



Appendices

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Section cover image: Photo taken by RTA photographer Geoff Ward of Malcolm Silva testing a crash test dummy at the RTA Crashlab.

Appendix I. Major works

Project description	Location	Status	Announced completion date	Estimated total cost \$000	2007-08 exp \$000	Previous years exp \$000
Western Sydney Transitways						
Network Management (Pinch Point) Strategy	Various		2012	100,000	7,200	0
Victoria Road Upgrade, including Iron Cove Bridge Duplication (Planning and Pre-construction)	Drummoyne, Rozelle		2010	156,000	15,258	1,262
Bus Priority on Strategic Corridors	Various		2012	295,000	50,000	40,000
North West Transitway Network	Parramatta – Rouse Hill, Blacktown – Parklea	Completed	2007	500,000	47,372	447,861
Sydney Motorway Network						
F3 Freeway to M2 Motorway Link (Planning, Federal funded)	Wahroonga – Carlingford		NA	NA	187	5,958
Falcon Street Pedestrian Bridge and Underpass and Ramp	Cammeray		2009	15,000	961	473
Lane Cove Tunnel and Associated Road Improvements (State and Private Sector funded) *	Lane Cove	Associated roadwork completed	2008	1,100,000	5,372	77,005
M4 Eastern Extension (Planning)	Strathfield – Haberfield		NA	NA	4,311	1,036
M5 East Tunnel Filtration	Bexley North		2009	65,000	7,221	0
Sydney West and North West						
Castle Hill Ring Road (State contribution)	Castle Hill		2008	9,000	3,084	16
Mamre Road, M4 Overpass Duplication	St Clair		2009	15,000	3,620	782
Riverstone Railway Overpass (Planning)	Riverstone		NA	NA	1,002	118
Windsor Flood Evacuation Route over South Creek	Mulgrave	Completed	2007	127,000	11,889	108,183
Sydney South West and South						
Alfords Point Bridge Duplication	Alfords Point		2008	42,000	27,271	7,966
Alfords Point Bridge Northern Approach (Planning)	Padstow Heights		2011	53,000	1,924	2,318
Bangor Bypass Stage 2, Marsden Road to New Illawarra Road (Planning)	Barden Ridge		2010	41,000	900	1,063

* Expenditure does not include any Private Sector Expenditure.

Project description	Location	Status	Announced completion date	Estimated total cost \$000	2007-08 exp \$000	Previous years exp \$000
Camden Valley Way, Cowpasture Road to Bernera Road, Widen to four lanes (Planning and Pre-construction)	Edmondson Park		2011	65,000	908	4,191
Cowpasture Road, M7 Motorway to North Liverpool Road, Widen to four lanes (Planning and Pre-construction)	Hinchinbrook		2011	78,000	3,533	2,374
Cowpasture Road, Camden Valley Way, to Main Street, Widen to four lanes	Horningsea Park		2009	21,000	1,346	1,283
Hoxton Park Road, Banks Road to Cowpasture Road, Widen to four lanes (Planning and Pre-construction)	Hoxton Park		2011	71,000	3,753	4,775
Narellan Road Extension, Camden Valley Way to the Northern Road	Harrington Park	Completed	2007	33,000	5,993	27,764
Sydney North						
F3 Sydney to Newcastle Freeway, Widening to 6 Lanes Between Mt Colah and Cowan (State and Federal funded)	Mount Colah Berowra Cowan		2009	119,000	24,682	24,884
Great Western Highway						
Woodford to Hazelbrook, Station Street to Ferguson Avenue, Widen to four lanes	Woodford Hazelbrook		2011	160,000	7,851	33,447
Lawson, Ferguson Avenue to Ridge Street, Widen to four lanes	Lawson		2012	220,000	9,313	20,968
Wentworth Falls East, Tableland Road to Station Street, Widen to four lanes (Planning)	Wentworth Falls		NA	NA	7,228	1,559
Leura to Katoomba Stage 2, East View Avenue to Bowling Green Avenue, Widen to four lanes	Leura Katoomba		2008	25,000	12,830	8,724
Hume Highway						
F5 Hume Highway, Brooks Road to Camden Valley Way, Widen Northbound Carriageway to four lanes (Federal and State funded)	Ingleburn	Completed	2008	30,000	19,629	6,316
Hume Highway, Safety Improvements at Towrang Road and Carrick Road (Federal funded)	Towrang	Completed	2007	6,000	2,770	3,165
Hume Highway, Coolac Bypass (Federal funded)	Coolac		2009	179,000	63,590	34,513
Hume Highway, Sheahan Bridge Duplication (Federal funded)	Gundagai		2009	78,000	18,378	2,248
Southern Hume Duplication Works (Federal funded)	Various		2009	940,720	299,631	35,095
Tarcutta Bypass (Planning, Federal funded)	Tarcutta		NA	NA	787	374

Project description	Location	Status	Announced completion date	Estimated total cost \$000	2007-08 exp \$000	Previous years exp \$000
Holbrook Bypass (Planning, Federal funded)	Holbrook		NA	NA	651	69
Woomargama Bypass (Planning, Federal funded)	Woomargama		NA	NA	849	346
Pacific Highway						
F3 to Raymond Terrace (Planning)	Hexham		NA	NA	646	4,674
Tomago Road Intersection Upgrade	Hexham		2008	8,000	3,561	1,356
Karuah to Bulahdelah Sections 2 and 3, Dual Carriageway (State and Federal funded)	Bulahdelah		2009	262,000	78,315	57,235
Bulahdelah Bypass, Dual Carriageway (Planning, State and Federal funded)	Bulahdelah		NA	300,000	19,152	11,107
Failford Road to Tritton Road (Planning)	Failford		NA	NA	539	1,522
Coopernook to Moorland, Dual Carriageways (Planning, State and Federal funded)	Moorland		2009	185,000	21,412	12,433
Moorland to Herons Creek, Dual Carriageways (Planning, State and Federal funded)	Kew		2009	315,960	90,834	23,886
Oxley Highway to Kempsey (Planning)	Port Macquarie		NA	NA	2,664	9,350
Kempsey to Eungai (Planning, State and Federal funded)	Kempsey		NA	NA	2,136	16,133
Warrell Creek to Urunga (Planning, State and Federal funded)	Nambucca Heads		NA	NA	11,011	6,348
Bonville Bypass, Dual Carriageways (State and Federal funded)	Bonville		2008	245,000	108,320	96,017
Coffs Harbour Bypass (Planning, State and Federal funded)	Coffs Harbour		NA	NA	9,903	14,797
Coffs Harbour (Sapphire) to Woolgoolga Duplication (Planning, State and Federal funded)	Coffs Harbour Woolgoolga		NA	NA	3,723	18,319
Woolgoolga to Wells Crossing (Planning)	Woolgoolga		NA	NA	1,458	5,651
Wells Crossing to Iluka (Planning)	Harwood		NA	NA	6,411	7,820
Iluka Road to Woodburn (Planning)	Woodburn		NA	NA	1,302	3,340
Woodburn to Ballina (Planning)	Ballina		NA	NA	2,729	17,674
Ballina Bypass, Dual Carriageways (Planning and Pre-construction, State and Federal funded)	Ballina		2012	640,000	57,322	51,743
Tintenbar to Ewingsdale (Planning, State and Federal funded)	Bangalow		NA	NA	8,831	17,642

Project description	Location	Status	Announced completion date	Estimated total cost \$000	2007-08 exp \$000	Previous years exp \$000
Brunswick Heads to Yelgun, Dual Carriageways (State and Federal funded)	Billinudgel	Completed	2007	256,000	6,499	239,972
Banora Point Upgrade including Sexton Hill (Planning, State and Federal funded)	Banora Point		NA	NA	2,018	7,229
Accelerated Pacific Highway Safety	Various		2008	20,000	8,400	8,100
Princes Highway						
New Intersection With Lawrence Hargrave Drive (Planning)	Bulli		2011	31,000	2,256	3,952
Wollongong Northern Distributor Extension	Bellambi		2009	101,000	29,568	32,672
Oak Flats to Dunmore, Dual Carriageways	Dunmore		2009	130,000	38,311	15,545
Kiama Ramps	Kiama		2008	14,000	6,170	2,778
Gerringong to Bomaderry (Route Selection and Planning)	Gerringong, Berry, Bomaderry		NA	NA	3,741	2,373
Forest Road to Jervis Bay Road, Widen to four lanes (State and Federal funded)	South Nowra		2008	23,500	10,458	3,325
Conjola Mountain Realignment (State and Federal funded)	Conjola		2009	45,000	6,507	1,534
Pambula Bridge and Approaches (State and Federal funded)	Pambula	Completed	2008	17,000	8,203	5,566
Illawarra and South Coast						
Nowra to Nerriga Upgrade (State, Federal and Local Government funded)	Nowra		2010	80,000	10,671	30,946
Lanyon Drive, Tomsitt Drive to ACT border	Jerrabomberra		NA	NA	252	18
Central Coast						
Avoca Drive, the Entrance Road to Sun Valley Road	Green Point	Completed	2007	9,000	4,183	4,449
Avoca Drive, Sun Valley Road to Bayside Drive (Planning)	Green Point		2011	40,000	3,428	1,533
Central Coast Highway, Woy Woy Road Intersection Upgrade (Planning)	Kariong		NA	NA	519	204
Central Coast Highway, Brisbane Water Drive, Manns Road Intersection Upgrade (Planning)	West Gosford		NA	NA	4,141	11,046
Central Coast Highway, Carlton Road to Matcham Road (Planning)	Erina Heights		NA	NA	3,369	1,737
Central Coast Highway, Matcham Road to Ocean View Drive (Planning)	Wamberal		NA	NA	1,862	0
Central Coast Highway, Ocean View Drive to Tumby Road, Widen to four lanes	Wamberal		2008	42,000	21,739	18,834
Pacific Highway, Lisarow to F3, Stage 1, Dog Trap Road Intersection Upgrade	Ourimbah	Completed	2007	15,000	2,056	12,355

Project description	Location	Status	Announced completion date	Estimated total cost \$000	2007-08 exp \$000	Previous years exp \$000
Pacific Highway Lisarow to F3, Stage 2, Glen Road to Burns Road (Planning)	Ourimbah		2010	47,000	11,030	6,426
Pacific Highway, Tuggerah to Wyong, Anzac Road to Johnson Road, Dual Carriageways	Wyong		2009	42,000	11,889	11,792
Terrigal Drive Upgrade	Erina – Terrigal		NA	NA	355	116
Hunter						
Nelson Bay Road, Replacement of Tourle Street Bridge over the Hunter River	Mayfield		2009	47,000	19,843	3,153
Nelson Bay Road, Dual Carriageways from Bobs Farm to Anna Bay – Stage 2	Salt Ash	Completed	2007	12,000	1,380	10,927
Newcastle Inner Bypass, Shortland to Sandgate (Planning)	Sandgate		NA	NA	557	1513
New England Highway, Muswellbrook Bypass (Planning, Federal funded)	Muswellbrook		NA	NA	736	698
New England Highway, Realignment at Halcombe Hill (Federal funded)	Aberdeen	Completed	2007	15,400	3,966	11,371
New England Highway, Weakleys Drive Interchange (Federal funded)	Beresfield		2008	51,800	22,100	12,362
New National Network Link, F3 Freeway to New England Highway West of Branxton (Planning and Pre-construction, State and Federal funded)	Seahampton-Branxton		NA	NA	7,362	40,248
Third Hunter River Crossing	Maitland		2011	65,000	4,652	4,022
North Coast and Northern NSW						
New England Highway, Sunnyside Realignment (Planning, Federal funded)	Armidale		2009	13,500	577	362
Oxley Highway, Upgrade from Wrights Road to the Pacific Highway	Port Macquarie		2011	158,000	2,688	9,987
South Western NSW						
Barton Highway, ACT to Murrumbateman Bypass (Planning, Federal funded)	Murrumbateman		NA	NA	752	1,141
Western NSW						
Newell Highway, Moree Bypass (Federal funded)			2010	56,000	8,576	14,445

Appendix 2. Threatened species recovery plan

The RTA is required by legislation to report on the cost and progress of threatened species recovery plans.

Measures	Action taken to implement measures	Estimated annual cost	Status
Acacia pubescens (Downy Wattle) Recovery Plan			
Identify existing and potential threats to the <i>A. pubescens</i> population at Beverly Hills/Narwee on the M5 (north of Windarra Street).	Environmental Services Representative to visit site and identify existing and potential threats to the population.	\$580	Site visited and extent of population mapped in 2000. Sites to be included on the Roadside Corridor Management Plans. These plans are being compiled for release 2008-09.
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).	Asset Services to develop a threat and habitat management program to be incorporated into the Maintenance Plan for the F5, with advice from Environmental Services Representative. Asset Services to ensure that the program is implemented.	N/A	Interlink Roads has 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 F5 (north of Windarra Street) on a regular basis assess the effectiveness of the threat and habitat management programs	Environmental Services Representative to conduct at least an annual inspection of the population. Following each inspection compare inspection records and initiate corrective action if required.	\$620	Inspection completed for 2006. Requires inspection in 2008-09.
Assess development activities with reference to the recovery plan, the EIA Guidelines for <i>A. pubescens</i> and future advice from the National Parks and Wildlife Service (NPWS).	Environmental Services representative to advise project manager of this requirement if aware of the proposed activity before the EIA process. Project manager to advise EIA Consultant of this requirement. Environmental assessor to ensure that the recovery plan, EIA guidelines and NPWS advice have been considered in all relevant EIAs. Environmental assessor to take this requirement into account when preparing decision reports.	N/A	Environmental Services representative advised the project managers of the F5 widening and the M5 widening of the potential presence of <i>A. pubescens</i> . <i>A. pubescens</i> was not located within the study area of either 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 NPWS.	Asset Services has added references to the <i>A. pubescens</i> recovery plan in the Maintenance Environmental Management Plan (EMP) for the M5, with advice from Environmental Services representative.	N/A	Management plans implemented.
Forward to the NPWS 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 NPWS.	NA	No projects required information to be forwarded to NPWS in 2007-08.

Measures	Action taken to implement measures	Estimated annual cost	Status
Grevillea caleyi Threatened Species Recovery Plan			
Control of drainage runoff from Ryland Track in Ku-ring-gai Chase National Park.	Investigations to be made to determine controls of runoff from other side of road.	Nil	Site meeting undertaken with NPWS 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. There was an incident with contractor Transfield where a number of plants were inadvertently mown as part of roadside maintenance. This has been reported to DECC and the management plan for these plants is under review.
Darwinia biflora Threatened Species Recovery Plan			
Endorsement of the <i>D. biflora</i> Threatened Species Recovery Plan.	Comments on draft recovery plan provided to NPWS.	N/A	Recovery plan approved in 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.	N/A	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	Ongoing.
NPWS to be advised of any consents or approvals which affect <i>D. biflora</i> .	Advise NPWS when RTA proposals will affect <i>D. biflora</i> .	N/A	No projects required information to be forwarded to NPWS in 2007-08.

Measures	Action taken to implement measures	Estimated annual cost	Status
<i>Microtis angusii</i> (Angus Onion Orchid) Threatened Species Recovery Plan			
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 during the development of projects if aware of the proposed activity prior to EIA process. Environmental assessor to take this requirement into account when preparing decision reports.	N/A	Ongoing.
Liaise with NPWS, 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 of 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. Environmental assessor to take this requirement into account when preparing decision reports for projects that may have an impact on this species.	N/A	Ongoing.
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> locations. 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 to be 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.	\$630	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	Ongoing.
Notify NPWS of any new <i>M. angusii</i> populations discovered.	RTA recovery team member to notify NPWS when new populations of this species discovered.	N/A	No new populations have been identified by the RTA.

Measures	Action taken to implement measures	Estimated annual cost	Status
Duffys Forest Endangered Ecological Community Draft Recovery Plan			
Liaise with NPWS, 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 underway have been identified. Sites to be included on the Roadside Corridor Management Plans.
<i>Isoodon obesulus</i> (Southern Brown Bandicoot) Threatened Species Recovery Plan			
Endorsement of the <i>I. obesulus</i> Threatened Species Recovery Plan.	Formal notification to NPWS.	N/A	RTA has endorsed plan.
Liaise with NPWS, Hornsby, Warringah, Pittwater and Ku-ring-gai councils 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	Ongoing.
<i>Litoria aurea</i> (Green and Golden Bell Frog) Draft Management Plan			
Review of the <i>L. aurea</i> management plan.	Formal notification to NPWS, Sydney Catchment Management Authority (CMA).	N/A	Reviewed draft plan.
Liaise with NPWS, Parramatta, Holroyd City and Auburn councils, and Sydney CMA to manage Green and Golden Bell Frog 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 accommodate significance of original habitat as set out in DECC guidelines.	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	Ongoing.

Appendix 3. Committees and significant advisory groups

RTA staff serve as members of many committees and advisory groups.

A list of significant committees and advisory groups can be found below.

The Services chapter details information on Austroads and the Australian Transport Council.

Roads and Traffic Advisory Council

Established under the *Transport Administration Act 1988*, Roads and Traffic Advisory Council (RTAC) advises the RTA and the Minister for Roads 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 RTAC is by appointment by the Minister for Roads and comprises representatives from various organisations.

As at 30 June 2008, the council comprised:

- Councillor Allan Smith (Chair) representing the Local Government and Shires Associations of NSW.
- Mr Brett Gale representing NRMA Limited (resigned from NRMA March 2008).
- Mr Mark Crosdale representing the Labor Council of New South Wales.
- Emeritus Professor Ron Huckstep representing the

medical profession (retired April 2008).

Ex-officio members:

- Mr Les Wielinga, Chief Executive, RTA.
- Mr Sam Haddad, Director-General of the Department of Planning.
- Mr Jim Glasson, Director-General of the Ministry of Transport.
- Commissioner of the NSW Police Force, Andrew P Scipione, APM, MM.

Local Government Liaison Committee

The RTA Local Government Liaison Committee's role is to enhance communication and promote cooperation between the RTA and local government on road and traffic issues of mutual interest. It is the peak body for this communication and cooperation.

During 2007-08 the Committee discussed a broad range of issues including the Regional Road Timber Bridge Partnership, council contracts for road maintenance, administrative arrangements between Council and the RTA for road management, council audits, road safety issues and freight transport issues.

Membership is:

- Mr Les Wielinga, Chief Executive, RTA (Chair).
- Mr Michael Bushby, Director, Network Management, RTA.
- Mr David Stuart-Watt, Director, Licensing Registration and Freight, RTA.
- Mr Peter Collins, Director, Regional Operations & Engineering Services, RTA.
- Dr Soames Job, A/Director, NSW Centre for Road Safety, RTA.
- Councillor Genia McCaffery President of the Local Government Association of NSW.
- Councillor Bruce Miller, President of the Shires Association of NSW.
- Councillor Barry Johnston OAM, Vice President Shires Association of NSW and representing the Associations' Economic Committee.
- Bill Gillooly AM, Executive Director of the Local Government and Shires Associations of NSW.

State Road Authorities Project Management Executive

The executive's purpose is to provide mutual support to state road authorities (SRAs) to ensure the cost effective delivery of projects to the community. Membership comprises senior executives from all Australian SRAs including the Australian Capital Territory as well as the New Zealand SRA.

Australian Road Forum

The Australian Road Forum is a national peak body for Australia's roads. It is the Australian affiliate of the International Road Federation and provides a forum for information exchange, policy development and advocacy for stakeholders within the Australian road sector. Membership includes SRAs such as the RTA and the Department of Main Roads, Queensland. Private industry groups such as Boral, Shell and Transurban are also represented.

Transport Certification Australia Limited

Transport Certification Australia Limited (TCA) is a public company established to manage the national technical and business administration of the Intelligent Access Program (IAP) on behalf of Australian road agencies.

TCA's membership comprises all Australian state and territory road transport and traffic authorities, and the federal Department of Transport and Regional Services. It is governed by a board of directors who are responsible for setting the strategic direction, supporting strategies and operating performance objectives of the TCA.

The RTA's David Stuart-Watt, Director, Licensing, Registration & Freight, is the TCA board member for NSW.

ARRB Group Ltd

The ARRB Group Ltd. was created to serve the Australian national research, technical information and technology development needs of its members.

The organisations that provide members to the ARRB Group Ltd are:

- RTA.
- VicRoads (the Roads Corporation of Victoria).
- Department of Infrastructure, Energy and Resources, Tasmania.
- Transport South Australia.
- Department of Main Roads, Queensland.
- Main Roads, Western Australia.
- Commonwealth Department of Transport and Regional Services.
- Department of Infrastructure, Planning and Environment, Northern Territory.
- Department of Urban Services, Australian Capital Territory.
- Australian Local Government Association.
- Transit New Zealand.

Road Safety Taskforce

The Road Safety Taskforce was established by the Minister for Roads in January 2001 following an increase in fatalities in 2000, and a sharp increase over 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.

Members:

- Mr Les Wielinga, Chief Executive, 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 Force.
- Professor Danny Cass, Children's Hospital Westmead.
- Dr Jane Elkington, Health Consultant.
- Dr Julie Hatfield, University of New South Wales.
- Mr Brad Welsh, Youth Advisory Council (from February 2005).
- Mr Jack Whelan, Director, Business Coordination, Road Safety and Policy, RTA.
- Dr Soames Job, General Manager, Road Safety Branch, RTA.

Government Agencies Road Safety Council

Government Agencies Road Safety Council 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 30 June 2007, the council comprised:

- Mr Les Wielinga, Chief Executive, RTA (Chair).
- Mr John Feneley, Attorney-General's Department.
- Chief Superintendent John Hartley, NSW Police Force.
- Ms Pam Albany, NSW Health.
- Ms Caroline Boden, 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 David Stuart-Watt, Director Licensing, Registration and Freight, RTA.
- Dr Soames Job, General Manager, Road Safety Branch, RTA.
- Mr Luke Grant, 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.
- Mr Ken Browne, NSW Department of Gaming and Racing.
- Mr Jack Whelan, Director, Business Coordination, Road Safety and Policy, RTA.
- Dr Patricia Bryant, Manager Road User Safety, RTA.
- Mr Russell Humble, Manager Road Safety Strategic Projects, RTA.
- Ms Rosemary Caruana, Department of Corrective Services.
- Mr Peter Harvey, Department of Corrective Services.

NSW Bicycle Advisory Council

The Bicycle Advisory Council (BAC) was established to advise the Minister for Roads, through the RTA Chief Executive, on all matters concerning bicycle use, cyclist safety and bicycle facilities.

The NSW BAC is composed of ex-officio members with the exception of the Chair:

- Chairman (independent member, also representing local government).
- Bicycle NSW.
- Newcastle Cycleways Movement.
- NSW Police Force.
- A senior officer of the RTA.
- A senior officer of the Ministry of Transport.

The Chair of the BAC is appointed by the Minister for Roads with the right of direct access to the Minister as well as to the Chief Executive of the RTA. The current Chair is Cr Patricia Gould (Albury City Council) who also represents the Local Government and Shires Associations of NSW.

Roadside Environment Committee

The purpose of the Roadside Environment Committee is to improve and enhance the management of roadsides in NSW through the engagement of community and key stakeholders.

Membership of the committee is formed by representatives of the following organisations:

- RTA, Nature Conservation Council Country Energy, Rural Fire Service, Rail Infrastructure Corporation, Greening Australia NSW, Institute of Public Works Australia, Local Government Engineers, Shires Association of NSW, Rural Lands Protection Board, Department of Natural Resources, Department of Environment and Climate Change.

RTA Heritage Committee

The purpose of the RTA Heritage Committee is to discuss issues relating to strategic heritage management of RTA assets.

The RTA Environment Branch administers the committee and membership is formed by representatives of the Department of Planning, Heritage Branch, National Trust, Royal Australian Historical Society, Engineers Australia and community representatives who specialise in bridges. The RTA also provides several representatives.

Road Freight Advisory Council

The Road Freight Advisory Council (RFAC) assists in identifying and delivering freight solutions that will meet the needs of the NSW and Australian community and economy. The solutions and strategies identified by the RFAC are built on a foundation of:

- Improving safety management and outcomes in the freight and logistics sector.
- Better integrating road network access and road asset management issues.
- Delivering strong compliance assurances for the benefit of the community, local government and the road transport and logistics industries.

The RFAC is comprised of executives and leaders from a range of business and community backgrounds across NSW and interstate. In 2007-08 the council achieved/agreed on the following.

- Developing a work program of priority issues to 30 June 2012.
- That the RTA should develop an updated heavy vehicle rest area map.
- That the RTA needed to better understand the supply and demand for heavy vehicle rest areas, especially on key freight routes and in major urban centres.
- Advising the Minister for Roads that it supported the establishment of a Transport Industry Safety Group in NSW.

As at 30 June 2008, the Council comprised:

- Les Wielinga, Chief Executive, RTA (Chair).
- Alan Evans, President, NRMA.
- Peter Fox, Chairman, Linfox.
- Philip Lovel, Chief Executive Officer, Victorian Transport Association.
- Jim Savage, President, Livestock and Bulk Carriers Association.
- Stephen Thacker, Director, Supply Chain, Ingram Micro Pty Ltd.
- Terry Pennington, Chief Technical Officer, Truck Industry Council.
- Mark Crosdale, Secretary, Newcastle and Northern Sub-Branch, Transport Workers Union.
- Ron Fimemore, Executive Chairman, Ron Fimemore Transport.
- Geoff Thomas, National Transport Manager, Woolworths Limited.
- Vicky Leeds, National Industrial Relations Manager, Leighton Holdings Pty Ltd.
- Tony Davidson, Chair, Sea Freight Council of NSW.
- Ingilby Dickson, Vice President, Logistics and Procurement, BlueScope Steel.

Other

The RTA also provides representatives to a number of local and regional committees. These include technical and professional forums and institutions, university advisory boards, research reference groups, Australian standard committees, technology review panels, industry advisory committees, traffic committees and safety taskforces.

Appendix 4. Senior executive performance statements

SES Level	2003-04	2004-05	2005-06	2006-07	2007-08
CEO under S.11A#	1	1	1	1	1
Level 6	2	5	6	5	5
Level 5	4	2	2	2	2
Level 4	8	10	10	10	11
Level 3	15	14	14	19	24
Level 2	14	12	12	7	3
Level 1	0	0	0	0	0
Other	0	0	0	1	0
Total	44	44	45	45	46

Note: The number of SES positions occupied by women in the current year was five.

CEO position is listed under S.11A of the *Statutory and Other Officers Remuneration Act 1975*.

Individual statements

Name:	Les Wielinga
Position:	Chief Executive
Level:	8
Period in position:	2007-08
Total remuneration package:	\$412,820

During the period Mr Wielinga continued to focus on delivering a safe, sustainable and efficient road transport system. He directed a range of significant policy and infrastructure activities in support of the NSW Government priorities and led improvements to the management of the RTA's internal business operations.

Significant achievements in 2007-08

Organisational management

- Oversaw the appropriate allocation of the RTA's resources and budget across programs to achieve RTA results and services for the community and meet Government priorities.
- Led the development and delivery of *Blueprint* – the new RTA corporate plan for 2008-2012 which was released on 14 March 2008. Mr Wielinga visited and presented *Blueprint* to each of the RTA's six regions before 30 June 2008. *Blueprint* is aligned to the NSW State Plan, and sets out the RTA's key 'agenda' of priorities over the next few years.

Inter-agency planning and delivery

- Led the RTA's involvement and contribution to the NSW State Plan. As the Lead Agency Chief Executive for Priority S7: Safer Roads, Mr Wielinga oversaw the development of the S7 Priority Development Plan (PDP), including the delivery of a summary S7 PDP and road safety performance data. Mr Wielinga also oversaw the RTA's input as a 'partner agency' to several State Plan priorities. The RTA has also been identified by other agencies to contribute to their achievement of particular milestones and actions for other State Plan priorities.
- In order to assist the delivery of the S7: Safer Roads priority, Mr Wielinga oversaw the establishment and start of operations of the NSW Centre for Road Safety in January 2008. The work of the centre is based on the four pillars of road safety – Safer People, Safer Roads, Safer Vehicles and Safety Technology – representing the key components of the RTA Safe System Partnership approach to road safety.
- In addition to the State Plan, oversaw the RTA's contribution to the implementation of the Metropolitan Strategy, the State Infrastructure Strategy and the Premier's Urban Transport Statement.
- Led the RTA's involvement with other transport and planning agencies including the Ministry of Transport, the Department of Planning, the Department of Environment and Climate Change, and the Office of the Coordinator General to ensure a whole of Government focus was applied to the provision of road infrastructure as part of a sustainable and integrated transport and land use system.

- Represented the RTA on a range of high level committees including the Chief Executive's Committee, the NSW CEO Transport Cluster and, at the national level, the Standing Committee on Transport/Transport Agencies Chief Executives, Australian Transport Council and the Austroads Council.

Road development

- Led and managed the delivery of the RTA's \$1.4 billion Road Development program.
- Oversaw the continuation of the strategic partnership with the Federal Government through the AusLink land transport investment program for road development and maintenance on the National Network and other key strategic routes in NSW. This includes the duplication of the southern Hume Highway and the upgrading of the Pacific Highway.

Road management

- Oversaw the management of the seamless transition of the Sydney Harbour Tunnel to full electronic tolling in July 2007 and increased the number of E-only lanes on the Sydney Harbour Bridge.
- Oversaw a significant increase in the tolling market share. The number of RTA tags increased by 200,000 in 2007-08 (growth of 40 per cent). This represents roughly 48 per cent of the tolling tag market share in NSW.
- Oversaw tolling product interoperability with the Eastern Distributor (M1), the Hills Motorway (M2), State Wide Roads (M4) and Interlink (M5).
- Continued to lead the provision of efficient and safe management of traffic flow on the road network through the RTA's Transport Management Centre and the planning and operation of effective responses to incidents.
- Achievement of successful coordination of traffic management for significant events in Sydney including the Asia-Pacific Economic Cooperation (APEC) meeting hosted in September 2007, New Year's Eve celebrations and other planned events. Led the RTA's road and traffic management planning in the lead up to World Youth Day.
- Continued to work with the Ministry of Transport to ensure the delivery of bus priority infrastructure across the Sydney Strategic Bus Corridor network, including completion of 72 projects.
- Oversaw the awarding of the contract for the M5 East Tunnel air filtration.
- Delivery of the \$1 billion Infrastructure Maintenance program with significant outcomes including 11 new bridges.

- Start of improvement works for the \$100 million Pinch Points program.
- Oversaw the implementation of projects to address the NSW Auditor-General's recommendations arising from the report on the Condition of State Roads.
- Chaired the RTA Executive Environment Committee to drive the continual improvement of environmental planning, management and performance across the organisation.

Road use

- Continued to lead the delivery of a range of road safety programs and initiatives. The combination of engineering, enforcement and education programs have resulted in a provisional financial year road toll of 396 people killed in 2007-08 (compared to 446 for 2006-07) and a fatality crash rate reduced to 5.7 per 100,000 population (compared to 6.5 for 2006-07).
- The 2007 provisional road toll was 445, the lowest since World War II with 10 per cent reduction on 2006 figures.
- Improved heavy vehicle compliance through:
 - The development and implementation of the first stage of the Intelligent Access Program (first service provider certified in April 2008).
 - The expansion of the Higher Mass Limits Network (HML), with 90 per cent (14,000km) of the eligible NSW road network within the expanded HML access zone approved for HML.
- Oversaw an increase in the number of transactions which can be completed online. Transactions completed online increased from 15.5 per cent at the end of June 2007 to 23.6 per cent by the end of June 2008. This volume includes approximately 26 per cent of registration renewals.
- During 2007-08, the RTA provided registration and licensing services in relation to 4.64 million drivers and riders and 5.2 million registered vehicles in NSW.
- Achieved customer satisfaction results for 2007-08 which exceeded the target of 90 per cent with 93 per cent of customers rating motor registry services as very good or good.
- Oversaw the development of a single set of NSW road rules, by incorporating the Australian Road Rules and existing local road rules (NSW Road Rules implemented on 1 July 2008).
- Oversaw a range of road transport legislation and regulations.

Name:	Jack Whelan
Position:	Director, Business Coordination, Road Safety and Policy
Level:	6
Period in position:	2007-08
Total remuneration package:	\$284,950

Significant achievements in 2008-09

Road safety

- As the RTA Director responsible for the delivery of the State Plan priority S7: Safer Roads, Mr Whelan oversaw and managed the RTA's further development of the S7 Priority Development Plan (PDP) and reporting of road safety performance data.
- To assist the delivery of the S7: Safer Roads priority, Mr Whelan oversaw the start of operations of the NSW Centre for Road Safety in January 2008. The centre is based on the four pillars of Safer People, Safer Roads, Safer Vehicles and Safety Technology – which represent the key components of the RTA Safe System Partnership approach to road safety. Recruitment of positions has begun, with three of five key management positions filled. Other positions within the centre will be advertised and filled, as required, during 2008-09.
- Oversaw the achievement of further reductions in the NSW road toll. The 2007 preliminary road toll was 445, the lowest since World War II, with a 10 per cent reduction on the previous year.
- Achieved a 45 per cent reduction in the number of deaths from crashes involving a P1 driver, which fell from 49 in 2006 to 27 in 2007.
- The 'Speeding. No one thinks big of you' campaign won Campaign of the Year at the national AdNews awards. It was also short listed for the prestigious Titanium and Integrated Competition in Cannes, France, from a total of 432 entries.

- Drove the delivery of a range of road safety initiatives, programs and campaigns, including:
 - New research into the use of Intelligent Speed Adaptation by the NSW Centre for Road Safety which has fitted two research vehicles with these devices with plans to expand this to 100 fleet vehicles.
 - A 4.5 per cent increase in the number of kilometres of the network covered by fixed speed cameras.
 - Acknowledgment received for the success of key highway reviews, with staff from the NSW Centre for Road Safety winning the Premiers Award (silver) for 'Delivering Better Services'.
 - The RTA Crashlab delivered \$3.2 million in revenue – an increase of \$350,000 from the previous financial year.
 - The highly successful motorcycle cornering campaign, developed in March 2007 and continued until March 2008, using a series of motorcycle magazine advertisements, billboard and convenience advertising.
 - The continued implementation of 40km/h high pedestrian zones, with an additional 12 areas implemented or upgraded during 2007-08.
 - The development and implementation of Road Safety Impact Statements (RSIS) including phase one – infrastructure maintenance programs and infrastructure development projects – and phase two – developing a new methodology for RSIS to incorporate consideration of additional factors such as crash severity, speed zoning and climate zoning.
 - More than 60 vehicle crash tests conducted by Crashlab with 40 per cent of these in support of vehicle safety development initiatives during the 2007-08 period.
 - The development and implementation of education campaigns targeting heavy vehicle drivers including seat belts, fatigue, drug driving and speeding.

Public communication

- Led the management of Sydney's Big Weekend campaign to advise motorists of changes to traffic conditions from 23-25 February 2008 due to several major events in Sydney. Events included the visit of the Queen Victoria and the QEII cruise ships, major sporting events and festivals. Along with special event clearways and road closures, the campaign aimed to advise the public not to drive and to use public transport. The campaign consisted of press advertising, Australian Traffic Network traffic reports and online advertising.
- The RTA ran an extensive public communications campaign for the 2007 Asia-Pacific Economic Cooperation (APEC) meeting hosted in Sydney in September 2007. More than 230,000 letters and 10,000 postcards outlining special event clearways and other traffic arrangements were distributed to affected residents, businesses, properties and vehicles along clearway routes. The campaign also included extensive media coverage, both newspapers and radio.
- Oversaw the development of the Sydney Orbital television commercial, aired to promote the orbital network and the Sydney Motorways website.
- Drove the development and implementation of Summer anti-speeding campaign, launched by the Minister in December 2007, which included 'road shows' in December 2007 and January 2008.
- Led planning for RTA's community relations campaign for World Youth Day.
- Launched a recruitment campaign, in conjunction with Human Resources Branch, to attract engineers to the RTA. The campaign included Careers Fair, features in newspapers, and booklets targeting school students in Years 9-12.

- Coordinated the development and implementation of a number of campaigns to promote and sell special number plates, including:
 - Point-of-sale displays and merchandise produced for the Sydney International Motor Show, including an auction of a limited range of numeral only number plates.
 - A campaign to promote 16 National Rugby League (NRL) team plates and an online auction of 216 limited release Centenary of Rugby League plates. The campaign reached NRL fans through targeted media, direct marketing, and through Leagues clubs and football clubs. A microsite – www.NRLplates.com.au – was developed to promote the plates throughout the campaign.
- Led the development and distribution of more than 615 community updates, household notifications and displays, as well as more than 230 community meetings, workshops and stakeholder briefings relating to road infrastructure projects.
- Coordinated the development and publication of a plain English public information brochure on the RTA and Property Acquisition and a brochure on Privacy and RTA Projects.
- Oversaw an internal audit of procurement processes in Infrastructure Communication and Corporate Communication branches.

Planning and coordination

- Led the development, delivery and communication of *Blueprint* – the new RTA corporate plan for 2008-2012. *Blueprint* was released in March 2008. An internal communication strategy was developed, including the Chief Executive visiting and presenting *Blueprint* to all RTA regions by 30 June 2008.
- Led RTA activities in relation to internal staff communication, ministerial correspondence and media enquiries.
- As Chairperson of the inaugural Public Sector Charity Ball on 2 November 2007, led the development, promotion and management of the ball which raised over \$50,000 for the APEX Australia Destiny Youth Trust.

Name:	David Stuart-Watt
Position:	Director, Licensing, Registration & Freight
Level:	6
Period in Position:	2007-08
Total Remuneration Package:	\$311,950

Significant achievements in 2007-08

- Seamlessly transitioned the Sydney Harbour Tunnel to full electronic tolling and increased the number of E-only lanes on the Sydney Harbour Bridge.
- Significantly increased the tolling market share, by increasing the number of RTA tags by 200,000 in 2007-08 (growth of 40 per cent). This represents roughly 48 per cent of the tolling tag market share in NSW.
- Established tolling product interoperability with the Eastern Distributor (M1), the Hills Motorway (M2), State Wide Roads (M4) and Interlink (M5).
- Improved heavy vehicle compliance through:
 - The development and implementation of the first stage of the Intelligent Access Program (first service provider certified in April 2008).
 - The expansion of the Higher Mass Limits Network (HML), with now 90 per cent (14,000km) of the eligible NSW road network within the expanded HML access zone approved for HML.
- Re-established the Road Freight Advisory Council to identify and develop freight solutions that will meet the needs of the NSW and Australian community and the economy.
- Implemented registration reform, including:
 - Improving the efficiency of the registration system by enhancing the transfer process and increasing the availability of e-business.
 - Extending the eSafety Check Scheme to 100 per cent of Authorised Inspection Stations to streamline the registration process for customers and enable greater uptake of online registration.
 - Introducing an expanded suite of registration options to better cater for customer needs.

- Increased the number of transactions which can be completed online. Transactions completed online increased from 15.5 per cent at the end of June 2007 to 23.6 per cent by the end of June 2008. This volume includes approximately 26 per cent of registration renewals.
- Improved customer and business-to-business services by:
 - Improving the Customer Authentication System to support online customer service.
 - Starting the registration transfer processes, increasing the potential for electronic transactions.
 - Implementing the E-Toll casual user pass product, to increase e-business usage.
 - Implementing Heavy Vehicle Inspection Scheme online bookings.
- In 2007-08, the RTA provided registration and licensing services in relation to 4.6 million drivers and riders and 5.2 million registered vehicles in NSW.
- Achieved customer satisfaction results for 2007-08 which exceeded the target of 90 per cent, with 93 per cent of customers rating motor registry services as very good or good.
- Implemented the new test for Class 'C' drivers.
- Implemented young driver and older driver initiatives.
- Established the National Transport Policy Secretariat to provide support to the Transportation Marketplace Working Group and lead developments in national transportation policy initiatives, including heavy vehicle issues.
- Participated in national road transport reform through:
 - Leading the Austroads Registration and Licensing and Freight Programs.
 - Supporting the CE in the Standing Committee on Transport.
 - Undertaking the role of Director Transport Certification Australia, ARRB Group and Australian Road Forum.
- Successfully facilitated the transfer of the Tow Truck Authority to the RTA, establishing the RTA as the tow truck regulator; requiring legislative amendments, the integration of budgets and the implementation of RTA systems and processes.

- Managed more than 800,000 camera-detected penalty notices (speeding, bus lane, Safe-T-Cam and emissions).
- Managed court briefs and documentation for almost 7000 mentions and almost 2000 hearings.
- Consistently maintained a high level of speed camera operational uptime, with a 2007-08 average of 94 per cent.
- Undertook more than 3600 certifications and calibrations on speed cameras.
- Supported the use of alternative transport through bus lane enforcement, with more than 85,000 bus and transit lane incidents being verified.
- Supported the Safety Around Schools initiative through the installation of 23 additional cameras in 15 school zone locations, bringing the number of cameras in school zones to 53 cameras operating in 38 school zone locations.
- Coordinated the Licensing, Registration and Freight (LRF) Bill program prior to the Spring and Budget sessions of Parliament and coordinated the progress of the following legislation.
 - *Road Transport (General) Amendment (Heavy Vehicle User Charges) Act 2007.*
 - *Road Transport (General) Amendment (Written-Off Vehicles) Act 2007.*
 - *Road Transport (Safety and Traffic Management) Amendment (Novice Drivers) Act 2007.*
 - *Road Transport Legislation Amendment (Car Hoons) Act 2008.*
 - *Road Transport Legislation Amendment Act 2008.*
 - *Tow Truck Industry Amendment Act 2007.*
 - *Tow Truck Industry Amendment Bill 2008.*
- Managed the remaking of the *Road Transport (Vehicle Registration) Regulation 1998* (now 2007) and the *Motor Vehicles Taxation Regulation 2003* (now 2008).

- Managed the making of the following regulations.
 - *Road Transport (Driver Licensing) Amendment (Notice of Licence Suspension or Cancellation) Regulation 2007.*
 - *Road Transport (General) Amendment (Class 9 and 10 Officers) Regulation 2007.*
 - *Road Transport (General) Amendment (Mobility Parking) Regulation 2007* and *Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Mobility Parking Scheme) Regulation 2007.*
 - *Road Transport (Vehicle Registration) Amendment Regulation 2007* (with consequent amendments to other regulations).
 - *Tow Truck Industry Amendment Regulation 2007.*
 - *Road Transport (Heavy Vehicles Registration Charges) Amendment Regulation 2008.*
 - *Road Transport (Driver Licensing) Amendment (Temporary Overseas Visitors) Regulation 2008.*
 - *Motor Vehicles Taxation Amendment (Refunds) Regulation 2008.*
- Prepared the Regulatory Impact Statement for, and managed the process towards, the making of the *Tow Truck Industry Regulation 2008.*
- Implemented a single set of NSW Road Rules on 1 July 2008, by incorporating the Australian Road Rules and existing local road rules.
- Completed a suite of compliance-related business improvement initiatives, including:
 - Undertaking the first RTA mock trial to test new legislation.
 - Completing a round of education and awareness sessions for regional solicitors.
 - Establishing a number of inter-agency committees for the implementation of case management and systems integration.
 - Scoping the requirements for a Court Case Management System.

Name:	Michael Bushby
Position:	Director, Network Management
Level:	6
Period in Position:	2007-08
Total Remuneration Package:	\$284,950

Significant achievements in 2007-08

- Successful coordination of traffic management for the Asia-Pacific Economic Cooperation (APEC) meeting, New Year's Eve celebrations and other planned events. Coordinated the RTA's road and traffic management planning in the lead up to World Youth Day in 2008.
- Implementation of full electronic (cashless) tolling in the Sydney Harbour Tunnel to allow for reduced travel times through the tunnel and to improve the efficiency of the road network (State Plan Priority E7).
- Development of Management Systems for the Sydney Harbour Bridge to enable the rapid closure of the bridge for an emergency, a long-term closure, and the RTA Response Plan for a train incident on the bridge.
- Delivery of the \$1 billion Infrastructure Maintenance Program with significant outcomes including 11 new bridges.
- Achievement of an additional \$50 million to address pavement surfacing and replacement issues identified in the Auditor-General's *Condition of State Roads* report and initiation of 12 projects to implement other recommendations and completion of one project.
- Completion of the first stage of the \$90 million enhanced funding program to successfully deliver bus priority infrastructure across the Sydney Strategic Bus Corridor network including completion of 72 projects and start of a further 24.
- Start of installation of Public Transport Information and Priority System (PTIPS) with the STA northern beaches bus fleet now on track for completion by October 2008 (it is anticipated that completion of the entire STA fleet will be achieved by the end of 2009).
- Successful implementation of a range of key measures as part of the Sydney CBD Bus Strategy.

- Contribution to the Ministry of Transport's Priority Development Plan to address key priorities (S6: Increasing share of peak hour journeys on a safe and reliable public transport system and E7: Improve the efficiency of the road network) in the State Plan.
- Completion of 31 pedestrian crossing upgrades on multi-lane State Roads including installation of traffic signals at 25 sites.
- Completion of seven major railway level crossings upgrades and many minor improvements together with a Motorist Awareness Campaign.
- Increase of the bicycle network length by 174km and successful sponsorship of the Portfolio Partners Sydney Spring Cycle in October 2007 in which 8500 cyclists participated.
- Start of improvement works for the \$100 million Pinch Points program including work on the Narellan Road/Blaxland Road/Gilchrist Drive intersection, the Campbelltown Road/Blaxland Road intersection and the Richmond Road/St Mary's Road project with the first two of these to be completed in 2008.
- Completion and deployment of an enhanced version of the Sydney Coordinated Adaptive Traffic System (SCATS), with SCATS rollout now into 128 cities across 24 countries worldwide (controlling more than 28,000 intersections worldwide).
- Replacement of all high voltage incandescent lanterns at traffic signal sites in NSW completed with conversion in 848 sites to more environmentally sustainable LED lanterns and a further 192 sites fully converted to quartz halogen lamps.
- Completion of the M5 East Options Study with recommended options submitted for consideration.
- Start of video identification of smoke emitting heavy vehicles in the M5 East with infringements issued to offending vehicles.
- Preparation of a draft strategy document identifying and addressing network planning issues for Sydney over the next 10 years.
- Provision of input into the F3 to Sydney Orbital Study Inquiry by Justice Pearlman.

- Revision of the Incident Management Plan for the F3 and development of procedures for contra flow. A suite of improvements to assist in incident management was also developed and construction began on upgrading crossover points, the erection of signposting, the strategic location of resources and the purchase of VMS and CCTV cameras.
- Development of a strategy and start of implementation to facilitate the smooth transition of the M4 into public ownership in 2010.
- Assistance with the Victoria Road upgrade project in partnership with stakeholders and the alliance.
- Completion of the review of the Hunter and Sydney Region road reservations and provision to the Minister, together with progression of regional reviews in rural areas.
- Development of a Network Management Programming Policy Framework providing the foundation for draft Programming Policy and Guidelines for consultation.
- Development of Network and Corridor Planning Practice Notes.
- Audit and re-certification of the Transport Management Centre (TMC) Business Management System and the BPEC to ISO 27001 (TMC) and ISO 9001 (BPEC) respectively.
- Rollout of the TMC Development Program.
- Amendment of the RTA Privacy Policy to allow motorway operators access to driver details for multiple non-payment of tolls (subject to Attorney-General's approval).
- Implementation of significant business reform programs within the Directorate.
- Completion of a draft plan (Maintenance of Service Effort) meeting Treasury requirements.
- Completion of the Brownfields Guide, a road design guide for the rebuilding of existing roads.
- Remaking of the Roads (General) regulation (2002) into the Roads Regulation 2008.

Name:	Peter Collins
Position:	Director, Regional Operations and Engineering Services
Level:	5
Period in Position:	2007-08
Total Remuneration Package:	\$253,500

Significant achievements in 2007-08

- Core programs of road development, road management and road use amounting to \$1.6 billion delivered to meet community needs across the State. Highlights included:
 - Completion of construction works and opening to traffic of the Brunswick Heads to Yelgun Upgrade on the Pacific Highway.
 - Completion of works on Central Coast Highway Erina – Terrigal Drive to Carlton Road with four-lanes opened to traffic.
 - Completion and opening to traffic of four-lanes on Avoca Drive Green Point – Central Coast Highway to Sun Valley Road.
 - Completion of construction works and opening to traffic of HW2 – Hume Highway – Towrang to Carrick Creek.
 - Road realignment and replacement of three bridges on the Sturt Highway at Gillenbah.
 - Bonville Bypass – switching of highway traffic onto new sections ahead of time.
 - Achieving key milestones of concept development, final design and proceeding to contract achieved to tight timeframes on the Princes Highway at Conjola Mountain project.
 - Start of construction on the Ballina Bypass, Pacific Highway.
 - Completion of works and opening to traffic of Pambula Bridge, Princes Highway.
 - Replacement of bridge at Swan Brook with a new three span superstructure bridge.
 - Completion of road realignment works on Narellan Road.

- Start of reconstruction works at Hazelbrook to ensure duplication to four lanes on Great Western Highway.
- ‘Protect the peak’ approach to road works to ensure minimal disruption to peak traffic in Sydney.
- Incident management plans for key routes on the State Road Network developed including incident response plans for several segments of the Pacific Highway, New England Highway, Great Western, Mid Western and Newell highways.
- Excellent results achieved in the Road and Fleet Services business – a record income (\$742 million) and surplus (\$57 million), with a total of \$52.4 million won from external clients, up \$5.2 million from 2006-07.
- Second phase of the Government’s Safety around Schools initiative (School Zone Alert System) delivered within announced time frames with signage installed on 50 identified sites.
- 40km/h High Pedestrian Activity Area Program progressed across targeted areas in the Sydney metropolitan area.
- Heavy vehicle driver fatigue reform strategy supported through construction of enforcement bays on the Pacific Highway.
- Excellent results in OHS with a reduction of more than 20 per cent in lost time injuries in Road and Fleet Services, which became the first government organisation to secure accreditation under the Australian Government Building and Construction OHS Accreditation Scheme.
- Endorsement of regional processes and commendations on overall project planning by the legal team involved in the coronial inquiry into crashes on the Princes Highway.
- Ongoing progress made in creating a centre of excellence in engineering through strengthening the RTA’s technical resources in the new Engineering Technology Branch.
- Provided leadership on Aboriginal affairs and results for the RTA through managing the implementation of the Aboriginal Action Plan 2006-10.
- Created a strong performance culture through a rigorous regimen of reporting and tracking of key performance indicators resulting in sharper accountability for results across the Directorate.

Name:	Brian Watters
Position:	Director, Major Infrastructure
Level:	6
Period in Position	2007-08
Total remuneration package:	\$277,088

During 2007-08 Brian Watters provided leadership in the areas of major project development and delivery, including motorways, with a focus on project development and project management, urban design and the environment.

Significant achievements in 2007-08

- Led and managed the delivery of the RTA’s \$1.4 billion Road Development program.
- Maintained strategic partnerships with the Federal Government, State Government agencies, contractors, consultants and industry associations.
- Oversaw the management of major works on the Pacific, Hume and the Princes highways.
- Oversaw the planning and the development of the Pacific Highway Upgrade and the Southern Hume Highway Duplication.
- Major projects completed under Mr Watter’s leadership and opened to traffic in 2007-08 included:
 - Windsor flood evacuation route over South Creek.
 - Narellan Road extension to The Northern Road.
 - North West Transitway (Blacktown to Parklea)
 - Great Western Highway, Hazelbrook railway underpass.
 - Hume Highway, Towrang/Carrick intersection upgrade.
 - Pacific Highway, Brunswick Heads-Yelgun dual carriageway.
 - Pacific Highway, Tomago Road intersection upgrade.
 - Princes Highway, Pambula Bridge and approaches.
 - Central Coast Highway, Ocean View-Tumbi Road, stage 1.
 - Avoca Drive, The Entrance Road-Sun Valley Road.
 - Pacific Highway, Dog Trap Road intersection, Ourimbah.
 - Pacific Highway, Tuggerah-Wyong, stage 1.
 - Nelson Bay Road, Bobs Farm-Anna Bay, stage 2.
 - New England Highway, Halcombe Hill realignment.

- Oversaw and facilitated the introduction of alliance partnership contracts on two major Pacific Highway projects (Cooperook to Herons Creek and Ballina Bypass) and on the Victoria Road Upgrade.
- Oversaw and facilitated the awarding of construction contracts for:
 - Warringah Freeway pedestrian bridge at Falcon Street.
 - M5 East Tunnel air filtration.
 - M4 Freeway overpass duplication at Mamre Road.
 - Cowpasture Road, Camden Valley Way-Main Street.
 - Great Western Highway, Woodford-Hazelbrook, stage 2.
 - Hume Highway, Sheahan Bridge duplication at Gundagai.
 - Princes Highway, Conjola Mountain realignment, stage 1.
 - Main Road 92, Nowra-Nerriga, stage 2.
 - Pacific Highway, Lisarow-F3, stage 2.
 - Pacific Highway, Tuggerah-Wyong, stage 2.
 - Nelson Bay Road, Tourle Street Bridge replacement.
 - Moree Bypass, stage 1.
- Continued to lead and develop improvements to project management within the RTA.
- Continued to lead and manage the RTA’s urban design policy.

Name:	Rod Tout
Position:	Director, Corporate Services and Reform
Level:	5
Period in position:	2007-08
Total Remuneration Package:	\$253,500

Significant achievements in 2007-08

Procurement

- Strategic procurement savings of \$3 million per annum, including \$2.4 million saved by renegotiating motor vehicle leases.

Occupational Health and Safety (OHS)

- Treasury Managed Fund special award recognising the RTA’s long-term contribution to OHS and injury management within the public sector.
- Achieved better results than WorkCover’s ‘Working Together’ targets with an overall 25 per cent reduction achieved since December 2006 in injury prevention and injury management against the baseline target of 20 per cent, doubling that achieved by the NSW public sector. There has been an overall reduction since December 2006 in average claims cost of 52 per cent, which is 37 per cent better than target and 33 per cent better than the NSW public sector.
- Successfully reduced workplace injuries to 6.1 per 100 employees against a target of 6.4 and lost time injuries to 2.8 against a target of 3.3.
- Young Worker Safety Initiative targeting seven intake groups of young workers and their supervisors.

Efficient services

- Developed and began implementation of the RTA Fleet Improvement Plan to select vehicles by the criteria of fit-for-purpose, safety, environmental performance and cost.
- Employee Self Service extended to include on-line flexi-sheets across the RTA.
- Cashback processed approximately 718,000 claims totalling some \$95 million.

- 24,000 boxes of abandoned records were processed as part of the Abandoned Records Program. Around 9226 boxes of abandoned records destroyed.
- Document Management Centre relocated to a purpose-built facility that doubled its capacity without any increase in floor space.
- Reduction in renewal premiums for workers compensation of \$700,000 from \$7.4 million to \$6.7 million, with the rebate for both the three and give year hindsight premium adjustments of \$6.8 million.
- Upgraded CARMS, the corporate record keeping system, to add new functionality.

Information and Communications Technology (ICT)

- Finalising Voice Over IP (VOIP) roll-out across the RTA, achieving better voice services, integrated data and voice communications and reduced costs.
- Successfully completed a \$15 million program of work for Licensing, Registration and Freight Directorate with a strong focus on expanding the e-business service delivery channel. This program enables key Government initiatives in road safety, such as changes to laws to better protect young drivers, as well as key infrastructure upgrades to ensure business continuity at the motor registries.
- Traffic Volume web site application was launched on 16 October 2007, which provides online access to traffic volume data across the NSW road network.
- The myE-Toll pass system was launched on 4 July 2007 and other system changes enabled the Sydney Harbour Tunnel to move to cashless tolling on Sunday 8 July 2007.
- Introduced a new software package for FOI reporting and recording.
- Oversaw rationalisation of fax, copy and printing devices from 2100 to approximately 715 Multi Function Devices, resulting in a 25 per cent decrease in energy consumption. This equates to a reduction of approximately 156 tonnes of carbon emissions annually, in addition to significant cost savings from the technology itself.

- The use of default screen savers and the replacement of desktop monitors with LCDs across the organisation continues to reduce electricity consumption and associated greenhouse gas emissions for the community at large. It is estimated that electricity usage for monitors across the RTA has declined by 50-60 per cent and cost has declined by about \$30,000 per year.
- Information Management & Information Technology Branch (IM&IT) assisted Department of Primary Industries during the Equine Flu outbreak.
- Achieved continued accreditation to ISO 27001 Information Security Management.
- 99.8 per cent uptime for DRIVES (Driver Licensing and Vehicle Registration) system.
- 87.2 per cent of desktop calls resolved within 10 hours, an improvement of 7.2 per cent on 2006-07.
- Achieved on time completion of 93.9 per cent of DRIVES and other projects worth more than \$100,000 and 95.4 per cent completion within budget (an improvement of 6.9 per cent and 8.4 per cent respectively on 2006-07).
- The total engagement cost of the Desktop and Support Services reduced by \$4 million compared to the previous year.
- Automation project completed for eight e-business applications, saving up to \$200,000 per annum.

Green vehicles

- Achieved an environmental score of 8.82 against a target of 12 for the vehicle fleet. This result was distorted because the commercial vehicles available both on Government contract and in the Australian market required for the RTA to meet its business delivery needs fall short of the target. Passenger vehicles outperformed the target, scoring 12.32.

Workforce capability

- The new e+ professional development program was launched, which provides participating engineers with a fast-track to achieving Chartered Status. The program is offered by the RTA in partnership with Engineers Australia and rewards successful participants with an internationally recognised qualification as well as Chartered Membership with Engineers Australia.
- A comprehensive change management tool kit developed for managers and staff.
- Delivered the organisational changes required to establish and resource the NSW Centre for Road Safety.
- The Chief Executive launched the RTA Leaders' Framework, with the inaugural Senior Leadership Initiative Program beginning in April 2008.
- Leadership Forums for Top 60 Managers were established to support further development of leadership capability.
- A total of 39 graduates, nine trainees, 18 apprentices, 46 scholars and 10 cadets joined the RTA, including four graduates who began under the new NSW wide 'fast track' graduate program, to support ageing workforce renewal strategies.
- Implementation of Director's Human Capital Metrics Dashboard across the RTA.
- Oversaw the rollout of the revised Work and Development Plan template.
- HR@RTA and Enquiry Services implemented.
- Establishment of Mental Health Awareness Program.
- Rollout of Learning@RTA – the RTA's new e-learning program.
- Revised and re-launched the RTA 'Code of Conduct' policy. At 30 June, 5500 staff across the RTA had attended the 'Code of Conduct' training workshop.
- Professional and Technical Advisory Committee established.

Name:	Brett Skinner
Position:	Director, Finance and Commercial Development
Level:	6
Period:	1 July 2007- 28 March 2008 *
Total Remuneration Package:	\$311,950

* Note: Rod Tout (Director, Corporate Services and Reform) acted as Director, Finance and Commercial Development from 31 March to 22 June 2008.

Significant achievements in 2007-08

Commercialisation

- Established Commercial Business and Strategy Branch and appointed General Manager early 2008 to drive commercial program to increase revenue generated from existing and potential commercial activities.
- Commercial Business and Technology Committee (CBTC) established and began operating from October 2007. The CBTC provides strategic direction and support for the identification and development of commercial opportunities across the RTA.
- Assumed management of Special Number Plates (SNP) business from the Licensing, Registration and Freight Directorate to consolidate the focus on development of commercial opportunities within this business.
- Partnered with Road and Fleet Services to improve financial reporting which now places this business at the forefront of commercial management across the RTA.
- Delivered outdoor advertising revenues of \$10.4 million in 2007-08, an increase of 21 per cent from the previous year.

Financial management

- Unqualified accounts for 30 June 2007 were signed by the Auditor-General.
- Led ongoing improvements to RTA Financial Dashboard to ensure integrity of financial information across the RTA.
- Sponsored significant program of review of financial policies and communication across the RTA.
- Directed the review/implementation of key financial system modules to support the upgrade of the corporate IMS system.

Corporate financial advice

- Managed program of financial advice on private sector infrastructure proposals including refinancing proposals.
- Advice provided on a range of issues relating to the Cross City Tunnel and Lane Cove Tunnel.
- Annual program of reviews for motorways implemented. The reviews provide a mechanism to gauge the performance of Public Private Partnership (PPP) contracts at any time.
- Sponsored implementation of the Contracts Management System for management of financial transactions in PPP contracts. This system provides an ongoing platform for managing financial aspects of current and future PPP contracts. Ninety-five per cent of all contract financial requirements are now incorporated into the system and will be finalised before the end of 2008.
- Annual indexation at December and June implemented for RTA products and services.

Corporate governance

- Annual Audit plan implemented and overseen by the Audit and Risk Committee.
- Sponsored the RTA's initial Corporate Risk Profile which was adopted by the Executive in September 2007.
- To enhance understanding and consistency of probity integration in major procurement, a probity guide and training across the RTA was finalised by end January 2008.

Corporate and commercial real estate

- Delivered the successful establishment and relocation of staff to new Western Sydney premises at Argyle Street, Parramatta.
- Initiated lease option reviews for RTA Head Office premises at Surry Hills.
- Oversaw the property sales and rental program where revenues exceeded budget by more than \$30 million to a total of \$79 million.
- Promoted partnering arrangements with LRF Directorate to improve planning for leasing and design of Motor Registries and Heavy Vehicle Inspection Stations.

Significant achievements of Rod Tout (Acting Director, Finance and Commercial Development from 31 March to 22 June 2008)

- Led the Directorate during recruitment for the Director, Finance and Commercial Development.
- Directed the 2008-09 Budget negotiations with Treasury and funding allocations across RTA programs.
- Led negotiations to finalise lease review of RTA Head Office. Directed negotiations to secure alternate premises and begin relocation project.
- Sponsored the targeted Special Number Plate (SNP) dealer strategy which realised an increase in SNP sales of more than 70 per cent.
- Sponsored the delivery of the online auction of National Rugby League number plates which resulted in \$355,000 of revenue for limited edition Centenary of League plates.

Appendix 5. Industrial relations

Awards/enterprise agreements

The awards and agreements setting the wages and conditions of employment for all staff expired on 30 June 2008. The Government's wages policy required the RTA to fund any proposed increases above 2.5 per cent per annum for future awards and agreements through employee-related cost savings. The RTA identified sufficient cost savings to enable it to make an offer of 4 per cent per annum over three years. This offer was made to all unions covering RTA staff on 15 April 2008. The offer was not accepted and agreement could not be reached for new awards before 30 June 2008.

Communication and consultation

The Peak Consultative Committee continues to be the primary point of consultation with salaried staff associations about business improvements impacting on staff.

The agreed consultative processes to discuss crucial industrial issues with all unions/associations continue. Forums and committees are convened periodically to address specific issues.

A Single Bargaining Unit continues to be the main negotiation and consultation forum for wages staff.

Movements in salaries, wages and allowances

Salaried and wages staff received a 4 per cent increase in salaries from the first full pay period after 1 July 2007 in line with award provisions.

Industrial Relations Commission

The RTA was involved in 17 disputes lodged with the Industrial Relations Commission. Seven were settled by conciliation and four were discontinued. Two disputes were referred for arbitration, however one was settled prior to going to hearing. Four disputes remained unresolved at 30 June 2008.

Three victimisation applications and related appeals, as well as the three disputes that were unresolved as of 30 June 2007, have all been finalised.

Seven unfair dismissal applications were lodged. Four were settled by conciliation. One was referred for arbitration and two remained unresolved at 30 June 2008. The two unfair dismissal applications that were unresolved at 30 June 2007 were referred for arbitration.

Lost time due to industrial action

73.7 equivalent full-time days were lost due to industrial action.

GREAT appeals – Promotional

Eight promotional appeals were lodged with the Government and Related Employees Appeal Tribunal (GREAT). Three appeals were disallowed and, at 30 June 2008, the remaining five were yet to be heard.

GREAT appeals – Disciplinary

Six disciplinary appeals were lodged with GREAT. Five were settled through conciliation and, at 30 June 2008, the other was yet to be heard.

TOTAL EFFECTIVE FULL TIME EMPLOYEES BY CATEGORY

Year	Salaried Staff	Wages Staff	Casual Staff	Total Staff
2004-05	5228	1615	26	6869
2005-06	5150	1750	22	6922
2006-07	5173	1718	33	6924
2007-08	5395	1496	38	6929

Appendix 6. Equal Employment Opportunity (EEO)

Diversity & Equity in the RTA

Human Resource Strategy branch is actively working to ensure RTA staff are representative of the communities we serve. The more diversity we build into our teams, the more creative, innovative and responsive our workforce will be to the challenges ahead.

Human Resource Strategy has established the new role of HR Principal Advisor, Diversity & Equity, to champion cultural change and influence business thinking in the building of a diverse, capable and flexible future workforce.

We aim to increase participation and develop a wide range of age, cultural and skill groups to enhance our business and customer service delivery.

Our key philosophy for equity is to ensure that identified target groups are encouraged in their input to RTA's key result areas. We use strategy review, policy and project support to increase their recruitment, integration, work outcomes and personal development.

Historically, the RTA has been an active contributor to the Government objective of a diverse workforce. These outcomes will be expanded by this dedicated HR role.

The additional new role of HR Principal Advisor, Communications, will assist in the documentation and promotion of equitable development opportunities and diversity in the RTA.

2007-08 actions towards gender equity for women

During 2007-08, the participation by women in the RTA workforce increased to 37 per cent.

Within RTA management, several women have taken up senior executive appointments. However with only 2 per cent of total staff appointed to USS 10 or above being women, we still have need to improve the development and support of women in management.

Recruitment of women in our 2007-08 intakes has been enabled via Employment Program pathways including Traineeships (5), Paraprofessionals (3), Rural Scholarships (10), our first female Engineering Cadet (1) and the acclaimed Graduate Program (15).

Skill development of our staff has been facilitated by the RTA template for Work and Development Planning (WDP) to provide evidence of on-job training and record project accomplishments. Staff WDP champions were identified and video cameos recorded to promote the WDP template; 40 per cent of the videos feature female staff.

Skill development also occurs via formal, fully sponsored training programs, including:

- e+ Chartered status accreditation for Engineers, introduced this year (in partnership with Engineers Australia).
- Top Steps to establish career pathways and development for women in middle management.
- Seminars, training and networking events by the Institute of Public Administration Australia – formal certified training in project management.
- Financial assistance and study leave provisions to support female staff studying post graduate studies in Transport & Traffic (3) and Masters Degrees in: Pavement Technology (1), Transport Management (2) and Engineering (1).

Our Spokeswomen's Program in 2007 with the theme 'Blow your own trumpet' was fully subscribed at all venues across the state, with participation from more than 550 women and excellent evaluation results.

In late 2007, we established the RTA Professional Women's Network, a regular luncheon meeting with high profile speakers for senior female staff across the organisation.

RTA has maintained an active membership of NSW Equal Employment Opportunity Practitioner's Association (NEEOPA).

2007-08 actions to increase the number of women in engineering

About 8 per cent of the RTA's engineer-qualified roles are filled by women. Our goal is to vigorously increase this figure.

During 2008, a strategy and budget was approved for the RTA to work in partnership with each of the five NSW universities offering tertiary Civil Engineering studies, to encourage greater numbers of female secondary students to consider a career in engineering. The RTA has been identified as the employer partner at established university events, and the RTA has initiated events at new locations. RTA funding and active support via guest speakers, worksite visits, internship placements and interactive activities has increased 'brand' awareness within the target audience. This initiative has been expanded to include numerous events and interactions in conjunction with Engineers Australia.

The inaugural RTA Equity Scholarships for Engineering studies attracted candidates from diverse and disadvantaged circumstances in 2008. We recruited four additional scholars including one rural woman in her second year, one rural Aboriginal student, and two metropolitan-based second year scholars from multicultural backgrounds.

2007-08 actions to increase employment and participation of Aboriginal people

The NSW State Plan and 'Two Ways Together' economic development plan require the identification of senior executive performance targets and increases in Aboriginal employment. The 'Making It Our Business' (MIOB) strategic framework tracks the organisation's performance against key result areas. In 2007-08 RTA has identified and filled Aboriginal positions including traineeships, apprenticeships, cultural and heritage advisors, driver licensing and road safety strategy advisors.

RTA has established a secondary scholarship for Aboriginal students, to assist Year 11 and 12 students in completion of maths and science subjects (both engineering prerequisites) in their NSW Higher School Certificate. The scholarship funds can be approved for practical support including purchase of a laptop or internet access, furnishings for a home study area, curriculum texts, resources or tutoring. Initially offered within the north western region of NSW, the scholarship is now available across regional NSW.

The 2008 Elsa Dixon grant submissions funded the establishment of:

- An Aboriginal Employment Coordinator; full-time permanent role, reporting to Principal Advisor Diversity & Equity (Department of Education & Training budget approval pending).
- An Aboriginal Cultural Heritage Advisor; south west region.

The RTA Aboriginal Action Plan 2006 – 2010 is under review in conjunction with 'Making It Our Business' reporting to RTA executive and NSW Premiers department.

As one of the initiatives implemented under the Aboriginal Action Plan, identified Aboriginal positions were established in entry level training programs including Motor Registry traineeships (Cert III Business), Apprenticeships (various trades), Civil Construction traineeships and administration traineeships (Cert III Government) based in various regional and city offices.

2007-08 actions to increase employment and participation of people with a disability

People who have disclosed a disability represent 4 per cent of the RTA workforce. The RTA has joined The Australian Employers Network on Disability (AEND), to facilitate any required adjustments at work, ensure we are supporting our staff with disabilities equitably and to build our 'disability confidence' as an employer. Membership of AEND was established at Bronze level for 2007-8 and promoted to Gold level for 2008-09. This increased support will assist a range of projects focussed on increasing our recruitment and support of staff identifying with a disability.

The RTA planned and promoted a forum on 'Disability in the Workplace', for staff who have a disability or those who have a work or personal interest in disabilities and employment. The forum is expected to result in the development of a steering committee of up to 10 staff members to provide advice and support to the Principal Advisor, Diversity and Equity, on the Diversity and Equity Plan, relevant policies, customer service or development programs and disability issues.

During March 2008, the RTA participated in the Department of Premier and Cabinet's review of agency procedures for customers with writing difficulties to explore alternative communication methods for customers with literacy problems.

2007-08 actions to increase the integration and retention of young people aged under 35 years ('Generation Y', born post 1980)

The RTA's Employment Programs Unit is being restructured to provide increased management and student support, tertiary institution liaison and proactive participant placement for the range of targeted pathways.

There was an exponential increase in the 2008 undergraduate intake for all entry categories, particularly rural engineering scholarships and cadetships. As the RTA is a regionally focused organisation, selection panels, comprising local managers, the tertiary education provider and human resource personnel, met in seven regional locations.

The 2008 paraprofessional program expanded to build career pathways from electrical trades into traffic network modelling and to develop RTA skills on-the-job in property acquisition/asset management and road design specialties.

A new committee was formed for the RTA Young Professionals Network (YPN) to raise the profile of young staff members via 'The Young Ones' regular feature in *Momentum*, a YPN intranet page and coordination of social networking events in key locations.

Austroroads Young Professional Study tour (Europe) nomination panels are working in partnership with other Australian agencies to provide a research team towards road safety improvements.

2007-08 actions to increase the participation of staff members with a multicultural background

The RTA will maintain membership of and participation in the Community Relations Commission (CRC) and undertake an ongoing agency review against the EAPS framework. The RTA staffing profile displays a wide cross-section of cultural and ethnic heritage. The principles of inclusion and equity apply across the RTA.

Key initiatives in support of all of our employees

- EEO Data collection and review of reporting.
- Access to and uptake of flexible work practices.
- Work and development planning; professional and technical development.

- Employee engagement, through participation, development opportunities and mentoring.
- Leave provisions.
- RTA alumni – keeping past employees and those on longer term leave in touch.

Key initiatives for diversity & equity in 2008-09

- Develop an RTA Diversity & Equity plan for 2008-12 in consultation with internal and external stakeholder groups. Review the Aboriginal Action Plan and confirm culturally appropriate projects and programs to support the community licensing, road safety and employment targets.
- Establish the Steering Committee for Disabilities at Work.
- Recruit and induct the role of Aboriginal Employment Coordinator in conjunction with Aboriginal Programs branch.
- Maintain input to RTA branding and communications for employee attraction and engagement.
- Determine and agree with key stakeholders a range of HR metrics and benchmarking targets for measurement and reporting on workplace culture.
- Quarterly (reporting) of Aboriginal identified positions and Aboriginal persons employed including numbers and trends, development strategies, mentoring and regular one-to-one visits by Aboriginal Programs staff.
- Review and update relevant RTA policies such as flexible work including job swap/job share; employment of persons with a disability; special leave provisions, including community work; review workplace practices including use of first aid rooms for new mothers returning to work.
- Sponsored Programs to review women's participation in development opportunities, tertiary studies, research projects and completion rates.
- Scholarships targeting female candidates, single parents and mature age tertiary study.
- Review of recruitment to encourage female apprentices.
- Audit of recruitment process, resources and selection panel advice to ensure equitable access for disadvantaged groups including Aboriginal persons and persons with a Disability.
- Establish a 'Stepping into Engineering' internship program for trial of final year engineering (various disciplines) students identifying with a disability.

TABLE 16. TRENDS IN THE REPRESENTATION OF EEO GROUPS

EEO Group	Benchmark	% of total Staff			
		RTA 2005	RTA 2006	RTA 2007	RTA 2008
Women	50	31	34	34	35
Aboriginal people and Torres Strait Islanders	2	3	1.8	1.9	1.8
People whose language first spoken as a child was not English	20	17	16	16	16
People with a disability	12	12	12	11	11
People with a disability requiring work related adjustment	7	4	3.5	3.4	3.4

EEO Group	Benchmark	Distribution Index			
		RTA 2005	RTA 2006	RTA 2007	RTA 2008
Women	100	95	86	86	87
Aboriginal people and Torres Strait Islanders	100	62	91	92	94
People whose language first spoken as a child was not English	100	100	105	107	111
People with a disability	100	91	91	91	92
People with a disability requiring work related adjustment	100	84	92	93	93

Appendix 7. Ethnic Affairs Priorities Statement and Plan

The RTA meets all requirements of the Ethnic Affairs Priorities Statement and Plan (EAPS) regulations and has reported on progress made during 2007-08 and forward strategies, as documented in the Community Relations Report, Youth Diversity and Harmony, Shaping our Future 2007. Key activity areas include:

Planning and evaluation

Drawing from the State Plan, the *Blueprint*: RTA's Corporate Plan for 2008 – 2012 sets out short and long-term priorities, key result areas and values for the conduct of all RTA interactions, internal and within the community. These corporate goals are evolved into Directorate and branch business plans which are reviewed on a quarterly basis. Research, consultation and evaluation of ethnic affairs initiatives and our key values are measured through formal performance agreements and annual leadership feedback surveys.

Program and service delivery

Our external programs, delivery and outcomes are based on detailed research from local and international academic organisations, plus incident reporting and focus group feedback from our key customer groups. Internal program development, delivery and evaluations are devised through project teams, drawing on a diversity of skills, resources and expertise for team contribution. Special needs are resourced and monitored for positive outcomes as required.

Staffing

Our recruitment strategies encourage applicants from diverse backgrounds, with both short and long-term development opportunities offered across the organisation. Promotion of RTA employment opportunities occurs through intranet, internet, public sector notices, news sheet and selected recruitment agency avenues. All staff training from Induction to formal qualification oriented development is linked to our leadership framework, encouraged by individual work and development planning and accessible to all staff. Community Language Allowance Scheme (CLAS) accredited staff contribute to our customer service, particularly within our Motor Registry venues.

Communication

The RTA authenticates and distributes critical identity and licence documentation on behalf of the Government. The RTA translates key documents and assessment tools into a range of community languages. CLAS officers do form part of this information and communication network.

Communication channels for road safety messages include written (formal and informal), spoken, and an increasingly wide range of audio-visual mediums (from billboards to nursery songs) to proactively convey and reinforce safety messages to all road users within the diverse community.

Funded services

The RTA contracts service providers through approved Government panels or via public tender process. Evaluation and appointment of providers is based on the published criteria, including the core knowledge, skills and experience required by the contractor. The RTA requests specific cultural diversity outcomes in areas including Aboriginal participation in construction.

Our Diversity and Equity Plan for 2008 – 2012 will be compiled after consultation with key stakeholder groups by our Principal Advisor Diversity & Equity. Our focus will be on the development and support of our staff in the performance of their duties.

Appendix 8. Disability Plan

The RTA Diversity & Equity Plan was under review during 2007. Proposed initiatives for the 2008-09 period are listed at page 227.

It is a legal requirement to have Disability included in Diversity & Equity plan. For the year 2007-08, there weren't any significant new development towards Disability. However, with Principal Advisor Diversity & Equity appointed, significant initiatives have been planned and being worked on for the year 2008-09.

Appendix 9. Overseas travel by RTA officers

From 1 July 2007 to 30 June 2008, officers of the RTA travelled overseas on 27 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 Manager, Network Performance Development, and the Manager, Client Liaison, to Auckland, New Zealand, to provide consulting services and project management for the implementation of the SCATS Ramp Metering System.
- The SCATS Training and Documentation Manager and a SCATS Principal Systems Analyst to Auckland, New Zealand, to provide SCATS training to staff of Transit New Zealand's Auckland Transport Management Unit.
- The Manager, Client Liaison, and a SCATS Principal Systems Analyst to Auckland, New Zealand, to attend the annual meeting of the SCATS New Zealand User Group.
- The Manager, Network Performance Development, to Auckland, New Zealand, to provide consulting services and project management for the implementation of a SCATS Metering System.
- The General Manager, Safer Roads, to Brussels, Belgium, to visit the International Road Federation and European Transport Safety Council and present a paper on NSW Highway Safety Reviews at the Safe Highways for the Future Conference and to The Netherlands to visit the Institute for Road Safety Research.

Visits during 2007-08, for which all or part of the costs were met by the RTA, were as follows:

- The Manager, Traffic Facilities Asset Management, travelled to Auckland and Bay of Islands, New Zealand, to attend a conference on road marking.
- A Project Engineer, Engineering and Technology Branch, travelled to Weimar, Germany, to present a paper on RTA research and findings on modular bridge expansion joints at the International Association of Bridge and Structural Engineers Conference.
- The General Manager, Compliance and Freight Strategy, travelled to Stuttgart, Villingen and Berlin, Germany, to attend the Siemens/Mercedes Benz briefings organised by Linfox and meet with the German Government and Satellic Traffic Management, and with European Regulatory Authorities in Brussels, Belgium. The visit offered the opportunity to better understand state-of-the-art truck safety, fatigue management and digital tacograph technologies.

- The Manager, Client Liaison, a SCATS Principal Systems Analyst and the TMIS and PTIPS Principal Systems Analyst travelled to Beijing, China, to exhibit SCATS and related Intelligent Transport System products at the Australian stand at the 14th World Congress on Intelligent Transport Systems.
- The Quality and Statistical Control Officer travelled to Christchurch, New Zealand, to present a technical paper at the 9th South-East Asian Survey Congress.
- The Bitumen Sprayer Inspector travelled to Port Moresby, Lae, Mount Hagan and Lihir, Papua New Guinea, to test and calibrate bitumen sprayers.
- The Manager, Corporate Planning and Performance, and the Manager, Workforce Capability, travelled to Wellington, New Zealand, to attend the Austroads Capability Taskforce Workshop.
- The Project Director, Traffic Systems Branch, travelled to Wellington, New Zealand, to participate in a study unit of the Executive Masters of Public Administration course of the Australia and New Zealand School of Government.
- On a separate occasion, the Transport Planning Manager travelled to Wellington, New Zealand, to participate in a study unit of the Executive Masters of Public Administration course of the Australia and New Zealand School of Government.
- The Manager, Recalls and Regulations, travelled to Wellington, New Zealand, to attend the Australasian New Car Assessment Program and Used Car Safety Rating meetings.
- The Director, Licensing, Registration and Freight, and the General Manager, Compliance and Freight Strategy, travelled to Wellington, Palmerston North and Auckland, New Zealand, to attend the 44th Austroads Council meeting and visit New Zealand Transport Agencies.
- The Manager, Corporate Planning and Performance, travelled to Paris, France, to attend the World Road Organisation (PIARC) technical committee on Good Governance of Road Administration meeting.
- The Manager, Trends Analysis and Reporting, travelled to Ljubjana, Slovenia, to attend the International Road Federation Awards at which the NSW Centre for Road Safety received an International Road Safety Award.
- The General Manager, Infrastructure Maintenance, travelled to Wellington, New Zealand, to attend the Austroads Assets Taskforce meeting.
- The Pavement Strategy Manager travelled to Kananaskis and Calgary, Canada, to attend the 2008 Deighton Users Conference and the 7th International Conference on Managing Pavement Assets.

Appendix 10. Freedom of Information

During 2007-08 the RTA received 1973 requests for information under the *Freedom of Information Act 1989 (FOI Act)*, compared with 1652 in 2006-07. In addition, 197 applications were brought forward from the previous period (compared to 145 in 2006-07), making a total of 2170 applications to be processed. At the end of the 2007-08 reporting period 193 applications were not completed.

The use of FOI by insurance and finance companies continues to increase significantly. The majority of these applicants use FOI to obtain the identity and address of registered operators of motor vehicles whom they are trying to trace. There has also been a marked increase in the number of applications lodged by the media, opposition MPs, community groups and solicitors.

Of the 1874 requests completed 193 applications applied for documents that were not held by the RTA, 1446 were granted in full, 63 in part, 172 were refused and none were deferred. Three were transferred to other agencies and 100 were withdrawn. Of those refused in full or part, 22 were refused on the grounds that the information is otherwise available and 119 were refused as the applicant did not pay the necessary fees (see table detailing for disallowing or restricting access).

Of those requests not granted in full, internal reviews were finalised for 24 decisions and two appeals to the Ombudsman were finalised. There were no appeals completed at the Administrative Decisions Tribunal this year. 1088 applications required consultation with 1537 third parties external to the organisation. The estimated operating cost of processing FOI requests was \$98,137 (\$79,098 in 2006-07) and fees received totalled \$91,424 (\$114,129 in 2006-07). There was one request received for amendments to personal records. No requests were received for notations to personal records and no ministerial certificates were issued. A total of 302 applications were finalised after the statutory processing period.

One of the factors contributing to this was the continuing high number of applications – an increase of 15.51 per cent on those received the previous year. Overall, there was a 20 per cent increase in the total applications processed in 2007-08 compared to 2006-07.

In 2007-08 the RTA continued to review the resources available to the area responsible for FOI, privacy and contract reporting. A number of business solutions have been introduced to improve the efficiency and effectiveness of the FOI process and the area is restructuring a number of business processes. 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 Statement and Summary of Affairs are published on its website at www.rta.nsw.gov.au.

FOI appeals to the Ombudsman

Nine appeals to the Ombudsman were commenced, continued or concluded during 2007-08.

In the first case, on 7 February 2007 the RTA received an application for documents relating to the payment of \$25 million to Connector Motorways to allow for a delay of road changes around the Lane Cove Tunnel. On 16 February 2007 the RTA requested an advance deposit which was received on 26 February 2007. On 11 April 2007, the RTA advised the applicant that third party consultations for business affairs would be required. On 4 May 2007 the applicant lodged an application for an internal review on the grounds of a deemed refusal. The RTA made a determination of the internal review to refuse access to all documents on the grounds that the documents were exempt under clauses one, six, seven, nine, 10 and 15 of Schedule 1 of the FOI Act. The applicant made a complaint to the Ombudsman on 22 June 2007 which initiated an investigation under section 13 of the *Ombudsman Act 1974* into the actions of the RTA in dealing with the application. The Ombudsman issued a notice to the RTA under section 18 of the Act requiring the production, by 27 August 2007, of documents captured by the scope of the application, reasons for the delay in responding to original application and a conclusive certificate from the Director-General of the Department of Premier and Cabinet pursuant to section 22 of the Act for documents claimed to be Cabinet documents. The Ombudsman extended the due date for a response to 3 August 2008. On 3 August 2007, Ms Robyn Kruk, Director-General of the Department of Premier and Cabinet issued

a certificate under section 22 of the Act in respect of 39 documents. The RTA also responded to the Ombudsman's notice under section 18 of the Act on 3 August 2007 with the certificate and relevant documents. On 10 September 2007, the Ombudsman provided the RTA with a statement of preliminary findings and recommendations. The Ombudsman had formed the view that the documents not covered by the section 22 certificate from Ms Kruk should be disclosed to the applicant and that a finding of unreasonable conduct under section 26 of the Act be made against the RTA's response to the application. The RTA undertook further consultations with a third party about the status of documents on 31 October 2007. The RTA reviewed the determination of the internal review and in light of the statement decided to revise the determination and released the majority of the documents covered by the application and remove the claim of Cabinet confidentiality to all but four of the documents not covered by the section 22 certificate. The RTA claimed a further ground to exempt documents under Clause 13 of Schedule 1 of the FOI Act. The RTA's response to the statement also provided reasons why a finding of unreasonable conduct by the RTA should not be made. On 28 March 2008 the Deputy Ombudsman issued a report under section 26 of the Act in which he recommended that all documents be disclosed to the applicant except for those documents covered by the section 22 certificate and also a document which was considered by the Deputy Ombudsman to be exempt for legal professional privilege. On 27 June 2008 the applicant commenced proceedings against the RTA in the NSW Administrative Decisions Tribunal. A planning meeting is scheduled for 26 August 2008.

In the second case, on 28 May 2007 an application was made for documents, including written advice to the NSW Minister for Roads, relating to RTA-administered pensioner concessions and created after 1 January 2006. On 30 May 2007 the applicant narrowed the terms of the application because the request was too broad. The RTA determined to grant access in part to the documents that were located on 3 August 2007. The RTA considered the documents exempt under Schedule 1 Clause 9(1). An application for internal review was determined not to vary the original decision on 17 September 2007. The applicant applied to the office of the NSW Ombudsman for an external review of the RTA's FOI determinations on 7 November 2007. Pursuant to section 52A (1)(a) of the FOI Act, the office of the NSW Ombudsman suggested that the RTA review the original

determination. On 23 April 2008 the RTA determined to vary the original determination made on 3 August 2007 to provide access in full to documents previously not granted. Exempt material was excised from some documents because the information did not directly relate to any consideration by the RTA of pensioner concessions on motor vehicle registration charges.

In the third case, on 29 October 2007 an application was made for documents regarding a matrix and all notes or information regarding the applicant being unsuccessful in obtaining an interview for various job applications. On 10 December 2007 the applicant was forwarded a copy of a matrix relating to the job applications. On the 6 January 2008 the applicant sought further additional information such as a copy of the electronic application, the name of the panel members, any documentation advising other applicants as to whether they were culled and the reason and any additional documentation. On 24 January 2008 documents were released to the applicant. On 1 February 2008 the applicant's father contacted the RTA and stated that 'other' documentation was requested, including all applicant resumes for those applicants who were called for interview and a matrix of all applicants who were called for an interview. On 12 March 2008 a request for the advanced deposit was sent to the applicant. On 4 April 2008 the applicant requested an internal review of the advanced deposit. On 29 April 2008 the internal review determination endorsed the request for advance deposit. On 14 May 2008 the Ombudsman's office wrote to the RTA notifying of an external review request by the applicant.

In the fourth case, on 9 February 2008 an application was made for documents relating to the average AM and PM peak travel times for seven selected routes to the Sydney CBD. The RTA determined on 17 March 2008 that documents were otherwise available on the NSW Premier and Cabinet website. An application for internal review on the basis that relevant documents were not otherwise available in the level of detail as documents held by the RTA was received on 26 March 2008. The applicant declared a deemed refusal upon the expiration of the statutory deadline for an internal review determination to be made. The applicant applied to the Ombudsman's office for an external review of the RTA's FOI determinations on 8 April 2008. The matter is currently being investigated by the Ombudsman.

In the fifth case, on 10 March 2008 an application was made for documents relating to the Ride Quality and Pavement Durability figures as published in this Auditor-General's Report for the year to 2007. The application further sought approximate timeframes for when significant upgrade projects are scheduled to improve their standard under present funding priorities. On 7 May 2008 the RTA determined that the agency did not hold the documents requested pursuant to Schedule 1 Section 28 (1)(b) of the FOI Act. The applicant sought an internal review on 12 May 2008. The applicant declared a deemed refusal upon the expiration of the statutory deadline for an internal review determination to be made. The NSW Ombudsman notified the RTA on 17 June 2008 that the applicant had sought an external review. The matter is currently being investigated by the NSW Ombudsman.

In the sixth case, on 22 December 2007 an application was made for documents that involved allegations made against a former employee of the RTA. An additional request was sent via facsimile on 24 December 2007, requesting complaints, interviews, reports and subsequent investigations in relation to the matter. On 27 February 2008 the RTA determined to grant access in part to some documents held by the agency. Documents were considered exempt under Schedule 1 Clause 9(1) of the FOI Act. On 6 March 2008 the status of the applicant's employment changed and as such the RTA determined to grant access in full to most of the documents and in part to some documents. Documents were considered exempt under Schedule 1 Clause 6(1), Clause 9(1), Clause 13(b) and Clause 16 of the FOI Act. On 8 April 2008 the applicant requested an internal review of the determination stating that he/she did not have access to documents as requested. On 29 April 2008 the internal review determination endorsed the original decision. On 29 May 2008 the Ombudsman's office wrote to the RTA notifying of an external review request by the applicant.

In the seventh case, on 29 May 2008 an application was made for documents that contain the name and address of the current registered operator of a motor vehicle. The applicant was advised that the documents requested contained matters concerning the personal affairs of an individual and his/her comments must be sought before the RTA could determine if access would be granted. The third party objected to the release of information without providing any grounds. The third party was advised that the information would be released. The Ombudsman's office was contacted on 27 June 2008. The office explained to the

third party the need to give grounds for not releasing. The RTA agreed to defer release until 7 July 2008. On the 9 July 2008 the RTA released the information to the applicant as no objection was received by the third party.

In the eighth case, on 29 August 2007 an application was made for documents relating to details of when a damaged 70km/h speed limit sign was removed from pole NW35 on the Western Distributor coming out of the Cross City Tunnel before the Anzac Bridge around the Easter long weekend (April 2007). The RTA determined that no documents were held, however, information regarding the request from the General Superintendent, Traffic Facilities, was disclosed to the applicant on 26 September 2007. An application for internal review on the basis that the information received was incorrect and contained a fraudulent claim was received on 10 October 2007 and the original determination was upheld on 20 November 2007. The applicant applied to the Ombudsman's office for an external review of the RTA's FOI determinations on 10 January 2008. The RTA's FOI determinations were upheld by the Ombudsman on 12 February 2008.

In the ninth case, on 17 October 2007 an application was made for documents addressed to the FOI Officer, PO Box 973, Parramatta CBD 2124. The Records Access Unit did not receive a copy of this application nor the \$30 application fee. The Records Access Unit was informed of the application, correspondence between the applicant and the Minister's Office, and referral of the matter to the NSW Ombudsman on 8 March 2008.

FOI appeals to the Administrative Decisions Tribunal

There were two appeals to the Administrative Decisions Tribunal (ADT) that were either continuing or commenced in 2007-08.

The first case is an ongoing matter. On 30 September 2004

an application was made for documents relating to the construction and maintenance of rest areas at Mundoonan. On 14 January 2005 a further application was made for documents relating to the cost of the rest area when constructed. Both of these applications followed previous applications that were dealt with separately. The initial determination in respect of the September 2004 application was that the RTA did not hold any documents other than those that had been located in relation to earlier requests. In relation to the January 2005 application, the RTA failed to make a determination. Internal reviews were requested in respect of both applications. The internal review for the September 2004 application upheld the original determination. The internal review for the January 2005 application resulted in the applicant being granted certain documents. However, the applicant was not fully satisfied with either internal review, and made an application to the ADT to review the RTA's determinations. On 4 October 2006 the ADT affirmed some of the RTA's determinations in respect of documents held; for others the matter was remitted to the RTA for reconsideration in accordance with certain directions about how the search was to be conducted. The RTA appealed the decision in respect of the orders against it. On 14 June 2007, the Appeal Panel set aside the orders of the ADT that were subject to appeal and remitted the matter to the tribunal. The ADT then remitted the matter to the RTA for reconsideration in light of the Appeal Panel's decision. The parties have since been negotiating about the scope of the request and the RTA has located further documents that have been released to the applicant. The matter will return to the ADT in 2008-09.

In the second case, on 19 October 2007 an application was made for documents relating to Safe-T-Cam. The matter involved an objection by a third party to a determination on 7 December 2007 to release documents applied for under the FOI Act. The third party objected on the grounds that the release of the document would affect their business affairs. The applicant sought an internal review on 30 January 2008. The internal review upheld the original determination. The third party brought the matter before the ADT and a planning meeting was attended by Legal Branch and Records Access Unit on April 8 2008. Submissions were to be made and the matter was to be heard by the ADT on 13 June 2008. The third party applied to have the matter discontinued in order to have the Ombudsman investigate. The third party wanted to retain their right of having the matter reinstated with the ADT. The ADT sought submissions from both parties. The respective submissions were received by the ADT on 27 June 2008. The decision has been reserved and is expected to be handed down within three months of 27 June 2008.

Note on statistics

The Records Access Unit has implemented a new software package to capture the new statutory reporting statistics. This program is experiencing some problems and further enhancements will be implemented in the near future. The reported statistics will vary from previous reporting periods.

SECTION A: NUMBER OF NEW FOI APPLICATIONS

	Number of FOI applications received, discontinued or completed					
	Personal		Other		Total	
	(2006-07)	(2007-08)	(2006-07)	(2007-08)	(2006-07)	(2007-08)
FOI requests						
A1 New	24	6	1626	1967	1650	1973
A2 Brought forward		1		196		197
A3 Total to be processed	24	7	1626	2163	1650	2170
A4 Completed	23	5	1311	1869	1334	1874
A5 Discontinued		1	119	102	119	103
A6 Total processed	23	6	1430	1971	1453	1977
A7 Unfinished (carried forward)	1	1	196	192	197	193

SECTION B: DISCONTINUED APPLICATIONS

	Number of discontinued applications					
	Personal		Other		Total	
	(2006-07)	(2007-08)	(2006-07)	(2007-08)	(2006-07)	(2007-08)
Why were FOI applications discontinued?						
B1 Request transferred out to another agency (s.20)			8	3	8	3
B2 Applicant withdrew request		1	111	99	111	100
B3 Applicant failed to pay advance deposit (s.22)	1	1	107	118	108	119
B4 Applicant failed to amend a request that would have been an unreasonable diversion of resources to complete (s.25(1)(1a))						
B5 Total discontinued	1	2	226	220	227	222

SECTION C: COMPLETED APPLICATIONS

	Number of completed applications					
	Personal		Other		Total	
	(2006-07)	(2007-08)	(2006-07)	(2007-08)	(2006-07)	(2007-08)
What happened to completed FOI applications?						
C1 Granted or otherwise available in full	15	3	1058	1443	1073	1446
C2 Granted or otherwise available in part	1		15	63	16	63
C3 Refused	5	2	116	170	121	172
C4 Documents not held	2		122	193	124	193
C5 Completed	23	5	1311	1869	1334	1874

SECTION D: APPLICATIONS GRANTED OR OTHERWISE AVAILABLE IN FULL

	Number of FOI applications (granted or otherwise available in full)					
	Personal		Other		Total	
	(2006-07)	(2007-08)	(2006-07)	(2007-08)	(2006-07)	(2007-08)
How were the documents made available to the applicant?						
All document requested were:						
D1	15	3	1058	1443	1073	1446
D2						
D3						
D4						
D5						
D6						
D7						
D8	15	3	1058	1443	1073	1446

SECTION E: APPLICATIONS GRANTED OR OTHERWISE AVAILABLE IN PART

	Number of FOI applications					
	Personal		Other		Total	
	(2006-07)	(2007-08)	(2006-07)	(2007-08)	(2006-07)	(2007-08)
How were the documents made available to the applicant?						
All document requested were:						
E1	1	0	15	63	16	63
E2						
E3						
E4						
E5						
E6						
E7						
E8	1	0	15	63	16	63

SECTION F: REFUSED FOI APPLICATIONS

	Number of refused FOI applications					
	Personal		Other		Total	
	(2006-07)	(2007-08)	(2006-07)	(2007-08)	(2006-07)	(2007-08)
Why was access to the documents refused?						
F1	2	1	10	23	12	24
F2			1		1	
F3	2	1	11	23	13	24

SECTION G: EXEMPT DOCUMENTS

	Number of FOI applications (refused or access granted or otherwise available in part only)					
	Personal		Other		Total	
	(2006-07)	(2007-08)	(2006-07)	(2007-08)	(2006-07)	(2007-08)
How were the documents made available to the applicant?						
Restricted documents						
G1				3		3
G2						
G3				8		8
G4						
Documents requiring consultation:						
G5						
G6				17		17
G7				10		10
G8						
Documents otherwise exempt:						
G9						
G10						
G11						
G12						
G13						
G14						
G15						
G16						
G17						
G18						

	Personal		Other		Total	
	(2006-07)	(2007-08)	(2006-07)	(2007-08)	(2006-07)	(2007-08)
G19 Documents subject to legal professional privilege (Clause 10)						
G20 Documents containing confidential material (Clause 13)		1		1		2
G21 Documents the subject of secrecy provisions (Clause 12)						
G22 Documents affecting the economy of the State (Clause 14)						
G23 Documents affecting financial or property interests of the state or an agency (Clause 15)						
G24 Documents concerning operations of agencies (Clause 16)						
G25 Internal working documents (Clause 9)				1		1
G26 Other exemptions (eg Clauses 20, 22A, and 26)				22		22
G27 Total applications including exempt documents		1		62		63

SECTION H: MINISTERIAL CERTIFICATES (S.59)

Number of Ministerial Certificates
(2006-07) (2007-08)

How many Ministerial Certificates were issued?		
H1 Ministerial Certificates issued	0	0

SECTION I: FORMAL CONSULTATIONS

Number
(2006-07) (2007-08)

How many formal consultations were conducted?		
I1 Number of applications requiring formal consultation(s)	674	1088
I2 Number of persons formally consulted	871	1537

SECTION J: APPLICATIONS FOR AMENDMENT OF PERSONAL RECORDS

Number of applications for amendment of personal records
(2006-07) (2007-08)

How many applications for amendment of personal records were agreed or refused?		
J1 Agreed in full	1	0
J2 Agreed in part	0	0
J3 Refused	0	1
J4 Total	1	1

SECTION K: NOTATION OF PERSONAL RECORDS

Number of applications for notation
(2006-07) (2007-08)

How many applications for notation of personal records were made (s.46)?

K1 Number of requests for notation	0	0
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SECTION L: FEES AND COSTS

Assessed costs Fees received
(2006-07) (2007-08) (2006-07) (2007-08)

What fees were assessed and received for FOI applications processed (excluding applications transferred out)?

L1 All completed requests	\$79,098	\$98,137	\$ 114,129	\$91,424
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SECTION M: FEE DISCOUNTS

Number of FOI discounts (where fees were waived or discounted)

Personal Other Total
(2006-07) (2007-08) (2006-07) (2007-08) (2006-07) (2007-08)

How many fee waivers or discounts were allowed and why?

M1 Processing fees waived in full			20		20	
M2 Public interest discounts			1	3	1	3
M3 Financial hardship discounts Pensioner/Child	5	1	24	45	29	46
M4 Financial hardship discounts Non profit organisation	1		124	141	125	141
M5 Total	6	1	149	209	155	210

SECTION N: FEES REFUNDED

Number of refunds
(2006-07) (2007-08)

How many refunds were granted as a results of significant correction of personal records?

N1 Number of fee refunds granted as a result of significant correction of personal records	3	0
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SECTION O: DAYS TAKEN TO COMPLETE REQUEST

	Number of completed FOI applications						
	Personal		Other		Total		
	(2006-07)	(2007-08)	(2006-07)	(2007-08)	(2006-07)	(2007-08)	
How long did it take to process completed applications? (Note: calendar days)							
O1	0-21 days – statutory determination period	9	1	299	514	308	515
O2	22-35 days – extended statutory determination period for consultation or retrieval of archived records (S.59B)	5	1	283	1056	288	1057
O3	Over 21 days – deemed refusal where no extended determination period applies	6	2	456	146	462	148
O4	Over 35 days – deemed refusal where extended determination period applies	3	1	273	153	276	154
O5	Total	23	5	1311	1869	1334	1874

SECTION P: PROCESSING TIME (HOURS)

	Number of completed FOI applications						
	Personal		Other		Total		
	(2006-07)	(2007-08)	(2006-07)	(2007-08)	(2006-07)	(2007-08)	
How long did it take to process completed applications?							
P1	0-10 hours	22	5	1301	1842	1323	1847
P2	11- 20 hrs	1		3	10	4	10
P3	21- 40 hrs			3	8	3	8
P4	Over 40 hrs			4	9	4	9
P5	Totals	23	5	1311	1869	1334	1874

SECTION Q: NUMBER OF REVIEWS

	Number of completed reviews		
	(2006-07)	(2007-08)	
How many reviews were finalised?			
Q1	Internal reviews	10	24
Q2	Ombudsman reviews	5	2
Q3	ADT reviews	2	0

SECTION R: RESULTS OF INTERNAL REVIEW

	Number of internal reviews					
	Personal		Other		Total	
	Original Agency Decision	Original Agency Decision	Original Agency Decision	Original Agency Decision	Original Agency Decision	Original Agency Decision
	UPHELD	VARIED	UPHELD	VARIED	UPHELD	VARIED
What were the results of internal reviews finalised?						
Grounds on which internal review requested						
R1	Access refused		3		3	
R2	Access Deferred					
R3	Exempt matter deleted from documents		14		14	
R4	Unreasonable charges		4		4	
R5	failure to consult with third parties					
R6	Third parties views disregarded		1	1	1	1
R7	Amendment of personal records refused			1		1
R8	Total	0	0	22	2	22

Appendix II. Ombudsman

During 2007-08 the Ombudsman referred nine complaints to the RTA for investigation. This compares to seven complaints referred for investigation in the previous financial year. Complaints were received from the Ombudsman on the following matters.

- In September 2007 a complaint was received concerning KHS Commuter e-bikes. The complaint relates to the fining of riders of the e-bikes by the NSW Police Force for various offences such as using an unregistered and uninsured vehicle, in accordance with the view of the Police that e-bikes are motor vehicles. The complainant indicates the RTA has a contrary view insofar as e-bikes are categorised as power-assisted pedal cycles under Australian Design standards. The complainant raised concerns about the interpretation of the *Road Transport (Vehicle Registration) Act* and associated legislation and road rules by the two Government authorities. The Ombudsman asked the RTA to provide answers to a number of questions. The RTA provided detailed answers to the Ombudsman's questions outlining its position in relation to e-bikes in accordance with the *Road Transport (Vehicle Registration) Act*, the Australian Design Rules and the Australian Road Rules. The RTA advised the Ombudsman that it had met with the NSW Police Force and Office of Fair Trading to explore better ways of dealing with e-bikes, and that a discussion paper had been prepared. The RTA also advised that further discussion would take place between the agencies to analyse the need for regulatory change, based on the feedback from the discussion paper.
- A further complaint was received in September 2007 about the removal of trees as part of safety improvements to Moss Vale Road, Kangaroo Valley. Concerns were raised about the RTA's decision to remove 96 trees, the community consultation process involved and the release of project documents to the local action group. 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 of the Ombudsman's questions. The RTA also provided an outline of the history of the Moss Vale Road safety improvements. The Ombudsman subsequently wrote to the RTA advising no further action will be taken.
- In November 2007 a complaint was received about notices issued for breaches of the Safe-T-Cam driving hours. The complaint also related to the issue of a fine for driving a vehicle that had been issued with a defect notice. The Ombudsman requested the RTA to provide answers to a number of questions before deciding whether further action would be taken. The Ombudsman also requested copies of correspondence between the complainant and the RTA, and other documentation relating to the issue. The RTA provided detailed answers to all the Ombudsman's questions and copies of relevant documents. The Ombudsman subsequently wrote to the RTA advising no further action will be taken.
- In November 2007 a complaint was received pursuant to the *Protected Disclosures Act 1994* concerning, amongst other matters, the management of the RTA Engineering Certification Scheme. The Ombudsman requested advice on any action taken by the RTA in relation to the concerns raised and invited further comment before deciding whether any further action would be taken against the RTA. The RTA advised the Ombudsman that the matter had been investigated and it was revealed that improvements needed to be made to the policies and procedures used to manage the scheme. As a result, the RTA Chief Executive established an independent inquiry into the Engineering Certification Scheme and directed that the office of the Ombudsman be fully briefed on its progress and outcomes.
- An additional complaint was received in November 2007 regarding the transfer of a motor vehicle registration from its new owner back to the motor dealership from which the car was purchased without the new owner's knowledge. The complainant advised that there had been a dispute with the motor dealership over the purchase price of the vehicle. The complainant discovered the vehicle was not registered in their name when he/she attempted to renew the registration the following year. The Ombudsman asked the RTA to provide answers to a number of questions before deciding whether any further action should be taken. The RTA provided detailed answers to all of the Ombudsman's questions. The RTA also advised that the dealership had claimed the registration had been transferred in error and had produced the Certificate of Registration, signed by the new owner, supporting the request to correct the registration record.
- A further complaint was received in November 2007 about the availability of documents to the public concerning Spit Bridge opening times. The complainant had previously contacted the RTA and been advised that there had been extensive consultation with stakeholders. The Ombudsman asked for any documents or website links giving information on the reasons for the agreed opening times. The RTA provided details of website links and copies of relevant reports and brochures. The RTA also provided details of the display of the Review of Environmental Factors report and the number of submissions received.
- In March 2008, the Ombudsman advised the RTA that it had decided to conduct an investigation into various matters relating to the certifying of Wheelchair Accessible Taxis (WATs) by private engineering signatories to comply with the Commonwealth Disability Standards for Accessible Public Transport (DSAPT). This was initiated by a complaint that alleged that WATs converted by two companies did not meet one of the clauses of the DSAPT. Subsequent enquiries raised concerns about differing understandings and expectations of the requirements of the DSAPT between the Ministry of Transport, the RTA, private engineering signatories, WAT converters and WAT users. The Ombudsman asked the RTA to provide answers to a number of questions. The RTA provided detailed answers to all of the Ombudsman's questions.
- Also, in March 2008 a complaint was received which alleged a number of councils were failing to comply with the RTA Pay Parking Manual and, in turn, the RTA was failing to ensure compliance. The Ombudsman asked the RTA to provide answers to a number of questions and the RTA provided answers to all of these. The RTA advised that under current road transport legislation it was not required to monitor the operation of council pay parking schemes. The RTA pointed out that it had a role in reviewing proposed pay parking schemes and the authorisation process of associated signposting. However, once a pay parking scheme had been implemented the RTA was limited to action in the Supreme Court.
- In May 2008 a complaint was received about the inspection and registration of a motor vehicle that was defected by the RTA three weeks after its purchase. Civil action taken by the new owner against the seller was successful. The new owner also raised concern about whether the inspections and reports carried out by the RTA and AUVIS inspector met standards and obligations. The new owner had previously been advised by the RTA that there were no grounds for compensation. The Ombudsman asked the RTA to provide answers to a number of questions and copies of relevant documents. The Ombudsman also invited any suggestions to help resolve the matter. The RTA provided detailed answers to all of the Ombudsman's questions. The RTA also emphasised it did not conduct a roadworthiness inspection on the vehicle but passed it as being not stolen or rebirthed. Further, the RTA advised that it does not conduct roadworthiness inspections on light vehicles entering the fleet – this is the role of AUVIS. Following a further complaint, the RTA conducted an audit and subsequently cancelled the accreditation of the AUVIS that conducted the inspection. The RTA offered to meet with the Ombudsman to further discuss the matter.

Appendix 12. Consumer response

TABLE 17. NUMBER OF COMPLAINTS

Issue	2003-04	2004-05	2005-06	2006-07	2007-08
Business systems	25	6	9	4	7
Driver licensing	132	338	401	399	348
Vehicle registration	324	231	195	79	152
Customer service	330	271	214	170	199
Organisational direction – management	19	16	19	20	26
Road asset provision – environment	34	7	3	17	20
Noise	451 ¹	513	296 ²	12	19
Transport efficiency	33	181	628 ³	584 ⁴	510 ⁵
Road safety	1537	1583	476	300	417

1. Complaints relating to Noise Abatement Program for existing roads.

2. Total noise complaints compiled in the Noise Abatement Program Geodatabase.

3. Includes 596 complaints related to clearway towing.

4. Includes 534 complaints related to clearway towing.

5. Includes 479 complaints related to clearway towing.

RTA policy is for all customer complaints to be entered into the corporate record management system. Complaint numbers shown in the table are compiled from that system.

As detailed throughout this report the RTA takes the role of stakeholder engagement seriously. The RTA reviews all complaints and improves its services appropriately. Details of improved services can be found in the main body of the annual report.

Appendix 13. Legal change

This appendix sets out legislation administered by the Minister for Roads, legislation introduced during 2007-08 and judicial decisions made during 2007-08 that affect the RTA.

Legislation administered by the Minister for Roads

Campbelltown Presbyterian Cemetery Act 1984 No. 19

Driving Instructors Act 1992 No. 3

Driving Instructors Regulation 2003

Motor Vehicles Taxation Act 1988 No. 111

Motor Vehicles Taxation Regulation 2003

Photo Card Act 2005 No. 20

Photo Card Regulation 2005

Recreation Vehicles Act 1983 No. 136 (Parts 4 and 6)

Road Transport (Driver Licensing) Act 1998 No. 99

Road Transport (Driver Licensing) Regulation 1999

Road Transport (General) Act 2005 No. 11

Road Transport (General) Regulation 2005

Road Transport (Mass, Loading and Access) Regulation 2005

Road Transport (Heavy Vehicles Registration Charges) Act 1995 No. 72

Road Transport (Heavy Vehicles Registration Charges) Regulation 2006

Road Transport (Safety and Traffic Management) Act 1999 No. 20

Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999 (which incorporates the Australian Road Rules)

Road Transport (Safety and Traffic Management) (Driver Fatigue) Regulation 1999

Road Transport (Vehicle Registration) Act 1997 No. 119

Road Transport (Vehicle Registration) Regulation 2007

Roads Act 1993 No. 33 (except parts administered by the Minister for Climate Change and the Environment, Minister for Local Government and Minister for Lands).

Roads Regulation 2008

Sydney Harbour Tunnel (Private Joint Venture) Act 1987 No. 49

Tow Truck Industry Act 1998 No. 111

Tow Truck Industry Regulation 1999

Transport Administration Act 1988 No. 109 (Part)

Transport Administration (General) Regulation 2005 (Part)

Transport Administration (Staff) Regulation 2005 (Part)

New Legislation from 1 July 2007 – 30 June 2008

New acts

Tow Truck Industry Amendment Act 2007

This Act was assented to on 15 November 2007 and commenced on 30 November 2007 and abolished the Tow Truck Authority, transferred tow truck industry regulatory functions to the RTA, abolished the job allocation scheme and required towing authorisations to be obtained for the carrying out of accident towing work.

Road Transport (General) Amendment (Written-off Vehicles) Act 2007

This Act was assented to on 15 November 2007 and has not commenced. The Act will amend the *Road Transport (General) Act 2005* so as to accord, generally, with a national system of notifying, registering and managing written-off vehicles.

Road Transport (Safety and Traffic Management) Amendment (Novice Drivers) Act 2007

This Act was assented to on 23 November 2007 and commenced on 21 December 2007. The Act extended the requirement for a zero prescribed concentration of alcohol for drivers holding an Australian learner licence or a NSW provisional licence to visiting drivers holding an overseas learner licence or an interstate or overseas provisional licence (or equivalent). It also extended certain offences relating to alcohol and other drug use that are currently directed at NSW full driver licence holders who are supervising drivers holding an Australian learner licence, to visiting drivers holding an interstate or overseas full driver licence and to the supervision of visiting drivers holding an overseas learner licence (or equivalent).

Road Transport Legislation (Breath Testing and Analysis) Act 2007

This Act was assented to on 13 December 2007 and commenced in part on 13 December 2007 and in full on 25 January 2008. It enabled the concentration of alcohol revealed by a breath sample to be expressed in terms of the amount of alcohol in grammes in 210 litres of breath in line with the National Measurement Institute's new standard for evidential breath analysers (as well as by reference to alcohol in 100 millilitres of blood for older breath measuring devices).

Road Transport (General) Amendment (Heavy Vehicle User Charges) Act 2007

The Act commenced on the date of assent which was 13 December 2007 and enabled the implementation of decisions by the Council of Australian Governments in its 2007 Road Reform Plan with respect to trials for incremental pricing schemes for higher mass and other innovative vehicles.

Road Transport Legislation Amendment (Car Hoons) Act 2008

This Act was assented to on 19 March 2008 and commenced in part on 6 June 2008. The Act amended the *Road Transport (Safety and Traffic Management) Act 1999* and the *Road Transport (General) Act 2005* regarding the sanctions relating to the confiscation, impounding and forfeiture of motor vehicles used in connection with street racing and burnout offences.

New Regulations

Road Transport (Driver Licensing) Amendment (Novice Drivers) Regulation 2007

This regulation commenced on 1 July 2007 and amended the Road Transport (Driver Licensing) Regulation 1999 to ensure that the "L" and "P" plates were displayed on vehicles in a manner that was clearly visible and did not obscure the letters on the plates; to make it a condition of a provisional P1 licence held by a person under 25 years of age that the holder does not drive a vehicle between 11 pm and 5 am with more than one passenger (other than the driver) who is under 21 years of age; to provide for exemptions from that condition, to increase the number of demerit points for the holder of a provisional P1 licence who drives a vehicle not more than 30 kilometres per hour in excess of the applicable limits so as to enable the Roads and Traffic Authority to suspend or cancel the licence; to make consequential amendments to the demerit points schedule in that Regulation, and to include a breach of clause 47F of the Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999 in the demerit points schedule (learner or P1 driver using mobile phone while driving).

Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Novice Drivers) Regulation 2007

This Regulation commenced on 1 July 2007 and amended the Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999 to prevent the holders of learner licences and provisional P1 licences from using mobile phones, whether or not held in the hand, while driving.

Road Transport (General) Amendment (Novice Drivers) Regulation 2007

This Regulation commenced on 1 July 2007 and amended the Road Transport (General) Regulation 2005 to enable a penalty notice to be issued for a breach of a licence condition imposed by clause 15CA of the Road Transport (Driver Licensing) Regulation 1999. That condition prevents the holder of a provisional P1 licence who is under 25 years of age from driving a vehicle between 11 pm and 5 am with more than one passenger (other than the driver) who is under 21 years of age. This Regulation also enables a penalty notice to be issued for a breach of clause 47F of the Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999 which prevents the holder of a learner licence or provisional P1 licence from using a mobile phone while driving.

Road Transport (Driver Licensing) Amendment (Notice of Licence Suspension or Cancellation) Regulation 2007

The regulation commenced on 14 September 2007 and amended the Road Transport (Driver Licensing) Regulation 1999 to make provision for a police officer and a person appointed by the RTA to personally serve a written notice on a person indicating that the records of the RTA show that the person's driver licence is suspended or cancelled.

Road Transport (General) Amendment (Class 9 and 10 Officers) Regulation 2007

The regulation commenced on 14 September 2007 and amended the definitions of Class 9 officer and Class 10 officer (being enforcement officers) in the Road Transport (General) Regulation 2005 to remove a redundant requirement that a Government department for whom a Class 9 officer works or a corporation for whom a Class 10 officer works be authorised in writing by the Commissioner of Police. Such authority is now given by the Director of the SDRO by way of service level agreement with the Government department or corporation concerned.

Roads (General) Amendment (TIDC) Regulation 2007

The regulation commenced on 12 October 2007 and amended the Roads (General) Regulation 2000 to prescribe the Transport Infrastructure Development Corporation as a public authority for the purposes of the *Roads Act 1993*.

Road Transport (Vehicle Registration) Regulation 2007

The regulation commenced on 1 November 2007 and repealed and remade, with certain changes, the Road Transport (Vehicle Registration) Regulation 1998 (the old Regulation). This regulation continues a system for the registration of both light and heavy vehicles that is consistent with the uniform national road legislation envisaged by the *National Transport Commission Act 2003* of the Commonwealth, provide for vehicle standards that are applicable to registrable vehicles and for the inspection of such vehicles by authorised persons.

Road Transport (Driver Licensing) Amendment (Vehicle Registration) Regulation 2007

The regulation commenced on 1 November 2007 and amended the Road Transport (Driver Licensing) Regulation 1999 in order to update references to provisions of the Road Transport (Vehicle Registration) Regulation 1998 as a consequence of that regulation being repealed and replaced with the Road Transport (Vehicle Registration) Regulation 2007.

Road Transport (General) Amendment (Vehicle Registration) Regulation 2007

The regulation commenced on 1 November 2007 and amended the Road Transport (General) Regulation 2005 in order to update references to provisions of the Road Transport (Vehicle Registration) Regulation 1998 as a consequence of that regulation being repealed and replaced with the Road Transport (Vehicle Registration) Regulation 2007. This regulation also includes certain offences under the Road Transport (Vehicle Registration) Regulation 2007 as offences for which a penalty notice may be issued.

Road Transport (Mass, Loading and Access) Amendment (Vehicle Registration) Regulation 2007

The regulation commenced on 1 November 2007 and amended the Road Transport (Mass, Loading and Access) Regulation 2005 in order to update references to provisions of the Road Transport (Vehicle Registration) Regulation 1998 as a consequence of that Regulation being repealed and replaced with the Road Transport (Vehicle Registration) Regulation 2007.

Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Vehicle Registration) Regulation 2007

The regulation commenced on 1 November 2007 and amended the Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999 in order to update references to provisions of the Road Transport (Vehicle Registration) Regulation 1998 as a consequence of that regulation being repealed and replaced with the Road Transport (Vehicle Registration) Regulation 2007.

Road Transport (General) Amendment (Mobility Parking) Regulation 2007

The regulation commenced on 2 November 2007 and amended the Road Transport (General) Regulation 2005 to permit a person who is aggrieved by a decision of the RTA to revoke a mobility parking scheme authority to appeal the decision to a Local Court.

Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Mobility Parking Scheme) Regulation 2007

The regulation commenced on 2 November 2007 and amended the Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999 to make further provision with respect to the issue and use of mobility parking scheme authorities by persons with disabilities.

Tow Truck Industry Amendment Regulation 2007

The regulation commenced on 30 November 2007 and amended the Tow Truck Industry Regulation 1999 as a consequence of the enactment of the *Tow Truck Industry Amendment Act 2007*. That Act abolished the Tow Truck Authority and repealed provisions relation to the job allocation scheme.

Motor Vehicles Taxation Amendment (Refunds) Regulation 2008

The regulation commenced on 4 April 2008 and amended the Motor Vehicles Taxation Regulation 2003 to recognise that the amount of taxes paid under the *Motor Vehicles Taxation Act 1988* that may be refunded on surrender of registration may be calculated on the basis of the number of whole days of registration that are unexpired when a vehicle was stolen or involved in an incident that caused it to be damaged.

Road Transport (Vehicle Registration) Amendment Regulation 2008

The regulation commenced on 19 May 2008 and amended the Road Transport (Vehicle Registration) Regulation 2007 to provide that registrable vehicles that are first registered, or have their registration transferred, after the commencement of the regulation may generally only have one registered operator; that a light vehicle (other than a seasonal vehicle) may be registered for a period of three months or six months or one year; that a registered operator of a registrable vehicle is required to pay the scheduled fee for an inspection carried out for the purposes of considering whether the defects described in a vehicle defect notice have been rectified; that the RTA may suspend or cancel the registration of a vehicle that ceases to be the subject of a third party insurance policy under the *Motor Accidents Compensation Act 1999*; and that the RTA may issue a replacement certificate of registration or registration label, or both, if satisfied that the expiry date included in a certificate of registration or a registration label is different from the expiry date recorded in the Register.

Road Transport (Driver Licensing) Amendment (Temporary Overseas Visitors) Regulation 2008

The regulation commenced on 18 April 2008 and amended the Road Transport (Driver Licensing) Regulation 1999 to provide that temporary overseas visitors (non-citizens who are not permanent Australian residents) not be eligible to obtain a driver licence until they have been in Australia for a continuous period of at least six months; that the maximum period for which a temporary overseas visitor may have a driver licence issued or renewed is 12 months and to authorise the RTA to include a driver licence issued to a temporary overseas visitor a code or symbol and a statement indicating that the licensee has not provided the RTA with evidence of permanent resident status.

Roads Regulation 2008

The regulation commenced on 3 June 2008 and replaced, with only minor changes in substance, the Roads (General) Regulation 2000. The new Regulation makes provision with respect to roads, tollways, bridges, ferries, public gates other formal and machinery matters.

Road Transport (Heavy Vehicles Registration Charges) Amendment Regulation 2007

The regulation commenced on 1 July 2007 and varied the annual registration charges payable under Part 2 of the *Road Transport (Heavy Vehicles Registration Charges) Act 1995*. The regulation applied a 3.5 per cent increase in accordance with advice provided by the National Transport Commission.

Roads (General) Amendment (Penalty Notice Offences) Regulation 2007

The regulation commenced on 1 July 2007 and increased the penalties for offences dealt with by way of a penalty notice issued under section 243 of the *Roads Act 1993* in relation to contraventions of certain provisions under the Roads (General) Regulation 2000. The penalty amounts were increased in line with movements in the (Sydney) Consumer Price Index (averaged at 3.34 per cent and rounded to the nearest dollar).

Road Transport (Mass, Loading and Access) Amendment (Fees) Regulation 2007

The regulation commenced on 1 July 2007 and increased certain fees in line with the (Sydney) Consumer Price Index (averaged at 3.34 per cent and rounded to the nearest dollar). The fees involved relate to the issue of Class 1, 2 or 3 permits, any permit under the Division 6 or 7 of Part 2 of the Road Transport (Mass, Loading and Access) Regulation 2005, any permit exempting a person from the operation of any of the provisions of clause 53(1) of the Road Transport (Mass, Loading and Access) Regulation 2005 (relating to the projection of loading or equipment of vehicles) and the fee for any application to be accredited under a Mass Management Accreditation Scheme.

Road Transport (Safety and Traffic Management) Amendment (Fee and Tow-away Charge) Regulation 2007

The regulation commenced on 1 July 2007 and increased certain fees in line with the (Sydney) Consumer Price Index (averaged at 3.34 per cent and rounded to the nearest dollar). The fees involved relate to the registration of an applicant as a participant in the Transitional Fatigue Management Scheme for heavy truck drivers and their employers and the tow-away charge for the removal of unattended motor vehicles or trailers.

Road Transport (General) Amendment (Penalty Levels and Fees) Regulation 2007

The regulation commenced on 1 July 2007 and increased in line with the (Sydney) Consumer Price Index (averaged at 3.34 per cent and rounded to the nearest dollar) the 17 penalty levels for penalties for motor vehicle offences that are dealt with by way of penalty notices and the Schedule 1 fees, in the Road Transport (General) Regulation 2005.

Road Transport (Driver Licensing) Amendment (Fees) Regulation 2007

The regulation commenced on 1 July 2007 and increased in line with the annual average (Sydney) Consumer Price Index (at 3.34 per cent) and rounded to the nearest dollar), the Schedule 3 fees pertaining to driver licences in the Road Transport (Driver Licensing) Regulation 1999.

Road Transport (Vehicle Registration) Amendment (Fees) Regulation 2007

The regulation commenced on 1 July 2007 and increased in line with the (Sydney) Consumer Price Index (averaged at 3.34 per cent and rounded to the nearest dollar) Schedule 2 fees in the Road Transport (Vehicle Registration) Regulation 1998 that are payable for services provided by the RTA under the *Road Transport (Vehicle Registration) Act 1997*.

Driving Instructors Amendment (Fees) Regulation 2007

The regulation commenced on 1 July 2007 and increased in line with the (Sydney) Consumer Price Index (averaged at 3.34 per cent and rounded to the nearest dollar) the Schedule 1 fees payable in the Driving Instructors Regulation 2003 in connection with the administration of the *Driving Instructors Act 1992*.

Photo Card Amendment (Fees and Penalty Notice Offences) Regulation 2007

The regulation commenced on 1 July 2007 and increased in line with the (Sydney) Consumer Price Index (averaged at 3.34 per cent and rounded to the nearest dollar) the fees for the issue of a new Photo Card and for penalties for certain offences dealt with by way of penalty notice in relation to contraventions of the *Photo Card Act 2005* and the Photo Card Regulation 2005.

The following regulations did not commence until 1 July 2008 although they were made by the Governor and were, on 13 June 2008, published in the NSW Government Gazette:

- Road Rules 2008
- Road Transport (General) Amendment (Rules Consolidation) Regulation 2008
- Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Rules Consolidation) Regulation 2008
- Road Transport (Safety and Traffic Management) Amendment (Law Revision) Regulation 2008
- Road Transport (Driver Licensing) Amendment (Rules Consolidation) Regulation 2008.

The following regulation commences on 1 September 2008 although it was made by the Governor and was, on 6 June 2008, published in the NSW Government Gazette:

- Motor Vehicles Taxation Regulation 2008.

The following eight regulations were published in the NSW Government Gazette on 27 June 2008 and commenced on 1 July 2008 and, except the eighth, adjust fees and fixed penalties payable pursuant to a penalty notice generally in line with movements in the (Sydney) Consumer Price Index (averaged at 1.94 per cent and rounded to the nearest dollar):

1. Driving Instructors Amendment (Fees) Regulation 2008.
2. Photo Card Amendment (Fee and Penalty Notice Offences) Regulation 2008.
3. Roads Amendment (Penalty Notice Offences) Regulation 2008.
4. Road Transport (Driver Licensing) Amendment (Fees) Regulation 2008.
5. Road Transport Legislation Amendment (Penalty Levels and Fees) Regulation 2008.
6. Road Transport (Safety and Traffic Management) Legislation Amendment (Fee and Tow-away Charge) Regulation 2008.
7. Road Transport (Vehicle Registration) Amendment (Fees) Regulation 2008.
8. Road Transport (Heavy Vehicles Registration Charges) Amendment Regulation 2008 commenced on 1 July, 2008 and varies the annual registration charges payable under Part 2 of the *Road Transport (Heavy Vehicles Registration Charges) Act 1995*. The Regulation applies new charges in accordance with advice provided by the National Transport Commission.

Judicial decisions affecting the RTA

District Court

Refrigerated Roadways Pty Ltd v Roads and Traffic Authority of NSW [2008] NSWDC 91

Refrigerated Roadways Pty Ltd sued the RTA to recover the benefits it had paid to the widow and children of a truck driver, Mark Evans, who was killed on 23 August 1997 when four men dropped some pieces of concrete from an overbridge over a freeway on to his truck. The four men were charged and convicted of offences relating to the incident. Refrigerated Roadways Pty Ltd alleged that the RTA had been negligent in failing to fence the bridge so as to prevent the crime. The RTA built the bridge in 1977 without screens in accordance with the usual practice. The bridge did not have any pedestrian path as it was designed for vehicle traffic and was in a relatively isolated rural area.

On 2 June 2008, Acting Justice Hungerford found against the RTA and placed significance on the RTA having in its library from about 1970 onwards a 1968 USA publication which referred to the screening of bridges in the Chicago area. The judge considered that this should have been taken into account by the RTA and that bridges should have been screened much earlier than they were. It was held that as the RTA had created the risk by building a bridge from which objects could be dropped, it had a duty to take measures to prevent such crimes by erecting screens. By failing to screen the bridge it was held to be liable. Acting Justice Hungerford held in favour of the Plaintiff and awarded the Plaintiff the amount of \$575,972.61 inclusive of interest in the amount \$250,660.03.

The RTA has lodged a holding appeal with the NSW Court of Appeal. The matter is listed for hearing on 11 & 12 March, 2009.

Supreme Court

Hughes v Van Eyk and Anor [2008] NSWSC525

On 19 January 2002 the plaintiff was riding a motorcycle north along the Putty Road near Oakey Creek when he lost control of his motorcycle near a bend resulting in him being thrown off and striking the Armco railing. The plaintiff sustained severe brain damage and now requires care 24 hours a day, seven days a week. The plaintiff was 22 years of age at the date of the crash. He was riding contrary to the conditions of his green P licence in that he was riding a 600cc motorcycle (not 260cc) at up to 110km/h (limited to 90km/h).

The plaintiff brought proceedings against both the driver of a vehicle he was overtaking and the RTA. It was alleged against the driver that prior to the accident he sped up and prevented the plaintiff from returning to the correct side of the road. The plaintiff alleged the RTA had incorrectly managed the section of road in that an overtaking zone should never have been created, that the overtaking zone for vehicles travelling in the opposite direction had an unbroken centre line of incorrect length which misled the plaintiff as to the sight distance, in breach of the Australian standards. It was pleaded that the RTA had also taken too long to complete a work order after reports indicated that vehicles had lost control on the corner. The plaintiff further alleged the RTA failed to take reasonable care to adequately warn of the bend and provided an overtaking zone when it was unsafe to do so.

On 5 June 2008, Mr Justice Hislop found that the RTA owed a duty to take reasonable care to provide an adequate overtaking distance for motorists using reasonable care for their own safety to reduce speed and proceed through the bend. The standard of care did not however, require the RTA to guard against the risk of a motorcyclist starting to overtake at speed at or near the end of the overtaking zone. The court found that it was unlikely that a person would attempt to proceed through the corner at 100km/h at the end of the overtaking zone which had been the precise action of the plaintiff. The Supreme Court accepted that it was improbable that a person of the first defendant's mature years accompanied by his wife would deliberately speed up to 100km/h approaching a corner signposted at 55km/h in order to prevent a motorcyclist returning to the correct side of the road. The facts showed the plaintiff began to overtake when he should have been reducing speed in response to the signs and features of the road ahead. He should not have attempted to overtake in that location when there was a clear view of the approaching bend. His injuries were caused solely by his actions and his failure to deal with the dangerous situation he had created or were due to some other deficiency in his riding.

The court found that there was no evidence of breach of duty by the action of the RTA and that such action did not materially cause or contribute to the plaintiff's crash. The court found that at no time did the first defendant's action cause or contribute to the plaintiff's injuries.

Mr Justice Hislop entered judgement in favour of both defendants and ordered the plaintiff to pay the defendants' costs.

High Court

RTA v Dederer [2006] NSWCA 101; RTA v Dederer (No. 2) [2006] NSWCA 336

This matter involved a negligence claim following a driving crash which occurred in 1998. The plaintiff, then aged 14, suffered limited paraplegia while diving off the Foster-Tuncurry Bridge. He sued the RTA and the Great Lakes Shire Council.

At first instance, Justice Dunford of the NSW Supreme Court found that the RTA and the council had each owed the plaintiff a duty of care, and had failed to discharge their respective duties as both the bridge railing and warning signs placed on and near the bridge were insufficient. The plaintiff's contributory negligence was assessed at 25 per cent, with the remaining 75 per cent of the agreed \$1.4 million in damages apportioned between the RTA at 80 per cent and the council at 20 per cent.

The RTA and the council appealed against the findings on negligence and apportionment made by Justice Dunford to the NSW Court of Appeal. Judgement was handed down by the Court of Appeal on 5 October 2006. The Court of Appeal upheld the council's appeal but dismissed the RTA's appeal (Ipp JA and Tobias JA in the majority, and Handley JA dissenting) with the plaintiff's contributory negligence increased to 50 per cent. The plaintiff applied for a Sanderson order against the RTA, which would have required the RTA to pay the costs of the council that had been awarded against the plaintiff. The RTA opposed this application and it was dismissed, with costs against the plaintiff. The plaintiff cross appealed against the Court of Appeal's increase of his contributory negligence to 50 per cent and also cross appealed in relation to a costs order that it had unsuccessfully sought in the Court of Appeal.

A High Court hearing was heard by Gleeson CJ, Callinan J, Gummow J, Kirby J and Heydon J on 23 May 2007. The High Court delivered its judgement on 30 August 2007. The majority of the High Court (Callinan J, Gummow J and Heydon J) allowed the appeal. The RTA was held not to have a liability to Dederer. Justice Gummow provided the leading judgement of the majority concerning the scope of the

RTA's duty of care and an analysis of why the plaintiff had failed to establish a breach. The reasoning of Gummow J was followed by Heydon and Callinan JJ. The majority of the High Court held that the Court of Appeal had mischaracterised the risk of injury. Because the Supreme Court and the Court of Appeal had failed to identify the actual risk of injury properly, they made errors in assessing the reasonable response to the risk. The High Court majority held that the reasonable response to the actual risk of injury occurring was to erect pictogram diving prohibition signs. No further action was required by the RTA. The High Court majority held that the Courts below were fixed on a failure of the signs to prevent diving and climbing. The RTA is not required to prevent the risk-taking behaviour. The question to ask is whether the RTA exercised reasonable care considering the risk of injury. The RTA was not negligent by reason of its signs having failed. The frequency of the past jumping and diving according to the majority of the High Court actually showed that the probability of injury was low and not as high as suggested by the trial judge and the majority of the Court of Appeal. The Court of Appeal incorrectly focused on the frequency of the earlier behaviour, that is jumping and diving, but not on the probability of the risk occurring as a result of that conduct. Because the courts below erred in assessing the actual risk, they were distracted from the proper evaluation of the risk occurring and they attributed to the RTA greater control over the risk than it possessed. The RTA did not create the risk of shallow water of variable depth, nor did it encourage young people to dive from the bridge. A reasonable response to the risk was erecting the diving prohibition signs. The High Court held that the RTA was not negligent by reason of a prohibition signs having failed to prevent Dederer's behaviour.

Justices Gleeson CJ and Kirby J disagreed and were reluctant to disturb the findings of the court below. They held that the findings on negligence and causation were contestable but open on the evidence. Neither Gleeson CJ nor Kirby J were inclined to alter the decisions of the courts below.

The High Court would have upheld the finding of a 50 per cent contributory negligence and therefore Dederer's cross appeal on contributory negligence failed.

RTA v Royal [2008] HCA 19

The plaintiff, Mr Smurthwaite, was injured on 12 March 2001 driving his motor vehicle on Bago Road, Herons Creek, when he collided with a vehicle being driven by Mr Royal. The plaintiff brought proceedings in the District Court, which were heard between April and May 2005. The plaintiff who was driving from Wauchope to Port Macquarie (west to east along Bago Road), across three lanes of the Pacific Highway was struck by the defendant's vehicle travelling north. The collision occurred, which is material to the case, in the right turn lane for vehicles travelling north intending to turn east towards Port Macquarie. On 7 February 2006 the Judge in those proceedings found that the RTA was not negligent and that the plaintiff was guilty of contributory negligence in the amount of one-third.

The First Defendant lodged an appeal against the judgement in the NSW Court of Appeal. The RTA was represented by John Maconachie QC, who was instructed by McCabe Terrill, Lawyers. The matter was heard on 6 and 7 February 2007. Judgement was handed down on 4 April 2007. As a result the RTA was ordered to pay one third of the judgement (some \$290,000 of the \$871,019.50 plus one third of Smurthwaite's trial and appeal costs and Royal's trial costs on the cross claim). The RTA filed a Special Leave Application with the High Court which was heard on 5 October 2007. The High Court granted the RTA Special Leave and the matter was heard on 31 January 2008. Judgement was handed down by the High Court on 14 May 2008.

The majority of the High Court found that the Court of Appeal did not make a determination in relation to causation. Evidence at trial that there was a sight distance of more than 200 metres from vehicles travelling behind the defendant and the plaintiff was uncontested. An alleged problem that vehicles turning left (west) into Bago Road obscured vehicles travelling behind did not raise a consideration as the accident occurred two lanes over to the east and was not on any assessment causative of the accident. The arguments of the defendant which were accepted by the Court of Appeal, when reconsidered by the High Court went in favour of the RTA, being that they were not causative of the accident. The majority found that the actual cause of the collision was the failure of both the plaintiff and defendant to take action to avoid the accident where there were clear site distances which would have allowed either party to stop, swerve or brake to avoid the accident.

The issue as to breach of duty was taken away from the RTA by the High Court limiting the grounds of appeal to 'causation' issues only. The court formally ordered that the appeal be allowed, the orders of the Court of Appeal be set aside and in their place that the appeal to the Court of Appeal be dismissed with costs, reinstating the original orders of Phelan DCJ.

Appendix 14. 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 2007-08 contracts were brought to account for the sale of 96 properties for a total value of \$58.1 million (net of GST). Of these, 42 properties were valued at more than \$0.5 million each, with a total value of \$51 million.

Eight properties totalling \$10.2 million were transferred to Department of Planning. Other major sales included properties in Newcastle (\$12 million), Goulburn (\$2.7 million) Darlinghurst, (\$2.4 million), Seaforth (\$2 million), Hoxton Park (\$1.6 million), Warringah (\$1.8 million) and St Ives (\$1.6 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 15. 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.

Technical and AUSTRROADS publications are available for sale from the RTA Library Services at Level 3, 27 Argyle Street, Parramatta NSW 2150 (tel 8849 2913). 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 2007-08.

Bicycles and pedestrians

- Cycling in Sydney: Bicycle ownership and use
- Share and be aware: Travelling together safely
- Sydney and Parramatta cycleways map
- Your guide to cycling in Sydney's south and south-west: Sutherland and Campbelltown

Corporate

- Accessing information from the RTA under NSW Freedom of Information or Privacy legislation
- Annual Report 2007
- Apprenticeship scheme
- Blacktown Motor Registry is moving
- Blueprint – 2008 to 2012 RTA Corporate Plan
- Graduate Recruitment and Development Program
- Looking for a career with drive? (CD-ROM)
- Parramatta Motor Registry is moving
- Traineeship scheme
- Undergraduate programs: Building the workforce of the future
- Want to fast track your career as a professional engineer?

Driver and vehicle

- BPAY for trailers, vehicles less than three years old and vehicles more than three years old
- CRE8 YR OWN NUMB3R PL8S
- Guide for international drivers
- Hazard perception test
- Heavy vehicle driver handbook
- Make YR CAR as individual as YOU R!
- Mobility Parking Scheme
- Motorcycle riders' handbook
- MY PLATES product and pricing guide
- New driving test
- New South Wales Driver and Vehicle Statistics 2007 (preliminary)
- NRL number plates
- Numeral only plate auction for cars and motorcycles
- Registration rebate for small business engaging new apprentices
- Rego is now easy
- Road Users' handbook
- We just renewed our registration on line ... It was easy!
- We've made registration easy (and very convenient) Bpay
- You're always first in line at myRTA.com

Environment

- Maintaining the links: Maintenance of historic timber bridges in NSW (DVD)
- RTA Oral History Program: Sydney Harbour Bridge Celebrating 75 years (CD-ROM)

Heavy vehicle

- Apply for your over size and over mass permits online today!
- Applying for High Mass Limits in NSW
- Enrolling in the Intelligent Access Program (IAP); Industry Fact Sheet
- Hazard perception handbook
- Intelligent Access Program driver obligations
- Intelligent Access Program registered operator obligations
- Operating conditions specific permits for oversize and overmass vehicles and loads
- Reduce your heavy vehicle emissions; Free TAFE course

Infrastructure

- Alford's Point Road widening between Clancy Street to Alford's Point Bridge community update, November 2007
- Alford's Point Road northern approach from Clancy Street to Alford's Point Bridge, Review of Environmental Factors, December 2007 (report and CD-ROM)
- Barton Highway future duplication community update, May 2008
- Barton Highway future duplication questions & answers, May 2008
- Bexley to Cup and Saucer Creek cycleway community update, April 2008
- Bonville upgrade community update, January 2008
- Bridge replacement project Corowa community update, February 2008
- Bridge replacement project at Corowa revised concept design community update, April 2008
- Cahill Expressway maintenance works community update, March 2008
- Camden Valley Way Bernera Road, Prestons to Cowpasture Road, Horningsea Park community update
- Camden Valley Way Bernera Road Prestons to Cowpasture Road Horningsea Park Review of Environmental Factors (report and CD-ROM)
- Camden Valley Way Upgrade: Bernera Road, Prestons to Cowpasture Road, Horningsea Park Species Impact Statement, December 2007
- Central Coast Highway Upgrade: Carlton Road to Ocean View Drive community update, January 2008
- Central Coast Highway and Brisbane Water Drive/ Manns Road intersection upgrade options, West Gosford community update, February 2008
- Coffs Harbour bypass concept design report, July 2008 (report and CD-ROM)
- Coffs Harbour bypass concept design community update, July 2008
- Coffs Harbour Highway Planning Sapphire to Woolgoolga Section Environmental Assessment Volume I including Appendix A-E, Volume 2 Appendix F working papers 1-5 and Volume 3 Appendix F working papers 6-8 and Appendix G, November 2007
- Coffs Harbour Highway Planning Sapphire to Woolgoolga Section Environmental Assessment Volume I, 2 and 3, November 2007 (CD-ROM)
- Coffs Harbour Highway Planning Sapphire to Woolgoolga Section Environmental Assessment Submissions Report, June 2008 (report and CD-ROM)
- Coffs Harbour Highway Planning Strategy Economic Analysis Update, November 2007
- Concrete for road pavements (video)
- Cowpasture Road upgrade community update, April 2008
- Croudace Street at Mitchell Avenue, Pride Avenue and Chilcott Street, Lambton community update, January 2008
- Epping Road and Longueville Road changed traffic conditions December 2007 to January 2008
- Glebe Road at Kenrick and Watkins Streets, The Junction pedestrian crossing upgrade community update, September 2007
- Great Western Highway Upgrade: Bullaburra East, Ridge Street, Lawson to Genevieve Road, Bullaburra community update, March 2008
- Great Western Highway Upgrade: Bullaburra West, Genevieve Road to Tableland Road, Wentworth Falls community update, August 2007
- Great Western Highway Upgrade: Bullaburra West community update, May 2008
- Great Western Highway Upgrade: Bullaburra West Genevieve Road, Bullaburra to Tableland Road, Wentworth Falls Review of Environmental Factors Volume 1 Main Report, Volume 2 Urban Design, Landscape and Visual Assessment Report and Volume 3 Appendices, May 2008
- Great Western Highway Upgrade: Bullaburra West Genevieve Road, Bullaburra to Tableland Road, Wentworth Falls Review of Environmental Factors Volume 1-3, May 2008 (CD-ROM)
- Great Western Highway Upgrade: Lawson Section 1A: Ferguson Avenue to Bass Street community update, January 2008
- Great Western Highway Upgrade: Lawson Section 1B and Section 2 community update, March 2008

- Great Western Highway Upgrade: Lawson Section 2 Containment basin Review of Environmental Factors Supplement, June 2008
- Great Western Highway Upgrade: Lawson Upgrade Stormwater drainage works for Cleveland and Wilson Streets, Lawson community update, June 2008
- Great Western Highway Upgrade: Leura to Katoomba (Section 2) Kings Road. East View Avenue, Leura to Bowling Green Avenue, Katoomba community update, August 2007
- Great Western Highway Upgrade: Leura to Katoomba (section 2 of upgrade) community update, January 2008
- Great Western Highway Upgrade: Mt Victoria to Lithgow community update, May 2008
- Great Western Highway Upgrade: Mt Victoria to Lithgow Background and Proposed Project Development Report, June 2008
- Great Western Highway Upgrade: Wentworth Falls East Tableland Road to Station Street community update, February 2008
- Great Western Highway Upgrade: Woodford to Hazelbrook community update, January 2008
- Holbrook Bypass community, January 2008
- Hume Highway duplication from the Sturt Highway to Holbrook community update, September 2007
- Hume Highway duplication Mullengandra to Olympic Highway feedback form community information session, July 2007
- Hume Highway duplication Woomargama to Table Top community update, July 2007
- Hunter Region Road Occupancy Guidelines
- Jumping off bridges ... anti-bridge jumping campaign
- Landscape guideline
- Lawrence Hargrave Drive and Princes Highway upgrade community update
- Lawrence Hargrave Drive and Princes Highway upgrade submissions report
- M5 East tunnel air filtration plant construction fact sheet, October 2007
- M5 East tunnel filtration plant fact sheet
- Making and Delivering Concrete for Road Pavements (DVD)
- Mamre Road Bridge duplication over the M4 Motorway community update, July 2007 and February 2008
- Masons Parade and Dane Drive, Gosford Proposed intersection upgrade community update, November 2007
- Molong overpass project community update, February 2008
- Moree town centre bypass community update, July 2007
- Morpeth Bridge capacity improvements to bridge approaches community update, June 2008
- Narellan Road extension: Camden Valley Way to The Northern Road, Narellan community update, September 2007
- Newcastle Inner City Bypass: Rankin Park to Jesmond Submissions Report, January 2008
- Newcastle Road between Croudace Street and Albert Street, Lambton community update, January 2008
- Northern Distributor extension community update (July 2007, October 2007, January 2008 and April 2008)
- Oak Flats to Dunmore community update, November 2007
- Oxley Highway Upgrade Stage one: Wrights Road to Phillip Charley Drive community update, January 2008
- Pacific Highway upgrade: Glen Road to Burns Road, Ourimbah Stage 2 community update, August 2007
- Pedestrian Crossing Upgrade Program: Alison Road community update, March 2008
- Pedestrian Crossing Upgrade Program: Anzac Parade community update, March 2008
- Pedestrian Crossing Upgrade Program: Darling Street community update, October 2007
- Pedestrian Crossing Upgrade Program: Euston Road community update, March 2008
- Pedestrian Crossing Upgrade Program: Frenchs Forest Road community update, December 2007
- Pedestrian Crossing Upgrade Program: Great Western Highway Leichhardt Street, Blackheath community update, December 2007
- Pedestrian Crossing Upgrade Program: Minogue Crescent community update, October 2007
- Pedestrian Crossing Upgrade Program: Old Canterbury Road community update, October 2007
- Planning safety improvements at the Pacific Highway and Violet Town Road at Belmont North and Floraville Road at Floraville community update, May 2008
- Princes Highway Upgrade: Gerringong to Bomaderry community update, July, 2007
- Princes Highway Upgrade: Gerringong to Bomaderry nomination form options comparison workshop, August 2007
- Princes Highway Upgrade: Gerringong to Bomaderry options display community update, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry options display feedback form, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Report, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix A Route Options Workshop Findings, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix B Preliminary Geotechnical Report, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix C Preliminary Urban and Regional Design Strategy, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix D Preliminary Traffic Assessment Report, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix E Preliminary Public Utilities and Services Report, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix F Preliminary Social Economic Impacts Report, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix G Preliminary Biological Report – Terrestrial Flora and Fauna, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix H Preliminary Biological Report – Aquatic Ecology and Water Quality Management, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix I Preliminary Indigenous and Non-Indigenous Heritage Assessment, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix J Preliminary Air Quality Management Report, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix Preliminary Hydrology/Hydraulics Report, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix L Preliminary Planning and Zoning Issues Report, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix M Preliminary Land Use Issues Report, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix N Preliminary Traffic Noise and Vibration Assessment Report, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix O Preliminary Property Impacts Report, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix Preliminary Climatic Assessment Report, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix Q Preliminary Cumulative Effects Report, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix R Road Safety Audit Stage I, Route Options Preliminary Concept Design, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Report and Appendices, November 2007 (CD-ROM)
- Realignment of the Princes Highway, Conjola Mountain community update, September 2007
- Repainting of Darling Harbour viaducts community update, June 2008
- Replacement bridge over the Yass River near Gundaroo community update, April 2008
- Richmond Road upgrade: Traffic signals at St Marys Road and Richmond Road, Berkshire Park community update, May 2008
- Richmond Road upgrade: St Marys Road intersection improvements community update, July 2007

- RTA Community Involvement Resource Manual
- RTA procedures for Aboriginal cultural heritage consultation and investigation, May 2008
- Sheahan Bridge duplication community update, May 2008
- Swansea Bridge maintenance program community update, August 2007
- Swansea Bridge community update, September 2007, October 2007 and April 2008
- Tarcutta bypass community update, February 2008
- Tom Ugly's bridge repainting community update, September 2007 and December 2007
- Upgrade of Lanyon Drive between Monaro Highway and Tomsitt Drive, Queanbeyan community update, June 2008
- Upgrade of the railway level crossing on Garfield Road at Riverstone level community update, December 2007
- Upgrading of Avoca Drive Sun Vally Road to Bayside Drive, Green Point community update, December 2007
- Upgrading of Avoca Drive Sun Vally Road to Bayside Drive, Green Point Review of Environmental Factors, December 2007
- Upgrading the Pacific Highway: Ballina Bypass upgrade community update, May 2008
- Upgrading the Pacific Highway: Banora Point upgrade Environmental Assessment and Refined Design, February 2008
- Upgrading the Pacific Highway: Banora Point Environmental Assessment Volume 1 Environmental Assessment, Volume 2 Working Papers 1-5, and Volume 3 Working Papers 6-10, February 2008
- Upgrading the Pacific Highway: Banora Point Environmental Assessment Volume 1, 2 and 3, February 2008 (CD-ROM)
- Upgrading the Pacific Highway: Brunswick Heads to Yelgun project opening, July 2007
- Upgrading the Pacific Highway: Bulahdelah upgrade community update, November 2007
- Upgrading the Pacific Highway: Coffs Harbour Highway Planning Environmental Assessment and Refined Design, November 2007

- Upgrading the Pacific Highway: Coffs Harbour Highway Planning Sapphire to Woolgoolga upgrade
- Upgrading the Pacific Highway: Coopernook to Herons Creek (incorporating Coopernook to Moorland and Moorland to Herons Creek projects) Design Refinement Summary report, September 2007 (report and CD-ROM)
- Upgrading the Pacific Highway: Coopernook to Herons Creek (incorporating Coopernook to Moorland and Moorland to Herons Creek projects) Refined Design community update, September 2007
- Upgrading the Pacific Highway: Coopernook to Moorland upgrade design refinement consistency review, September 2007
- Upgrading the Pacific Highway: Coopernook to Moorland upgrade Environmental Assessment, September 2007
- Upgrading the Pacific Highway: Failford Road to Tritton Road Review of Environmental Factors, May 2008 (report and CD-ROM)
- Upgrading the Pacific Highway: Herons Creek to Stills Road Submissions Report, February 2008
- Upgrading the Pacific Highway: Karuah to Bulahdelah sections 2 and 3 upgrade community update, August 2007
- Upgrading the Pacific Highway: Kempsey to Eungai Environmental Assessment community update, July 2007
- Upgrading the Pacific Highway: Kempsey to Eungai Environmental Assessment Vol 1 and 2, July 2007 (report and CD-ROM)
- Upgrading the Pacific Highway: Kempsey to Eungai Submission Report, March 2008
- Upgrading the Pacific Highway: Moorland to Herons Creek upgrade Design Refinement consistency review, September 2007
- Upgrading the Pacific Highway: Moorland to Herons Creek upgrade Environmental Assessment, September 2007
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Highway Access Strategy, September 2007
- Upgrading the Pacific Highway: Tintenbar to Ewingsdale Proposed Highway Access Strategy, January 2008
- Upgrading the Pacific Highway: Tintenbar to Ewingsdale Strategic Access Report, January 2008

- Upgrading the Pacific Highway: Warrell Creek to Urunga upgrade (incorporating Warrell Creek and Macksville to Urunga upgrading projects) community update, September 2007
- Upgrading the Pacific Highway: Warrell Creek to Urunga upgrade (incorporating Warrell Creek and Macksville to Urunga upgrade projects) community update, June 2008
- Upgrading the Pacific Highway: Warrell Creek to Urunga upgrade (incorporating Warrell Creek and Macksville to Urunga upgrade projects) Q & A, June 2008
- Upgrading the Pacific Highway: Warrell Creek to Urunga upgrade (incorporating Warrell Creek and Macksville to Urunga projects) Part 3A Project Application Report, July 2007
- Upgrading the Pacific Highway: Warrell Creek to Urunga (incorporating Warrell Creek and Macksville to Urunga upgrading projects), September 2007
- Upgrading the Pacific Highway: Warrell Creek to Urunga upgrade (incorporating Warrell Creek and Macksville to Urunga projects) Macksville to Urunga Preferred route Submissions Report, September 2007 (report and CD-ROM)
- Upgrading the Pacific Highway: Warrell Creek to Urunga upgrade (incorporating Warrell Creek and Macksville to Urunga projects) Part 3A Project Application Report, September 2007 (report and CD-ROM)
- Upgrading the Pacific Highway: Warrell Creek to Urunga upgrade (incorporating Warrell Creek and Macksville to Urunga projects) Draft Warrell Creek Review Report, September 2007 (report and CD-ROM)
- Upgrading the Pacific Highway: Warrell Creek to Urunga upgrade (incorporating Warrell Creek and Macksville to Urunga projects) Warrell Creek Review Report, June 2008
- Upgrading the Pacific Highway: Warrell Creek to Urunga upgrade (incorporating Warrell Creek and Macksville to Urunga projects) Warrell Creek Review Report, June 2008 (CD-ROM)
- Upgrading the Pacific Highway: Woodburn to Ballina upgrade Concept Design, March 2008 (community update)
- Upgrading the Pacific Highway: Woodburn to Ballina upgrade Concept Design Report, March 2008
- Upgrading the Pacific Highway: Woodburn to Ballina upgrade Preferred Route Submissions Report, March 2008

- Upgrading the Pacific Highway: Woodburn to Ballina upgrade Concept Design Report and Preferred Route Submissions Report, March 2008 (CD-ROM)
- Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Concept Design community update, April 2008
- Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Concept Design Report, April 2008
- Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Concept Design Report, Aquatic ecology survey working paper, April 2008
- Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Concept Design Report, Highway access strategy working paper, April 2008
- Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Concept Design Report, Indigenous heritage impact assessment working paper, April 2008
- Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Concept Design Report, Terrestrial flora and fauna assessment report working paper, April 2008
- Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Concept Design Report, Upgraded hydrology/hydraulics report working paper, April 2008
- Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Concept Design Report, Urban design and landscaping report working paper, April 2008
- Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Concept Design Report, April 2008 (CD-ROM)
- Victoria Road upgrade community update, November 2007, February 2008 and April 2008
- Victoria Road upgrade: Iron Cove geotechnical and sediment contamination investigations Review of Environmental Factors, February 2008
- Victoria Road upgrade: Preliminary Environmental Investigation, July 2007
- Victoria Road upgrade: Proposal project application report and preliminary environmental assessment, December 2007
- Victoria Road upgrade: proposal New Iron Cove Bridge geotechnical and sediment contaminations investigations Review of Environmental Factors, February 2008
- Victoria Road upgrade: Proposal showing bus lane upgrades for Victoria Road and options for new bridge crossing, December 2007

- Victoria Road upgrade: Proposal on-land geotechnical and contamination investigations Review of Environmental Factors, February 2008
- Victoria Road upgrade: proposal utility investigations Review of Environmental Factors, January 2008
- Wallaby Rocks Bridge rehabilitation community update, July 2007
- Weakleys Drive interchange community update, August 2007 and June 2008
- Wentworth Falls East Tableland Road to Station Street drainage work community update, June 2008
- William Bailey Street and Adelaide Street, Raymond Terrace community update, April 2008
- Windsor flood evacuation route pedestrian and cyclist information, September 2007
- Windsor flood evacuation route (Hawkesbury Valley Way) Information for motorists, September 2007
- Woomargama bypass community update, January 2008
- Your privacy and RTA projects
- Your property and RTA projects, questions and answers, November 2007

Road safety

- Are you supervising a learner driver?
- Choose right buckle right
- Choose right buckle right infant restraint kit
- Get a licence. Get a life. Visit Geared.com.au
- Helping learner drivers become safer drivers, presenter's resource kit
- Helping learner drivers become safer drivers. Are you supervising a learner driver?
- Mobile phones and driving
- Move Ahead with Street Sense, Kindergarten orientation day road safety parent presentation, presenter's book
- Move Ahead with Street Sense, Kindergarten orientation day road safety parent presentation kit
- Pedestrian crossings
- Road safety education resources for TAFE NSW, catalogue
- Road safety songs and rhymes for young children (CD-ROM and song book)
- Safer child restraints

- School bus safety: how parents can help
- Signatory information bulletin no 1: Certification of used imported buses
- Technical specification No 142 Rev 7: School bus warning system
- Vehicle inspectors bulletin no 5: Protrusions on the front of vehicles
- Vehicle inspectors bulletin no 6: Requirements for large trailers fitted with electrically operated brakes
- Vehicle inspectors bulletin No 13: Over snow vehicles, April 2008
- Vehicle Inspectors bulletin No 18 Rev 8: New inspection fees for Authorised Inspection Stations
- Vehicle inspectors bulletin no 21: Test procedure for Mercedes-Benz air-over-hydraulic brake system
- Vehicle inspectors bulletin no 36: Taxis designed to transport passengers in wheelchairs
- Vehicle inspectors bulletin no 52: Exemption from registration for light vehicles driven for inspection or testing
- Vehicle inspectors bulletin no 58: Vehicle Compliance Certification Scheme
- Vehicle inspectors bulletin no 63: Dual foot controls for driving instructors' vehicles
- Vehicle inspectors bulletin no 71: Inspection of used imported buses for registration in NSW
- Vehicle inspectors bulletin no 75: Centralisation of Authorised Inspection Station administration
- Vehicle inspectors bulletin no 76: Safety Recall Bendix SR-7 brake modulating valve fitted to Freightliner Argosy, Century S/T and Columbia vehicles
- Vehicle standards information no 2 Rev 4: Restricted engineering signatories
- Vehicle standards information no 5: Vehicle dimension limits
- Vehicle standards information no 6: Guidelines for light vehicle modifications
- Vehicle standards information no 7: Australian Design Rules
- Vehicle standards information no 8: Flashing lights and sirens

- Vehicle standards information no 10V5: Carrying bicycles on motor vehicles
- Vehicle standards information no 11: Requirements for the movement of buildings
- Vehicle standards information no 12: Guidelines for lights and light signalling devices on heavy vehicles
- Vehicle standards information no 15: Engineering signatories
- Vehicle standards information no 19: Motor vehicle compliance plates
- Vehicle standards information no 20: Registration of engineering and market evaluation vehicles
- Vehicle standards information no 21: Vehicles modified for people with disabilities
- Vehicle standards information no 27: Mopeds and motor assisted pedal cycles
- Vehicle standards information no 35: Mobile advertising units
- Vehicle standards information no 37: Reporting of vehicle defects, information for fleet owners
- Vehicle standards information no 39 Rev 2: Spray suppression devices for heavy vehicles
- Vehicle standards information no 41: Guidelines for A-frame towing
- Vehicle standards information no 42 Rev 1: Stretched limousines exemption from aspects of ADR58/00
- Vehicle standards information no 46: Registration of non-conforming special purpose vehicles
- Vehicle standards information no 49: Seat belt buckle covers
- Vehicle standards information no 56: Agricultural harvesters – exemption from brake light requirements
- Zero blood alcohol limit for novice drivers

Traffic

- Australian Road Rules
- Code of conduct and ethics
- Delineation guidelines
- Driving to Sydney just got easier
- Guide signposting
- More E-Only lanes from 6 July 2008; Sydney Harbour Bridge lane changes
- Proposed changes to Victoria Road at Drummoyne and Rozelle
- Roundabouts: a step by step guide
- Sydney Harbour Tunnel cashless tolling
- Sydney Harbour Tunnel cashless tolling effective 8 July 2007
- Technical direction: Guide signposting
- Traffic signal design Section 1 Investigation guidelines

Cost of this annual report

The total external cost of producing this report will be about \$70,000 which includes \$30,000 for design, \$19,000 for printing and \$21,000 for document development and editing services. Final invoices have not yet been received at time of publication so estimates have been based on revised quotes.

No summary brochure or CD-ROM versions of the report have been produced this year.

The report is available on the internet at www.rta.nsw.gov.au, publications, statistics and forms.

Appendix 16. Payments to consultants

Details of the amount paid to consultants in 2007-08 are provided below.

The RTA defines consultants in terms of the Department of Premier and Cabinet's 'Guidelines for the Engagement and Use of Consultants' issued in July 2004.

TABLE 18. CONSULTANTS GREATER THAN \$30,000

Project description	Consultant	Amount
Chatswood town centre microsimulation study	GHD	\$60,000
Ryde area integrated land use and traffic studies	ARRB	\$100,000
Bus corridors projects	JW Prince	\$100,000
Developer projects	Qualchek	\$100,000
SHB structural upgrade – heritage advice	GML Godden Mackay Logan Heritage Consultants	\$90,000
HW9 Willow Tree culvert replacement design	PB	\$48,810
Culvert inventory data capture	OPUS international consultants	\$524,760
Russell Avenue slip	GHD	\$47,344
Total		\$1,070,914

TABLE 19. CONSULTANTS LESS THAN \$30,000

Total number of engagements	10
Total cost	\$110,944

The RTA engages 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 17. Reporting of RTA contracts with third parties

On 1 January 2007 the *Freedom of Information Amendment (Open Government-Disclosure of Contracts) Act 2006 (FOI Act)* was approved. Following the introduction of the amendment to the Act, the Premier's Memorandum No 2007- 01 was also issued. The FOI Act and the memorandum outline the requirements for the disclosure of certain information on Government contracts and tenders (including panels) with the private sector:

As a result the Chief Executive issued Corporate Policy PN 004, *Contract reporting requirements under the Freedom of Information Act 1989*, together with *Guidelines for contract reporting requirements under the NSW Freedom of Information Act 1989*.

Specific information is required for contracts where the value exceeds \$150,000. The Records Access Unit arranges for details of these contracts to be placed on the RTA's website under the category 'Doing Business With Us'. All contracts that are required to be disclosed are published on the Department of Commerce E-Tender website.

To date the total value of reported contracts for the current financial year, less any material variations with the private sector, exceeds \$1.51 billion.

Any inquiries can be directed to the Manager, Records Access Unit or the Team Leader Privacy & Contract Reporting on (02) 9218 3667.

Appendix 18. Accounts payment performance

TABLE 20. AGEING OF AMOUNTS UNPAID AT MONTH END

Quarter	Current	<30 days overdue	30-60 days overdue	60-90 days overdue	>90 days overdue
Sep 07	\$27,948,128.45	\$435,774.17	\$70,924.53	\$68,172.99	\$156,929.40
Dec 07	\$31,129,961.62	\$6,290,254.63	\$502,672.65	\$252,399.07	\$464,461.03
Mar 08	\$29,006,037.10	\$4,758,522.77	\$273,176.55	\$138,660.21	\$677,684.73
Jun 08	\$42,437,513.87	\$4,941,604.34	\$208,149.91	\$89,225.84	\$385,314.89

TABLE 21. ACCOUNTS PAYABLE PAYMENT PERFORMANCE

Quarter	Target %	Total accounts paid on time		
		Actual %	\$	Total
Sep 07	86%	90.74%	230,433,779.22	249,118,360.63
Dec 07	86%	87.23%	193,322,441.63	231,365,598.53
Mar 08	86%	86.52%	163,609,930.85	201,843,924.21
Jun 08	86%	90.28%	276,150,302.08	290,096,405.83

Overall performance for the financial year is ahead of the performance target.

Performance for the December & March quarters, while still above target, dropped slightly as a result of some process reengineering aimed at provided ongoing long-term efficiencies.

Appendix 19. Funds granted to non government community organisations

Directorate	Name of recipient organisation	Amount of grant	Program area as per Budget Paper	Nature & purpose of the project including aims and target audience
Environment	NSW Wildlife Council	\$20,000	Road Use	Contribution to assist wildlife care groups manage roadkill
Business Coord, Road Safety & Policy	Griffith University	\$30,000	Road Management	ARC linkage proposed project on corporate governance. Cash contribution for the three year project
Licensing Registration & Freight	National Motor Vehicle Theft Reduction Council Inc	\$172,125 (excl GST)	Road Use	NSW Government funding has been on a 50/50 shared basis by the Police Minister and the RTA since the establishment of the NMVTRC in 1999. This shared funding arrangement was endorsed in 1998 by the then Premier and Treasurer. The NMVTRC is an incorporated not-for-profit association who works with police, insurers, the motor trades, vehicle manufacturers, registration authorities and justice agencies in implementing theft reduction strategies
Network Management	Bicycle NSW	\$195,000	Road Development	Bicycle NSW – Sydney Spring Cycle
Network Management	Bicycle NSW	\$121,000	Road Development	The NSW Great Escapade
Network Management	Pedestrian Council of NSW	\$30,000	Road Development	Walk Safely to School Day
Network Management	Various Community Groups across NSW	\$100,000	Road Development	NSW Bike Week
DOES – Western Region	Gilgandra Liquor Accord	\$5,000	Road Use	Contribution towards alternative transport scheme for Gilgandra
DOES – Western Region	Moree Liquor Accord	\$7,898	Road Use	Contribution towards alternative transport scheme for Moree
DOES – Western Region	Parkes Liquor Accord & Condobolin Liquor Accord	\$5,555	Road Use	Contribution towards alternative transport scheme for Parkes and Condobolin
DOES – South West Region	Berrigan Golf & Bowling Club	\$1,500	Road Use	Support alternative transport

Directorate	Name of recipient organisation	Amount of grant	Program area as per Budget Paper	Nature & purpose of the project including aims and target audience
Business Coordination, Road Safety and Policy	Youthsafe	\$400,000	Road Use	Research and resource development
Business Coordination, Road Safety and Policy	Rotary Youth Driver Awareness	\$65,000	Road Use	Driving Skills for Year 11 students
Business Coordination, Road Safety and Policy	Rotary Youth Driver Awareness	\$20,000	Road Use	Bus transport for Year 11 students to attend workshop

In kind support

The RTA supported nine not-for-profit charity groups by hanging banners on the southern pylon of the Sydney Harbour Bridge as in-kind sponsorship. These groups included:

- Red Nose Day
- Jeans for Genes Day
- Red Cross Blood Service
- World Aids Day
- International Day of Disability
- Pink Ribbon Day
- St Johns Ambulance
- Red Cross Calling
- Salvation Army

Appendix 20. Privacy Management Plan

The RTA reports on requests, allegations and complaints submitted under the *Privacy and Personal Information Protection Act, 1998* (Privacy Act) and the *Health Records and Information Privacy Act 2001* (HRIP Act). Following is the analysis of information regarding the Records Access Unit's involvement in privacy matters during 2007-08.

The information has been collated as required under Section 33(3) of the Privacy Act.

Statement of action taken by the RTA and results of reviews

Section 33(3)(a)(b) of the Privacy Act requires the RTA to provide a statement of the action taken in complying with the requirements of the Act. The RTA is also required to supply statistical details of any review conducted by it or on its behalf under Part 5 of the Act. In order to comply with the Act, the RTA has reviewed its first Privacy Management Plan and the second edition is on its website to ensure it is available to clients. The RTA also continues to:

- Identify and consider the requirements of the Act such as 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.
- 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 developing a communications strategy, which will incorporate privacy responsibilities and be rolled out to all RTA staff.

The Manager of the Records Access Unit has conducted, and is continuing to conduct, face-to-face training sessions for all RTA staff to highlight the principles contained in the Privacy and HRIP Acts. Part of the role of the Records Access Unit is to address the RTA's responsibilities under the Privacy Act.

The Manager, Records Access Unit, and the Team Leader, Privacy & Contract Reporting, are responsible for processing any allegations of improper use or disclosure of personal information. Under the Privacy and HRIP Acts, such allegations are termed Reviews of Conduct. The Privacy Act requires the Reviews of Conduct to be finalised within 60 days.

Thirteen internal Reviews of Conduct were investigated between 1 July 2007 and 30 June 2008. The details are as follows:

Privacy review R07-08/01

On 4 July 2007 a customer sought a review, believing the RTA breached his privacy when an insurance company accessed his demerit points via RTA internet without his authority. The customer sought explanation from QBE but was not satisfied with their response. Investigation confirmed that an access had occurred and the RTA IT section confirmed the location of the access. The RTA officially apologised to the customer on 19 September 2007. The customer did not appeal the determination.

Privacy review R07-08/02

On 10 August 2007 a customer sought a review believing the RTA breached her privacy when her address was changed without her authority and her sister accessed her records with little ID. The RTA was unable to make contact with the complainant to seek further information. The customer made no further contact and the matter was considered closed on 22 October 2007.

Privacy review R07-08/03

On 10 September 2007 a customer sought a review believing the RTA breached his privacy when his personal details may have been accessed by a third party without his authorisation. The details related to number plates, which were allocated to him at the time. A review was conducted and the RTA determined there was no evidence of inappropriate access or disclosure. On 30 November 2007 the RTA informed the customer of the determination. The customer did not appeal.

Privacy review R07-08/04

On 8 October 2007 a customer sought a review believing the RTA breached her privacy when she was issued with a parking infringement notice for parking in Kosciuszko National Park without a valid permit. A review was conducted and the RTA determined that her records had been accessed by NSW National Parks and Wildlife. An error occurred when the registration number was transposed and an infringement notice was sent to the wrong operator by the NSW National Parks and Wildlife. The customer was informed of the result and the NSW National Parks and Wildlife and the RTA officially apologised on 21 November 2007. The customer did not appeal.

Privacy review R07-08/05

On 26 October 2007 a customer sought a review believing the RTA breached his privacy when his personal information held by the RTA road user database may have been improperly disclosed to an insurance company. A review was conducted and the RTA determined that his registration details had been disclosed to an insurance company in relation to an accident claim. On 24 January 2008 the RTA informed the customer of the result and officially apologised. The RTA amended a procedure as a result of this incident. The customer did not appeal.

Privacy review R07-08/06

On 20 November 2007 a customer sought a review believing the RTA had breached his privacy. The customer believed that personal information held by the RTA was released to a tolling company without his consent. This resulted in him receiving a toll notice for failing to pay the toll. A review was conducted and the RTA determined that an error occurred on a response received by the RTA from the last registered operator of the vehicle detailed in the toll notice. The toll notice issued to the customer was withdrawn and on 26 February 2007 the RTA officially apologised to the customer. The customer did not appeal.

Privacy review R07-08/07

On 20 December 2007 a customer sought a review believing the RTA had breached his privacy by releasing his personal information without his consent. The customer believed that his new address had been accessed by either the NSW or Federal Police and disclosed to a third party. A review of conduct was initiated by the RTA and investigated by NSW Police. NSW Police determined the access was for lawful reasons and confirmed no improper use. The customer was informed of the RTA's determination on 6 April 2008. The customer did not appeal.

Privacy review R07-08/08

On 4 April 2008 and 2 July 2008 an RTA employee sought a review believing the RTA had breached his privacy when the RTA faxed a medical certificate to a Military Base Commander where the employee was to undertake military reserve training. The employee was on restricted duties with the RTA at the time. A review was conducted and the RTA determined that a breach of privacy had occurred. The employee was informed of the RTA's determination and an official apology was given. The applicant had not appealed the determination at the time of writing.

Privacy review R07-08/09

On 14 April 2008 an RTA employee sought a review believing the RTA breached his privacy when his name, address and telephone were emailed via an attachment to other staff members within his unit. A review was conducted and it was established the information was inadvertently attached to the email. The RTA determined that there had been an unintentional breach of privacy and formally apologised to the employee on 16 June 2008. The employee has not appealed the decision.

Privacy review R07-08/10

On 6 May 2008 a customer sought a review believing the RTA breached his privacy when a relative stated they could find out about vehicles he had purchased via an RTA employee in Sydney. In a telephone conversation with the customer, the RTA explained that the RTA DRIVES log showed no accesses to the customer's personal information. The complaint was not furthered with the customer's agreement.

Privacy review R07-08/11

On 7 May 2008 a customer sought a review believing the RTA had breached her privacy when her details were accessed and her address changed without her authorisation. A review was conducted and it was established that the customer's address had been changed at an RTA call centre. A keystroke error by the RTA operator resulted in an incorrect licence number being entered into DRIVES which, in turn, resulted in the complainant's address being changed. On 24 June 2008 the customer was informed of the outcome of the review and that the RTA determined that a breach had occurred. The RTA formally apologised to the customer. The customer has not appealed the determination.

Privacy review R07-08/12

On 16 May 2008 a former RTA employee sought a review believing the RTA had breached her privacy when she received a letter from HealthQuest informing her she was required to attend a fitness assessment requested by the RTA. This occurred after the former employee had resigned her employment with the RTA. A review was still in progress.

Privacy review R07-08/12A

On 16 May 2008 a former RTA employee submitted a second application for a review of contact. The former employee believed the RTA had breached her privacy when a photo of her was issued to RTA contracted security staff. This action was taken by the RTA to prevent the former employee from gaining unlawful access to RTA property. The former employee is engaged in an ongoing dispute with the RTA. The review is in progress.

Privacy review R07-08/13

On 23 June 2008 a customer sought a review believing the RTA had released his personal details to a third party without his consent or authority. The customer stated he was contacted by a person of the same name who said the RTA E-Toll section had disclosed the applicant's personal information. The review is in progress.

Privacy appeals to the Administrative Decisions Tribunal (ADT)

One appeal to the ADT was continuing in 2007-08.

On 8 May 2007 and 17 September 2007 a former RTA employee commenced two separate sets of proceedings against the RTA in the ADT under the *Privacy and Personal Information Protection Act* and the *Health Records Information Privacy Act*. The two sets of proceedings are being heard together. The ADT proceedings relate to appeals against seven separate 'internal review' decisions made by the RTA. Broadly, the allegations which are the subject of the proceedings, are:

- That the RTA disclosed the employee's personal and/or health information to unauthorised third parties without consent.
- That the RTA denied the employee access to documents she was entitled to access under the *Privacy and Personal Information Protection Act*.
- That unauthorised RTA employees handled medical documentation relating to the employee in the process of forwarding that information to the Records Access Unit so it could be provided to the employee in response to a request by her.
- That the RTA breached the employee's privacy when the convenor of a selection committee contacted referees supplied by the employee.
- That the RTA breached the employee's privacy when an appeal document the employee had sent to the RTA was left on a fax machine overnight.
- That the RTA failed to follow its internal file management policies when handling information concerning the employee.
- That the RTA used medical documentation provided by the employee for purposes other than those for which they were provided.
- That the RTA wrongfully disclosed the employee's medical information when requesting HealthQuest to conduct a medical assessment of the employee's fitness for duties.

The ADT proceedings were adjourned in 2007 at the request of the employee, and reactivated in early 2008. A hearing in the matter is set down for 15 to 17 July 2008 for the determination of jurisdictional and interlocutory matters. It is likely that a further hearing date will then be set for the determination of outstanding substantive issues, if any.

Appendix 21. Research and development

The RTA has a Research and Development (R&D) Program which identifies and develops innovative solutions to materials, products, equipment, systems and processes to achieve business improvements. In 2007-08 more than \$1.9 million was devoted to the program which fosters work throughout the RTA but principally in technology areas. Work with external partners is also undertaken.

The RTA's Commercial Business and Technology Committee oversees the program and provides advice to the Executive on the direction and level of investment in R&D. The committee also advises on the strategic direction and management of technology and innovation in the RTA. It acts as a central point of reference to review the use of current technology, emerging technology and innovation along with any implications for the RTA. Projects under the program were focused around the technical areas of pavements, geotechnology and road and bridge technology. Research was also conducted into road safety.

The RTA also contributes to R&D work by Austroads.

Projects undertaken in 2007-08 in each technology area are detailed following:

Pavements

- Development of durable sprayed seals for high stress locations.
- Development of an RTA test method for workability of manufactured sands for use in concrete and asphalt.
- Refinement of ride quality models for concrete pavements.
- Pavement service life – application of plastic theory and limit analysis.
- Review of foamed bitumen stabilisation as a road maintenance and rehabilitation tool.
- Investigation of alternative aggregate sources for improved skid resistance of pavement surfacings (asphalt).
- Development of porous concrete surfacing in preparation for trial in 08/09.
- Increased use of marginal aggregate sources (for sprayed seal).
- Determination of available calcium ion content in blended recycled concrete for use as road base.
- Australian Research Council (ARC) Linkage Project with UNSW to provide an integrated approach to modelling granular materials in a pavement system (second year of three-year project).
- Managing horizontal shear force damage to pavements.
- Study on effect of heavy vehicles on RTA asphalt pavements (using modelling and laboratory testing) including simulating increased tyre pressures and larger vehicles.
- Investigation of the use of cold mix technology to produce durable asphalt.
- Study on the skid resistance performance of high surface texture asphalt.
- Reduced moisture damage in asphalt.
- Contribution to OECD project to develop long life rigid pavements.
- Development of a methodology for determining a more accurate estimate of the remaining life of flexible pavements.

Bridges

- Review performance of sacrificial cathodic protection systems (CP): discrete anodes, jacket anodes and sprayed zinc system as alternatives to impressed current CP.
- Development of robotic grit blasting device for steel bridges (3rd year of five-year project).
- Investigation of the useability of self-compacting concrete for bridge piles.
- Networked sensing systems research as a means of protecting bridges from over-height vehicles.
- Finalising design procedures for through deck and embedded expansion joint anchors.
- Investigation of the remaining load bearing capacity of alkali aggregate reaction affected pre-stressed deck beams from Mirrool Creek Bridge.

Geotechnical

- Guidelines on use of shale in RTA road construction projects.
- Strategic sourcing of construction materials including development of a regional database of existing and potential sources of road aggregates.
- Identifying causes of inter-laboratory variability using RTA Test Method T363 – Accelerated Mortar Bar Test.
- Development of a low temperature test for all bituminous binders.
- Embankment construction using vacuum consolidation (first year of a three-year Australian Research Council (ARC) supported project).
- Investigation of fibre optic sensing technology to monitor pavement strains.
- Investigation into a method to determine the in-field performance of a prime or primer-seal.
- Behaviour of tunnels in sedimentary rocks in the Sydney Basin (final year of a three-year project). Outputs incorporated in new tunnel projects.

Road design engineering

- Safety barrier crash testing.
- Acceptance of safety barrier products.

Traffic

- Traffic Congestion Management at the University of Wollongong site.

Safer roads

Developed ongoing research and evidence-based policy development including:

- Rigorous crash reduction model.
- Crash testing of safety barriers.
- Researched new design standards for curve radii.
- Researched incremental clear zones.

Safer vehicles

Safer Vehicles through its Crashlab test facility participated in a collaborative international research project to investigate occupant-to-occupant interaction and impact injury risk in side impact crashes. The tests conducted at Crashlab brought together experts from US academia, Transport Canada, the Australian Federal Government, NSW Centre for Road Safety and a leading occupant restraint system manufacturer and a global vehicle manufacturer. The crash tests conducted by Crashlab utilised two advanced design WorldSID side impact research dummies provided by Transport Canada.

Appendix 22. Driver and vehicle statistics

TABLE 22. NUMBER OF VEHICLES REGISTERED IN NSW AS AT 30 JUNE 2008 BY YEAR OF MANUFACTURE

Year of manufacture	No. of vehicles
Pre-1960	10,248
60-64	7,079
65-69	16,931
70-74	53,768
75-79	105,055
80-84	178,584
85-89	416,122
90-94	661,845
95-99	1 111,4317
2000-04	1,483,427
2005	344,325
2006	332,666
2007	351,719
Unknown	128,230
Total	5,204,316

TABLE 23. NUMBER OF VEHICLES REGISTERED IN NSW AS AT 30 JUNE 2008 BY VEHICLE TYPE

Vehicle type	No. of vehicles
Passenger vehicles	2,928,322
Off-road passenger vehicles	514,714
Small buses	19,984
Buses	14,084
Mobile homes	4,785
Motorcycles	146,583
Light trucks	691,980
Heavy trucks	78,373
Prime movers	20,660
Light plant	4,377
Heavy plant	7,620
Small trailers	503,203
Trailers	269,508
Other vehicles	123
Total	5,204,316

TABLE 24. NUMBER OF VEHICLES REGISTERED IN NSW AS AT 30 JUNE 2008 BY VEHICLE USAGE

Vehicle usage	No. of vehicles
Private	3,582,294
Pensioner concession	638,766
Primary producer concession	95,823
Business general	741,654
Taxi	6,371
Public bus and coach	9,985
FIRS	4,276
Other vehicle usages	125,147
Total	5,204,316

TABLE 25. NSW LICENSED DRIVERS AND RIDERS AS AT 30 JUNE 2008

By sex	No. of licence holders	% of total
Female	2,238,485	48.2
Male	2,400,239	51.7
Total *	4,642,256	100.0
By age group	No. of licence holders	% of total
16	55,178	1.2
17	71,953	1.6
18-25	600,226	12.9
26-29	324,898	7.0
30-39	909,826	19.6
40-49	917,914	19.8
50-59	796,373	17.2
60-69	558,657	12.0
70-79	308,636	6.7
80+	98,595	2.1
Total	4,642,256	100.0

* Including cases where licence holders' sex was not recorded.

TABLE 26. NSW DRIVER AND RIDER LICENCES ON ISSUE AS AT 30 JUNE 2008

By licence class	No. of licences	% of total
C	4,093,886	80.3
LR	78,758	1.5
MR	117,195	2.3
HR	212,020	4.2
HC	119,738	2.3
MC	17,137	0.3
R	460,997	9.0
Total	5,099,731	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 23. Insurance

Principal arranged insurance

The RTA continues to provide principal arranged insurances via its broker, AON. The program covers the RTA, its contractors and sub-contractors, for all construction and maintenance related contracts for roads and bridges for contracts works and third party liability.

Treasury Managed Fund

The Treasury Managed fund (TMF) is a NSW Government arranged indemnity scheme (operated by the NSW Treasury) which provides insurance cover to the RTA for workers compensation, motor vehicle, property damage, legal liability, fidelity guarantee and travel. RTA Injury Management & Claims Services and OHS were awarded a special joint award for their long-term contribution to TMF risk management.

Workers compensation

The RTA's frequency of claims has decreased from 7.1 per 100 employees in 2005-06 to 6.4 per 100 employees in 2006-07. The deposit premium for 2007-08 is \$6.7 million which is a reduction of \$700,000 from 2006-07. In June 2008 the RTA received a hindsight rebate of \$6.8 million based on the claims performance for the three year and five year hindsight premium. This saving of \$6.8 million is due to strategic targeting and a systematic approach to claims management, return to work initiatives and preventative measures. The hindsight adjustment is not included in the graph.

Motor vehicle

The 2007-08 premium decreased by 16.6 per cent compared to 2006-07. This is due to the franchise increase of \$2000 and a reduction in the tariff for trucks over two tonnes.

Property

The 2007-08 premium increased by 50 per cent compared to 2006-07. This is due to an increase in the RTA's total asset values, an increase in incurred claims costs and increased reinsurance expenses which are mainly from new sideway and terrorism covers.

Liability

The 2007-08 premium decreased by 4.2 per cent compared to 2006-07. The franchise for small claims was increased to \$1000 thereby reducing the claims incurred against previous years. Large claims volumes have remained static overall, which has contributed to an overall reduction in the deposit premium.

FIGURE 20. WORKERS COMPENSATION PREMIUM COST AND CLAIMS FREQUENCY

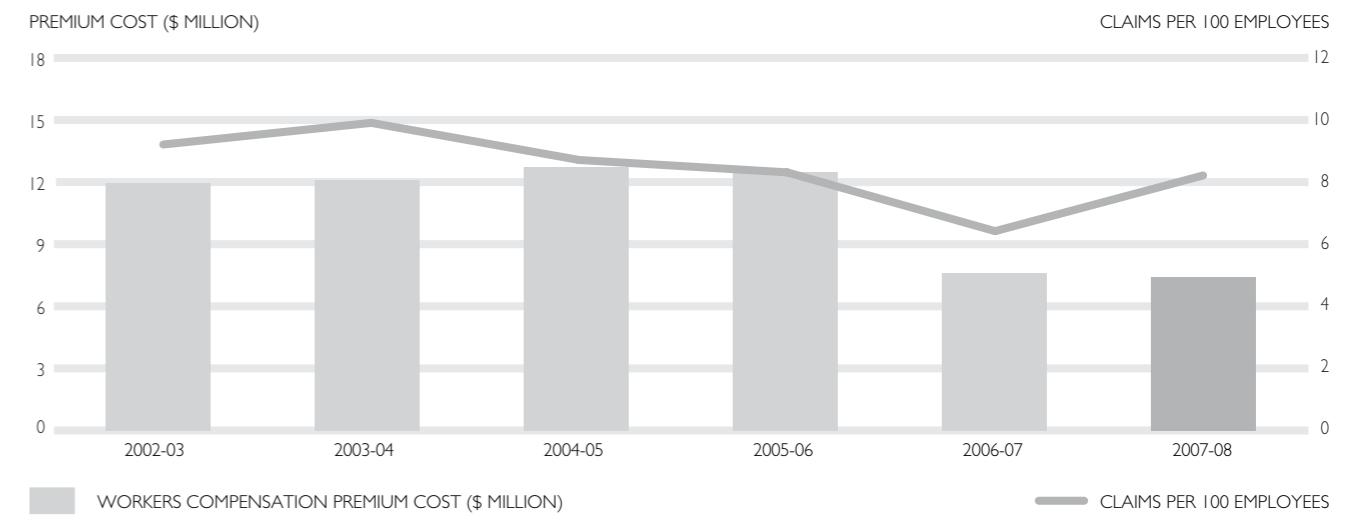


FIGURE 21. MOTOR VEHICLE PREMIUM AND MOTOR VEHICLE CLAIMS FREQUENCY

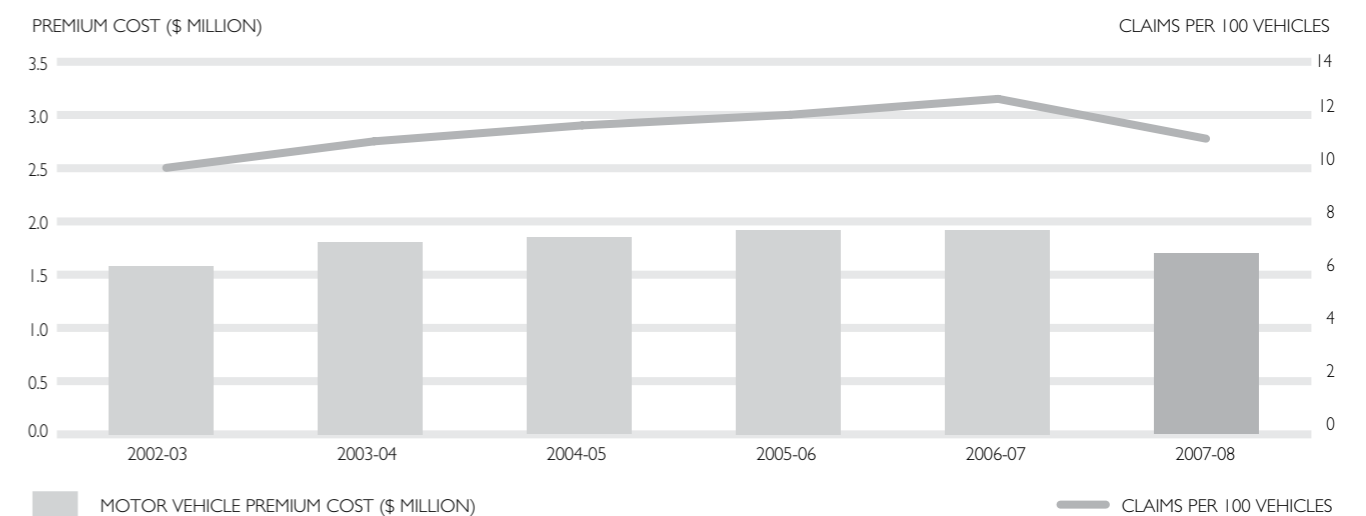


FIGURE 22. PROPERTY PREMIUM IN CURRENT DOLLARS (2007-08)

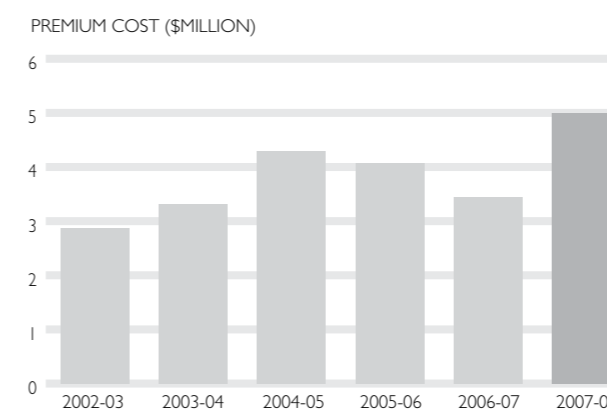
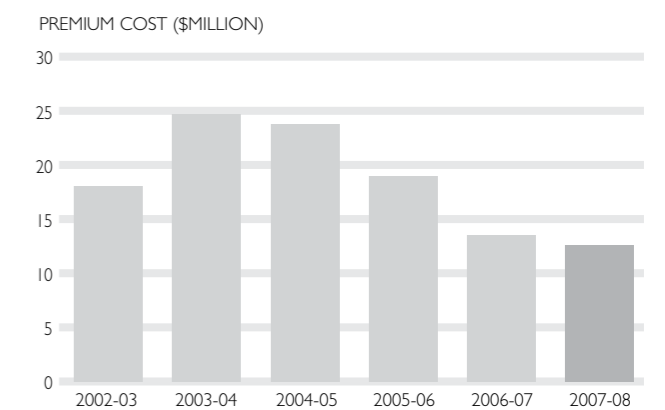


FIGURE 23. LIABILITY INSURANCE PREMIUM IN CURRENT DOLLAR (2007-08)



Appendix 24. Compliance Index

This index lists the legislative requirements set out in the NSW Treasury checklist for public sector annual reporting, and the pages on which the relevant information can be found. The checklist, including a detailed description of each requirement, is available at www.treasury.nsw.gov.au (click on 'Information for agencies', then 'Annual reporting').

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