centre (TMC)26
- Transitways24, 112
- Website, RTA26, 33, 34, 38, 42, 44, 46, 55-56
- Western Sydney15, 21, 22, 23, 35, 112
- Wildlife protection47-48, 116-118
- Women,
NSW Action Plan130

Customer Service/Motor Registries

For information on vehicle registrations, drivers' licences, motor registry locations and opening hours call 13 22 13 from anywhere in NSW.

Monday-Friday 8am-12pm

For corporate and regional offices call 131 782 from anywhere in NSW.

Monday-Friday 8am-5.30pm**Traffic incidents and inquiries**

Traffic incidents: 131 700 (24 hours)

Traffic inquiries: 132 701 (24 hours)

Transport Management Centre

25 Garden St

Eveleigh 1430

PO Box 1625

Strawberry Hills 2012

Telephone 02 8396 1400

Fax 02 8396 1425

Monday-Friday 8am-5pm**Head Office**

Centennial Plaza

260 Elizabeth St

Surry Hills 2010

PO Box K198

Haymarket 1238

DX 13 Sydney

Telephone 131 782

Monday-Friday 8am-5.30pm**Sydney region**

81-85 Flushcombe Rd

Blacktown 2148

PO Box 558

Blacktown 2148

DX 8120 Blacktown

Telephone 131 782

Fax 02 8814 2593

Monday-Friday 8.30am-5pm**Hunter region**

59 Darby St

Newcastle 2300

Locked Bag 30

DX 7813 Newcastle

Telephone 131 782

Fax 02 4924 0344

Monday-Friday 8.30am-5pm**Northern region**

31 Victoria St

Grafton 2460

PO Box 576

DX 7610 Grafton

Telephone 131 782

Fax 02 6640 1301

Monday-Friday 8.30am-5pm**Southern region**

71-77 Kembla St

Wollongong 2500

PO Box 477

Wollongong East 2520

DX 5178 Wollongong

Telephone 131 782

Fax 02 4227 3705

Monday-Friday 8.30am-5pm**South Western region**

1 Simmons St

Wagga Wagga 2650

PO Box 484

DX 5407 Wagga Wagga

Telephone 131 782

Fax 02 6938 1183

Monday-Friday 8.30am-5pm**Western region**

51-55 Currajong St

Parkes 2870

PO Box 334

DX 520256

Telephone 131 782

Fax 02 6861 1414

Monday-Friday 8.30am-5pm**Pacific Highway Office**

21 Prince St

Grafton 2460

PO Box 546

DX 7610 Grafton

Telephone 1800 653 092

Fax 02 6640 1001

Monday-Friday 8.30am-4.30pm

www.rta.nsw.gov.au