



Transport
Roads & Traffic
Authority

ANNUAL REPORT

1 JULY – 31 OCTOBER 2011

Vision

A safe, sustainable and efficient road transport system.

Values

The RTA values reflected those of the Department of Transport. They were the qualities that reflect what the transport cluster stands for and underpinned everything the RTA did and the way the organisation interacted with its staff, the community and our partners in business. The RTA values guided work in delivering customer focused services and integrated transport solutions. The RTA values were:

Integrity – We are committed to working honestly, ethically, transparently and fairly.

Accountability – We seek to achieve the best possible use of our resources, and take responsibility for our decisions and outcomes.

Responsiveness – We are responsive to, and proactively seek to address the needs of the NSW community. We are dedicated to improvement and delivering customer focused services.

Teamwork – We work together in dynamic, integrated teams and partnerships to deliver high quality transport results for NSW.

Safety – We are committed to the safety, wellbeing and security of the NSW community and our employees.

LETTER TO THE MINISTERS

The Hon. Duncan Gay
Minister for Roads and Ports

Governor Macquarie Tower
1 Farrer Place
Sydney NSW 2000

The Hon. Gladys Berejiklian
Minister for Transport

Dear Ministers

I have pleasure in submitting the Annual Report and Financial Statements of the Roads and Traffic Authority for presentation to the Parliament of New South Wales for the four months ending 31 October 2011. It has been prepared in accordance with the *Annual Reports (Statutory Bodies) Act 1984* and the *Public Finance and Audit Act 1983*.

Yours sincerely

Peter Duncan | Chief Executive

Front cover image:

The RTA was responsible for more than 18,000km of RTA-managed State roads: The M4/M7 Light Horse Interchange at Eastern Creek. Photographer Brett Boardman.

This Image:

Anzac Bridge by night: Photo taken by RTA staff member Ben Beattie.



OUR CUSTOMER CULTURE

The RTA shared the Department of Transport's target culture of 'putting the customer at the centre of everything we do' and focused our attention on improving service and delivery outcomes for our customers.

As an agency, we were committed to engaging with our customers, the community and stakeholders in a collaborative, empathetic manner that was based on teamwork, integrity and safety.

ABOUT THIS REPORT




This annual report records the range of RTA achievements for the four months ending 31 October 2011 at which point the RTA ceased to exist.

The report provides a window on the internal management of the RTA, with details of financial arrangements, workforce management, community consultation programs and other matters of public interest. A performance summary at the beginning of the report is backed by detailed reporting on every area of the RTA.

This report has been prepared as per the requirements of s43A of the *Public Finance and Audit Act 1983*, which requires abolished entities to prepare final financial statements as at the abolishment date.

An extension of six weeks for submission of this report was requested on 2 December 2011. The request was granted by NSW Treasury on 9 December 2011. The revised deadline for submission was 11 April 2012.

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Chief Executive's overview

“ The RTA winding up sees the end of an era, but now through the formation of Transport for NSW and Roads and Maritime Services, we enter a new era. ”

Peter Duncan | Chief Executive



The RTA's years of operation encompassed 1989 to 2011 and during this time the organisation delivered some of the biggest infrastructure projects our State and country have seen. Real progress was made in the reduction of the road toll. Much work was also undertaken to improve the organisation's carbon footprint, reduce vehicle emissions and protect threatened species and biodiversity during roadworks. Staff can be proud of these achievements.

In the years since the RTA was established the way business is conducted has significantly changed. In 1989, all customer transactions were conducted in a motor registry. Today almost 40 per cent of all eligible transactions are completed online.

The RTA winding up sees the end of an era, but now through the formation of Transport for NSW and Roads and Maritime Services, we enter a new era. One which uses the RTA's achievements as a platform to refocus our vision as an agency.

This new era sees the synergy of functions existing between the RTA and NSW Maritime and provides an opportunity to improve the way we do things. The union will increase efficiency through smarter work practices, and create an agency better positioned to focus on the delivery of safe, efficient and reliable services.

The new organisation will build on the past with a renewed focus on delivering major projects such as building the missing links in Sydney's Motorway Network; completing the duplication of the Pacific Highway between Sydney and the Queensland border; completing the duplication of the

entire length of the Hume Highway between Sydney and the Victorian border; and delivering strategic works to ease Sydney's congestion.

This is also an exciting time for all agencies across the Transport portfolio. The provision of a more integrated approach to the planning, delivery and purchase of transport services is a reflection of the way the world has changed and how we have evolved in response.

Working more closely with Transport for NSW and the other transport agencies, we will be better placed to understand the needs of our customers. This will allow us to improve both services and the customer experience across the entire road and maritime network.

With the creation of Roads and Maritime Services, we embark on a new beginning. A beginning that puts the needs of our customers first. The implementation of this customer focus is the first step in a long and complex journey, but it is a necessary journey that will reap benefits for the organisation and most importantly for the people of NSW. All of us at Roads and Maritime Services look forward to the challenge.

Peter Duncan
Chief Executive

RTA at a glance

An overview of the RTA

Up to and including 31 October 2011, the RTA was a NSW statutory authority established in 1989 under the *Transport Administration Act 1988*. It was formed through the amalgamation of the former Department of Main Roads, the Department of Motor Transport and the Traffic Authority.

The RTA was an operating agency within the NSW transport portfolio structure headed by the Department of Transport (formerly Transport NSW).

As the lead public transport agency of the NSW Government, the Department of Transport had responsibility for transport policy, planning and coordination functions, and the oversight of infrastructure delivery and asset management.

On 1 November 2011 the *Transport Legislation Amendment Act 2011* abolished the RTA and created a new agency – Roads and Maritime Services – which amalgamated the service delivery and customer service functions of the RTA and NSW Maritime Authority. Roads and Maritime Services is a NSW government agency within the NSW transport portfolio headed by the Department of Transport.

The RTA's responsibilities

The RTA's primary responsibilities were to:

- Manage the road network and travel times.
- Provide road capacity and maintenance solutions.
- Test and license drivers and register and inspect vehicles.
- Improve road safety.

Activities

The RTA's activities were diverse and extensive.

Key activities included:

- Managing traffic – a complex task which required technological expertise, careful planning and the coordinated effort of engineers, planners and other staff. (See **Transport** chapter.)
- Managing the road network to ensure the respective needs of motorists, public transport, freight, commuters and pedestrians were balanced. (See **Transport** chapter.)
- Designing and constructing new roads and bridges and maintaining and enhancing road transport infrastructure. (See **Asset** chapter.)
- Taking a central role in road safety, including implementing a 'Safe Systems Approach' to designing and managing the road network; encouraging safer driving through promotions, campaigns, testing and training; working with

the NSW Police Force and using licensing and registration functions to enforce and support safer road user behaviour. (See **Safety** chapter.)

- Implementing sustainable practices and environmental management to ensure the environmental impacts of road maintenance, construction and network operations were managed, minimised and mitigated. (See **Environment** chapter.)
- Delivering an increasing number of customer services conveniently to the public through online, telephone, and an extensive motor registry network. (See **Services** chapter.)
- Ensuring the RTA operated in a transparent and accountable manner, and met community expectations for probity. (See **Governance** chapter.)

Key dimensions

Assets and funding

The RTA managed a road network that included:

- More than 18,000km of RTA-managed State roads, including more than 4,000km of National Road Network, for which the Australian Government provides a funding contribution, and 147km of privately-funded toll roads.
- Around 2,970km of regional and local roads in the unincorporated area of NSW.
- 5,130 bridges, major culverts and 23 tunnels.
- Almost 3,900 traffic signals and more than 12,000 other traffic facilities, systems and corridor assets.

The RTA's non-road assets included:

- 126 motor registries, seven Government Access Centres, 34 agencies (including 29 online council agencies) and 44 itinerant sites which provided face-to-face customer service across NSW.
- Purpose-built facilities including the RTA Crashlab at Huntingwood, the Transport Management Centre at Eveleigh, the Document Management Centre in Auburn and the RTA Contact Centre in Newcastle.
- Other facilities including work depots, motorcycle rider training centres, fleet workshops, mobile service units, laboratories and inspection stations.

The RTA held road, bridge and traffic infrastructure with a depreciated value more than \$57 billion, including land under roads. It also held property, plant and equipment, private sector-provided infrastructure and other non-current assets with a depreciated value of more than \$3 billion. The RTA owned assets which were held for road projects including heritage-listed properties which were tenanted, maintained and managed by RTA property staff.

The RTA Roads Program was \$1.7 billion for the four months to 31 October 2011. This included contributions from the NSW and Australian governments, and revenue raised directly by the RTA from road user charges and other RTA generated revenue such as number plate sales, contributions to works from third parties and sales of surplus properties.

Licensing and registration

The RTA provided registration and licensing services for 4.92 million licence holders and 5.63 million registered vehicles in NSW. For more information on licensing and registration please see the **Services** chapter.

Employees

At 31 October 2011 the RTA employed 7,433 full-time equivalent (FTE) staff across NSW. This included wages and salaried staff, school crossing supervisors, participants in targeted employment programs and 510 FTE staff assigned to the Department of Transport. About 46 per cent were employed in regional locations and, of these, 29 per cent were wages staff and 71 per cent salaried. Given the diversity of the RTA's activities, staff worked in a vast array of disciplines across many trades and professions. For more information on RTA staff, please refer to the **Governance** chapter.

Stakeholders and the community

The RTA valued its role in the community and undertook significant community and stakeholder consultation. Its customers and stakeholders included motorists, commuters, pedestrians, private organisations, the construction industry, community groups, road transport groups, business groups, local councils and NSW and Australian government agencies.

In 2010–11 local communities were involved in more than 400 different construction and maintenance projects.

RTA stakeholder involvement included:

- At least 25 different community consultative groups that met several times to resolve specific issues.
- More than 800 community meetings, workshops and briefings for stakeholders.
- More than 70 staffed display sessions.
- More than 1,900 widely distributed community updates and household letters.
- More than 120 other community events such as celebrations of completed work, staffed marquees at public events and project site tours.
- A new Road Projects website.

The RTA participated in a wide range of significant advisory groups and committees. The RTA used these and other avenues to remain informed about and contribute to reports, reviews, impact statements and inquiries relevant to its operations and operating environment.

The RTA liaised with the Australian Government, other states and local governments across NSW on road and transport matters.

RTA planning and performance framework

The RTA planning and performance framework provides a snapshot of the RTA's approach to planning and performance. Plans were aligned through external and internal layers, and were monitored and reported against at appropriate points in the year. It was also used in internal or external communication of performance or as evidence for delivery or decision-making during a performance discussion.

Performance reports were created for a specific use or forum, and their usefulness reviewed regularly to prevent reporting burden and duplication of effort.

The RTA used the planning and performance framework to focus organisational activity on and measure progress towards meeting stakeholder priorities and needs.

FIGURE 1. RTA PLANNING AND PERFORMANCE FRAMEWORK

	PLANNING	REPORTING	FORUM
EXTERNAL	<ul style="list-style-type: none"> • NSW 2021 • Department of Transport Corporate Plan 	<ul style="list-style-type: none"> • Annual Report • NSW 2021 reporting • Budget papers 	<ul style="list-style-type: none"> • NSW Parliament • Department of Premier and Cabinet • NSW Treasury • Public domain
AGENCY LEVEL	<ul style="list-style-type: none"> • <i>Blueprint Update 2011</i> • Strategic plans 	<ul style="list-style-type: none"> • Director-General performance papers • Executive papers • Executive indicators 	<ul style="list-style-type: none"> • Department of Transport Executive • Director-General performance meetings • RTA Executive meetings • Committees
BUSINESS LEVEL	<ul style="list-style-type: none"> • Business plans • Work and development plans • Senior Executive Service agreements 	<ul style="list-style-type: none"> • Chief Executive performance papers • Work and development review • Senior Executive Service reports 	<ul style="list-style-type: none"> • Chief Executive performance meetings • Business area performance meetings • Staff

Financial overview

Supporting RTA community and business results

The RTA continued to undertake its community and business activities within a financially responsible decision-making and governance framework. The key elements of that framework were:

- The RTA Finance Strategy Committee, which provided strong direction for the alignment and allocation of funding and strategic priorities as well as reviewing and evaluating financial performance across all RTA programs.
- The Commercial Development Executive Committee, which provided strong direction in the pursuit of commercial opportunities to grow the RTA's independent sources of revenue to fund its programs.
- The Independent Executive Governance Committee, which provided reasonable assurance to the Executive that the RTA had in place an appropriate governance framework that was operating effectively.

Financial performance

Detailed financial results are shown in the Financial Statements (see page 44).

The *Transport Legislation Amendment Act 2011* was proclaimed on 1 November 2011. As a result of that Act the Roads and Traffic Authority and associated entities were abolished on 31 October 2011 with all assets and liabilities as at that date transferring to new entities created under the Act. Those new entities are Roads and Maritime Services (RMS) and Roads and Maritime Services Division (RMS Division).

The RTA maintained its strong financial performance for the period ending 31 October 2011 and met its operating and capital expenditure budget limits. The key results included:

- Continued improvements in operating efficiencies with a deficit from operating activities below the pro-rated budget for the period.
- An increase in the value of the road network (before non-cash adjustments) of \$860 million.

Funding and expenditure

Funding

State funding comprised motor vehicle weight taxes and direct cash allocations. Federal funding was provided under the Nation Building Program and the Building Australia Fund.

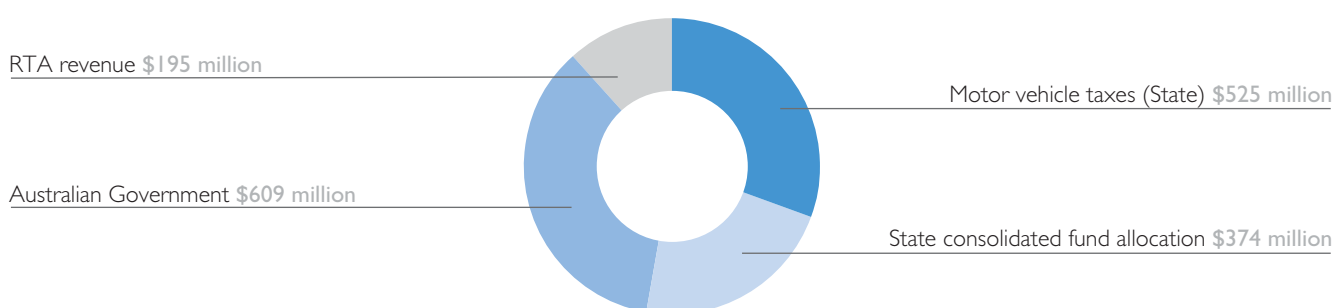
RTA-sourced revenue included primarily revenue from the Sydney Harbour Bridge and Tunnel toll receipts, rental income, external commercial services, fees for services provided, advertising and E-tag revenue. Non-cash revenue has been excluded.

Expenditure

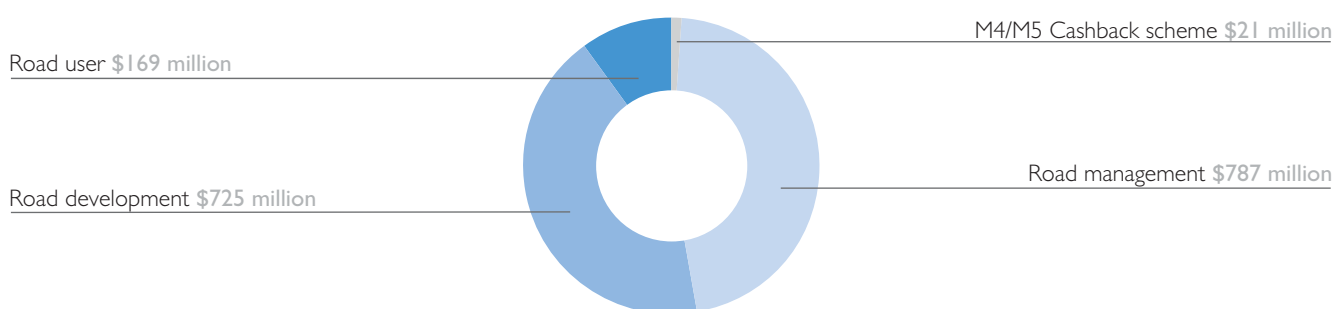
Expenditure comprised operational expenses (excluding non-cash items) incurred in achieving the RTA's community and business results and capital investment to enhance the value of the road network.

TABLE 1. RTA FUNDING SOURCES

Funding	(\$m) Oct 2011
Motor vehicle taxes (State)	525
State consolidated fund allocation	374
NSW Government	899
Australian Government	609
RTA revenue (cash)	195
Total	1,703

FIGURE 2. REVENUE | JULY – 31 OCTOBER 2011**TABLE 2. RTA ROAD PROGRAM EXPENDITURE**

Expenditure	(\$m) Oct 2011
Road development	725
Road management	787
Road user	169
M4/M5 Cashback scheme	21
Debt servicing	0
Voluntary redundancy	0
Total	1,703




FIGURE 3. OPERATING EXPENDITURE | JULY – 31 OCTOBER 2011 \$1.7 BILLION

Corporate framework

The RTA's corporate framework, which forms the basis of this report's structure, expresses the alignment between government priorities, and the RTA's vision, values and result areas. The framework clearly sets out the results that the RTA worked towards. The RTA made a distinction between those results that it delivered for the NSW community and those results it used to drive internal business processes.

As such, the RTA's 'community results' defined the agency in terms of what it was trying to achieve for society and how the agency was aligned to government priorities. 'Business results', on the other hand, were used by the RTA to focus on how the agency operates.

The framework provided a basis for integrated performance reporting that was aligned with business plans, the corporate plan and key result areas.

NSW 2021 PRIORITIES	Improve road safety Grow patronage on public transport by making it a more attractive choice					
TRANSPORT VISION	A transport system that maximises benefits for the community and the economy					
RTA VISION	A safe, sustainable and efficient road transport system					
TRANSPORT COMMUNITY RESULTS	Travel The movement of people and goods is efficient and reliable Accessibility The availability of transport options are aligned to the needs of the community and the economy			Asset Transport infrastructure meets appropriate standards		
RTA COMMUNITY RESULTS	 Transport PAGE 18 The road transport system supports reliable and efficient movement of people and goods			 Asset PAGE 23 The condition and value of the road network meets acceptable standards		
INTERMEDIATE RESULTS	Development Network development meets future growth, population and freight needs	Alternatives Alternative forms of transport are supported	Traffic People and freight movement and incident management are optimised	Access Heavy vehicle access to the road network is sustainable	Maintenance The road network has been maintained to the required condition and value	
NSW 2021 PRIORITIES	Improve road safety Grow patronage on public transport by making it a more attractive choice					
VALUES	Integrity Accountability Responsiveness Teamwork Safety					
TRANSPORT BUSINESS RESULTS	The community, partners and stakeholders are consulted and informed about transport issues					
RTA BUSINESS RESULTS	 Services PAGE 36 Meeting community needs					
INTERMEDIATE RESULTS	Customers High quality service delivery, data integrity, identity management and accessibility			Stakeholders Effective consultation, communication, partnerships and leadership in policy		

The framework was consistent with NSW Treasury's results and services planning and reporting requirements.

Sustainability principles were recognised in the framework's inclusion of economic, social, and environmental results. The framework enhanced the shared responsibility principle whereby NSW Government agencies work in partnerships with other government agencies, local councils, the private sector and other stakeholders to achieve outcomes.

The framework was a tool used to demonstrate the contribution the RTA made to *NSW 2021* and other government priorities and ensured that its strategies were transparent, accountable and fiscally responsible.

The RTA corporate framework was consistent with the Department of Transport corporate framework.

Reduce travel times | Invest in critical infrastructure

Safety

Transport in NSW is safe

Environment

The impact of transport on the environmental is minimised

Safety

PAGE 27

The safety of the road environment, vehicles and road user behaviour is maximised

Environment

PAGE 32

Impacts on the natural, cultural and built environments are minimised

Roads

The safety of the road environment is maximised

Vehicles

The safety of vehicles is maximised

Users

The safety of road user behavior is maximised

Infrastructure

The impact of roadwork on the environment is minimised and positive urban design outcomes produced

Organisational

Use less resources, reduce waste and reduce our footprint

Emissions

Contribute to a reduction in vehicle emissions

Reduce travel times | Invest in critical infrastructure

- Effective governance is in place to deliver our results and services
- Value for money is delivered across an integrated budget
- Occupational health and safety is strengthened
- Workforce commitment and capacity is supported and developed

Governance

PAGE 38

Aligning our investment and people to our vision

Financial

Advanced business opportunities, accountability and financial performance

Organisational

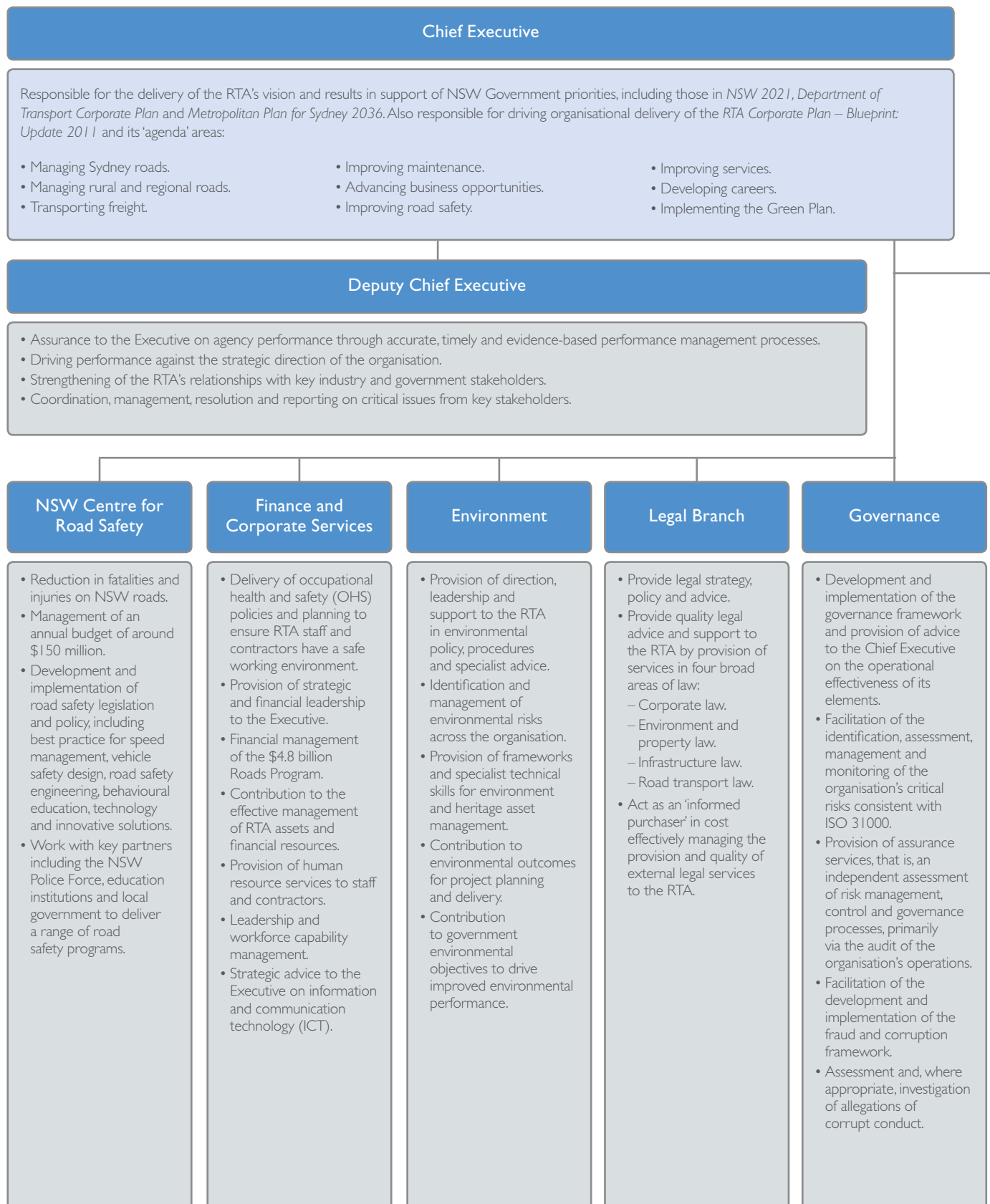
High quality planning and risk management, performance management, systems and reporting frameworks

Our people

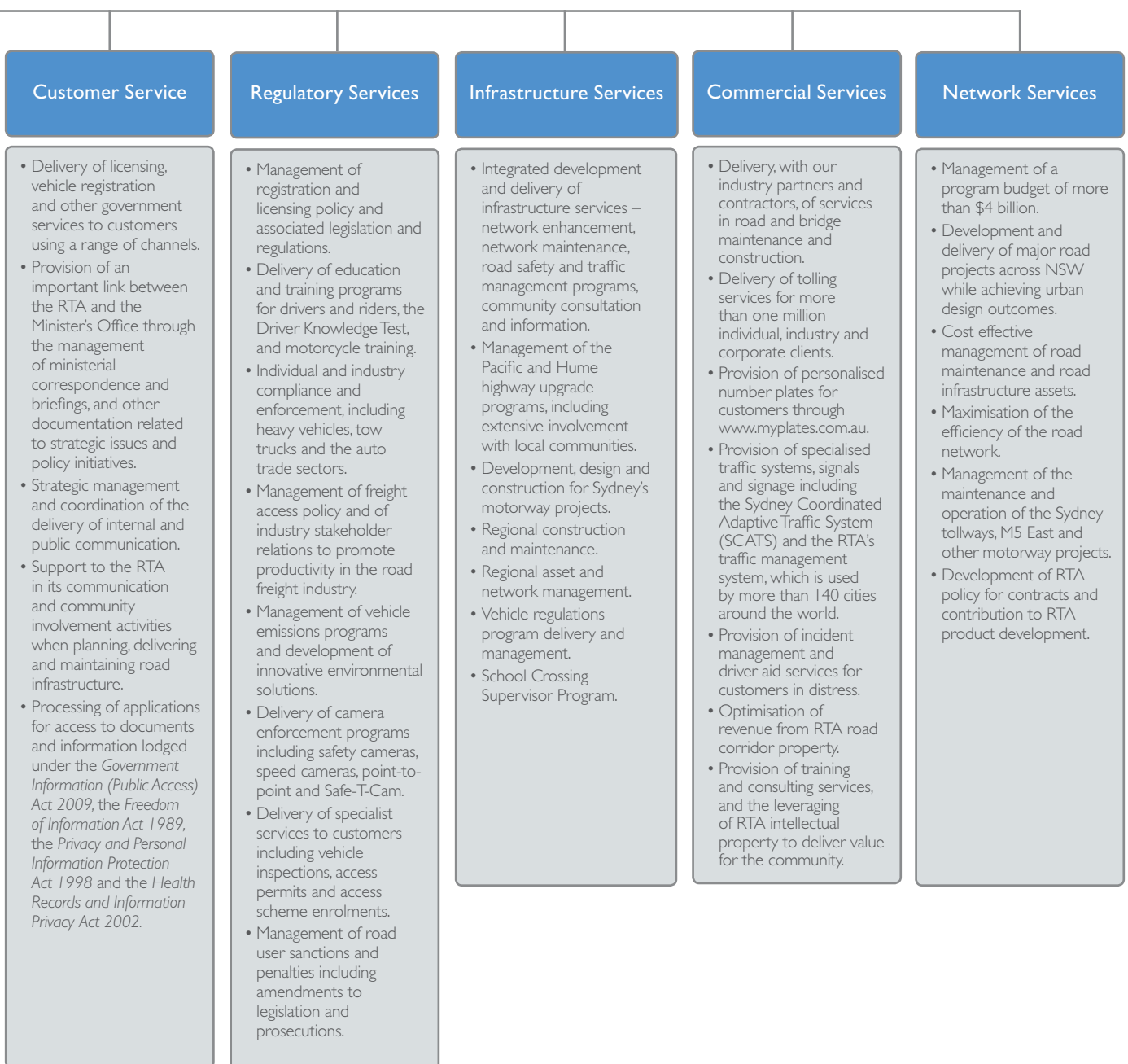
Delivering a high performance culture, workforce capability, diversity and equity and OHS

Organisational chart

As at 31 October 2011



The RTA was made up of seven directorates and the Environment Branch, Governance Branch and Legal Branch. They worked closely together to achieve results in all key areas. These business areas and their key tasks are outlined below.



Executive profiles



Michael Bushby | Chief Executive

BE, BBus, MEng (Project and Construction Management), FAICD, MIE (Aust)

Michael has been the Chief Executive of the RTA since February 2009. This follows a career within the RTA in various roles as both Director and General Manager. Michael's experience has also given him the opportunity to become a board member of several national road bodies. Michael trained as a civil engineer and has nearly 30 years' experience in this area. He has qualifications in Business Management and holds an Engineering Masters degree in Project and Construction Management. Michael's focus for the past 20 years has been management of existing State road networks across both Tasmania and NSW.

Note: Michael Bushby was Chief Executive between 1 July and 27 October 2011.



Ann King | Deputy Chief Executive, Director, Customer Service

Ann has more than 25 years' experience in customer focused senior executive roles in both the public and private sector. Before joining the RTA, Ann held a number of director and senior management roles with companies including Nokia, Vodafone and NIB. Ann's various responsibilities include delivery of licensing, vehicle registration and other services to customers, management of internal and public communication and management of ministerial correspondence and briefings. Ann has designed industry award-winning customer service offerings within the RTA's Contact Centre, property and e-business disciplines.



Peter Wells | Director, Regulatory Services

BSc MScMed

Peter was responsible for delivering camera enforcement functions, managing registration and licensing policy, delivering driver education and training, developing freight access policy and managing environmental programs. Peter has more than 17 years' regulatory experience in areas including environmental protection, financial fraud investigation, motor vehicle emissions, auditing and community education/engagement. Before joining the RTA in 2008, Peter held other roles including the chair and founding member of the Australasian Environmental Law Enforcement and Regulatory Network.



Mike Veysey | Director, Network Services

BE, MEngSc, Dip LR & Law

Mike has more than 30 years' experience in State and local government and has held a number of senior executive positions in the RTA including Director, Regional Operations & Engineering Services. Mike was responsible for planning, developing, maintaining and managing the road network while providing technical, technological, project and contract management support to internal/external clients and providers. Mike was responsible for all roadwork programs, totalling \$3.7 billion in 2010–11.



Geoff Fogarty | Director, Infrastructure Services

BE (Hons)

Geoff has more than 30 years' experience in the development and delivery of public infrastructure projects in NSW. Since joining the RTA in 2004, Geoff has overseen the delivery of major road projects in Sydney and contributed his expertise to major projects across NSW. Geoff was responsible for the project development and delivery of the regional construction and maintenance programs – building and maintaining roads, bridges, traffic facilities and safety engineering works across the State road network. In addition, he managed the upgrade programs for Sydney's motorways, the upgrade of the Pacific and Hume highways, as well as the School Crossing Supervisor Program and the enforcement of regulations for heavy vehicles on NSW highways.

**Richard Boggon | Director, Commercial Services**

BCom, MBA, GAICD, FAIM

Richard is an experienced executive with a diverse background across a range of industries in both private and public sectors. He has worked extensively across Australia, the United States, the Asia Pacific region and Europe in a variety of senior roles. Richard was accountable for commercial results and leads a dynamic team providing a range of services for individual, corporate and government customers in road and bridge construction and maintenance, tolling, personalised number plates, commercial property and advertising, technical services, incident management and driver aid, specialised traffic and transport signals and systems.

**Dr Soames Job | Director, Centre for Road Safety**

BA (Psych, First class Hons), PhD (Psych), GAICD

Soames has more than 30 years' experience in program management, delivery, research, policy analysis and development in road safety. Soames was a key player in the introduction of random breath testing to NSW in his former position as head of the then Alcohol and Drug Division of the Traffic Accident Centre. Soames has led the implementation of the RTA 'Safe Systems Approach' to road safety and is listed in *Who's Who in the World*, *Who's Who in Science and Technology*, *Who's Who in Health and Medicine*, and the Cambridge International Biographical Centre's *2000 Outstanding People of the 20th Century* for his work in road safety and health psychology.

**Paul Hesford | Director, Finance and Corporate Services**

BSc (Hons), CA (ICAEW)

Paul was appointed as Director, Finance and Corporate Services in July 2008 after working in various roles for the RTA since 2005. Previously, he was the Group Financial Controller in the Asia Pacific Region for a US group. He has been Senior Manager for Audit for KPMG in its Darwin office and was Financial Controller for the government-owned Power and Water Authority. Before moving to Australia, Paul was a Chartered Accountant at KPMG in Britain.

**Erica Adamson | General Manager, Environment**

BSc, MSc (Hons), LLB

Erica has extensive environmental management experience in the private and government sectors, including the planning, assessment and delivery of some of Sydney's largest transport infrastructure projects – the Airport Railway Line, Chatswood to Epping Railway and the Lane Cove Tunnel. Erica had responsibility for environmental direction, policy and performance improvement across the RTA.

**Rob McCarthy | General Manager, Governance**

ACA

Rob is a Chartered Accountant with more than 35 years' experience in the accounting and banking professions. Before joining the RTA, he held a range of senior executive positions in the banking industry. In addition he has been responsible for a number of major projects including the conversion of a building society to a trading bank, establishment of a life insurance company and, more recently at the RTA, the development and implementation of governance and enterprise risk management frameworks across the organisation.

**Stephen O'Gorman | General Counsel**

BA, LLB (Hons)

Stephen is an experienced solicitor who has worked for 15 years advising both public and private sector clients. Before joining the RTA as General Counsel in October 2010, Stephen had extensive experience as an external legal adviser to the organisation. Stephen was responsible for directing and managing the RTA's legal function and Legal Branch to ensure the efficient and cost effective delivery of quality legal services.

Performance overview

Five years at a glance

As a large and complex organisation, the RTA used a large amount of information to drive performance, as well as to measure progress and delivery. The RTA tailored subsets of performance information to the specific audience and forum of use. Ongoing monitoring, assessment and reporting of performance indicators were a key component of the RTA's performance management framework. A range of performance indicators were used to track progress, drive improvements in service delivery and assess result achievement. The RTA was committed to reporting a range of performance data in a variety of publicly available forms, such as *NSW 2021* reports, Budget Paper 3 and Austroads' National Performance Indicators.

The following tables capture RTA performance against the result areas of the corporate framework. The RTA continually reviewed its performance information and, where indicators have been changed, the historical figures presented below have been amended for comparative purposes. The performance measures, where possible, provide a snapshot of performance as at end October 2011. The notes accompanying the tables provide detail on individual indicators and, where applicable, reference data provided outside the reporting range. Further performance indicator information is also found within the chapters and appendices of this report.

TABLE 3. TRANSPORT (SEE PAGES 18–22)



Indicator	2006–07	2007–08	2008–09	2009–10	2010–11	1 July – 31 Oct 2011	Target 2011–12
Change in urban traffic volume (% increase on previous year) ⁽ⁱ⁾	-0.2	0.8	0.1	0.8	0.9	N/A	0.5
Travel speed: Seven major routes AM peak (km/h, urban) ⁽ⁱ⁾	30	30	31	31	29	N/A	30
Travel speed: Seven major routes PM peak (km/h, urban) ⁽ⁱ⁾	41	43	43	42	42	N/A	41
Benefit of development program (\$million) ⁽ⁱⁱ⁾	3,041	4,742	4,174	4,220	5,920	N/A ⁽ⁱⁱⁱ⁾	5,000
Major works completed within planned duration or within 10% of planned duration	75.3	95	92	91.4	96	64 ^(iv)	90
Bus lane length (km)	98	112	126	133	147	150	156
Transit lane length (km) ^(v)	64	70	69	58	53	53	53
Cycleway length (km): Annual increase in off-road cycleways ^(vi)	88	68	41	45	68	6 ^(vi)	64
Cycleway length (km): Annual increase in on-road cycleways ^(vi)	216	77	126	349	106	7 ^(vi)	102

(i) Indicator not available as calculation based on samples taken from first (Feb/March) and second half of the year (Oct/Nov).

(ii) Excludes private partnerships.

(iii) Will be reported at full year point only. Unavailable at this time.

(iv) Total reflects four months of operations only.

(v) The reduction in transit lane length since 2009–10 includes the conversion of the M4 transit lane to general traffic and the upgrade of transit lanes on Victoria Road to bus lanes.

(vi) New measure.

TABLE 4. ASSET (SEE PAGES 23–26)


Indicator	2006–07	2007–08	2008–09	2009–10	2010–11	1 July – 31 Oct 2011	Target 2011–12
Ride quality: Smoothness of State roads (% good/% poor) ⁽ⁱ⁾⁽ⁱⁱ⁾⁽ⁱⁱⁱ⁾	87.9/4.4	88.6/4.2	89.1/3.9	89.2/4.0	91.2/3.0	N/A ^(iv)	91.3/N/A
Pavement durability: cracking all State roads (% good) ^(v)	76.5	78.0	76.3	77.4	78.1	N/A ^(iv)	78.0
Number of bridges on State roads at 30 June limiting legal usage due to structural condition	0	1	0	0	0	0	0
Maintenance and reconstruction expenditure on State roads per km of roadway (\$000) ^{(vi)(vii)}	40	45	47	48.1	50	N/A	52

(i) An increase in maintenance funding in 2010–11 has resulted in improved ride quality and pavement durability results.

(ii) The 2011–12 target is an attempt to hold the current condition given the increased deterioration rate due to heavy and prolonged rains in order to achieve the NSW 2021 target of 93% good by 2016.

(iii) The RTA has adopted national reporting standards. Metric is now based on International Roughness Index (IRI).

(iv) Measurements required for this indicator are taken only on annual basis.

(v) The 2011–12 target is an attempt to hold the current condition given the fact of increased deterioration rate due to heavy and prolonged rains.

(vi) Reflects injection of funds into maintenance works in 2007–08 and 2008–09.

(vii) This indicator is based on annual figures.

TABLE 5. SAFETY (SEE PAGES 27–31)


Indicator	2006–07	2007–08	2008–09	2009–10	2010–11	1 July – 31 Oct 2011	Target 2011–12
Fatalities/100,000 population ⁽ⁱ⁾	6.4	5.4	6.1	6.2	5.1	N/A ^(viii)	5.4
Fatalities/100 million vehicle km travelled ⁽ⁱⁱ⁾	0.71	0.59	0.65	0.67	0.55	N/A ^(viii)	0.56
% of fatalities where speed was a factor	37	35	42	42	43	43	N/A
% of fatalities where illegal levels of alcohol were a factor ⁽ⁱⁱⁱ⁾	21	21	22	19	17	19	N/A
% of vehicle occupant fatalities who were not wearing an available restraint	16	16	23	13	18	17	N/A
% of fatalities where driver fatigue was a factor	19	17	16	20	15	18	N/A
Motor vehicle controllers aged 25 years or under involved in fatal crashes per 10,000 licence holders ^(iv)	1.9	1.7	1.8	1.6	1.3	1.5	N/A
Fatal crashes involving heavy trucks per 10,000 heavy trucks on register ^(v)	7.4	7.0	6.0	6.1	4.8	5.5	N/A
Heavy Vehicle Inspection Scheme: number of inspections ^(vi)	94,847	96,482	100,278	102,461	103,622	40,323 ^(vii)	104,863
Heavy Vehicle Inspection Scheme: % of defect-free vehicles	51.00	56.00	56.37	55.00	52.20	53.00	52.00

(i) The 2010–11 crash data are provisional as at 1 July 2011 and subject to change. The 2010–11 (ending October) crash data are preliminary as at January 2012 and subject to change. The 2010–11 population data are preliminary and subject to change.

(ii) Since the last RTA Annual Report the travel estimates for 2010 have been published by the ABS. The 2008–09 and 2009–10 travel estimates have been revised while the 2010–11 and 2010–11 (October) travel estimates are based on long-term trend extrapolations from the most recent figure published for 2010.

(iii) The 2010–11 and 2010–11 (October) alcohol data may be incomplete and could be undercounted at this stage due to the lag in processing alcohol blood samples. Finalised alcohol data published in the previous annual report have been revised following improvements in the matching of alcohol and licence class data, consequently there are minor changes to alcohol involvement data for 2007–08 and earlier.

(iv) Licence holder statistics are based on RTA data.

(v) Heavy truck registration statistics are based on RTA data.

(vi) Target is based on trend for last two years.

(vii) Total reflects four months of operations only.

(viii) Will be reported at full year point only.

Performance overview

TABLE 6. ENVIRONMENT (SEE PAGES 32–35)



Indicator	2006–07	2007–08	2008–09	2009–10	2010–11	1 July – 31 Oct 2011	Target 2011–12
Number of Environmental Penalty Infringement Notices issued to the RTA	2	2	0	1	4	1	0
Number of non-compliances with environmental protection licences held by the RTA ⁽ⁱ⁾	0	14	1	21	14	4	N/A
RTA's total greenhouse gas emissions from direct consumption (tonnes CO ₂ -equivalent) ⁽ⁱⁱ⁾		112,090	114,030	109,715	107,649	–	N/A
RTA's total office energy consumption (GJ) (target of 75,989 GJ) ⁽ⁱⁱⁱ⁾	80,032	72,361	71,052	64,776	70,298	–	N/A
RTA fleet environmental score – passenger vehicles ^(iv)	10.7	12.3	12.6	13.4	13.8	14.0	–
RTA fleet environmental score – commercial vehicles ^(v)	7.9	8.0	8.5	8.9	9.5	9.7	–

(i) This indicator measures the number of non-compliances recorded with environment protection licences held by the RTA.

(ii) There is a 12-month lag in reporting on annual greenhouse emission data. During the end of agency reporting period data was finalised for the 2010–11 period.

(iii) There is a 12-month lag in reporting on building energy consumption. During the end of agency reporting period data was finalised for the 2010–11 period.

(iv) The RTA met its 2010 targets set by the Office of Environment and Heritage (OEH). The OEH is currently developing new targets for 2012 and beyond for all agencies.

(v) The RTA met its 2010 targets set by the OEH. The OEH is currently developing new targets for 2012 and beyond for all agencies.

TABLE 7. SERVICES (SEE PAGES 36–37)



Indicator	2006–07	2007–08	2008–09	2009–10	2010–11	1 July – 31 Oct 2011	Target 2011–12
Use of RTA website (million visits) ⁽ⁱ⁾	13.97	16.45	21	27.5	25.75	8.49	N/A
Customers rating service as 'good' or 'very good' (%)	93	93	94	93	94	N/A ⁽ⁱⁱ⁾	>90

(i) A target for 2011–12 will be set once website arrangements have been finalised under the new structure.

(ii) No update available. Next survey will be conducted in May 2012.

TABLE 8. GOVERNANCE (SEE PAGES 38–43)



Indicator	2006–07	2007–08	2008–09	2009–10	2010–11	1 July – 31 Oct 2011	Target 2011–12
Workplace injuries/100 employees (EFT) ⁽ⁱ⁾	6.4	6.1	4.9	5.8	4.9	4.8 ⁽ⁱⁱ⁾	4.4
OHS liability workplace claims costs (\$ million) ⁽ⁱⁱⁱ⁾	2.2	2.2	2.2	2.9	2	0.72	N/A
Separation rate of staff (%) ^(iv)	8.46	8.4	7.62	7.15	8.32	9.36	N/A

(i) Workplace compensable injuries are recorded in accordance with the NSW Government Working Together (WT) Strategy and exclude claims from periodic journey, recess period and claims where no expenditure has occurred.

(ii) Based on 12-month rolling data.

(iii) Excludes journey and recess away claims (those occurring at lunch time away from the workplace).

(iv) Separation rate is the proportion of staff that left the organisation. It includes salaried, wages and casual staff.

The RTA Corporate Plan

The *RTA Corporate Plan – Blueprint: Update 2011*, set the priorities and milestones for the short term. The *Blueprint Update 2011* agenda does not cover all aspects of the RTA's operations, but clearly demonstrates areas of focus. These were the tasks the organisation set itself to achieve:

- Managing Sydney roads.
- Managing rural and regional roads.
- Transporting freight.
- Improving maintenance.
- Advancing business opportunities.
- Improving road safety.
- Improving services.
- Developing careers.
- The Green Plan.

To ensure a focus on the implementation of the *Blueprint Update 2011* within the broad scope of the RTA's responsibilities, *Blueprint Update 2011* commitments were integrated into existing RTA business planning and monitoring mechanisms.

Blueprint Update 2011 was aligned with *NSW 2021*. It clearly outlines the corporate framework and provides the direction for the organisation to achieve its results and deliver its services. *Blueprint Update 2011* drove the organisational planning and performance management processes.

Many of the achievements listed in this report directly contributed to *Blueprint Update 2011*.



Helping you to find your way

The report has been colour coded by chapter to make it easy to navigate:



A compliance index demonstrates how statutory reporting requirements have been met. This index is included in the main index on page 151, and the compliance items are highlighted in bold for easy reference.



Transport

RTA result: The road transport system supports reliable and efficient movement of people and goods

The NSW road transport system

The transport system is crucial to the economic prosperity and wellbeing of the NSW community. The RTA's role was to maintain, develop and operate the major road network to meet the needs of a growing population. This included the day-to-day transport requirements of individuals and the growing freight task. In this role, the RTA managed a major program of new road and bridge works, from the inner suburbs of Sydney to the far corners of NSW.

The RTA also promoted alternatives to motor vehicle travel – such as public transport, cycling and walking – through the provision of infrastructure and a range of innovative programs to encourage sustainable methods of transport.

A key RTA role was the management of traffic on the road system. The RTA led the world in technology to promote the efficient movement of traffic. The RTA also took the lead in managing traffic during major planned events and unplanned incidents.

This chapter outlines the RTA's management of the road transport system over the 1 July to 31 October 2011 period. It is divided into three main sections:

Development – major projects and developments on motorways and other roads.

Alternatives – buses, bicycles and pedestrians.

Traffic – speed and traffic flow.

Development

Pacific Highway Upgrade Program

The NSW and Australian governments are jointly upgrading the Pacific Highway, which is part of an integrated network of land transport links of strategic national importance known as the National Land Transport Network. Significant developments in the reporting period are outlined below.

Tintenbar to Ewingsdale

The contract for the design and construction of the Tintenbar to Ewingsdale Upgrade was awarded on 28 October 2011 to Baulderstone. The project will upgrade about 17km of the Pacific Highway and will connect to the completed Ballina Bypass. It is the missing link in what will be a full, four-lane divided highway between Ballina and the Queensland border. The upgraded road should open to traffic by mid 2014.

Devil's Pulpit

On 13 July 2011 John Holland Pty Ltd won the construction contract to build the Devil's Pulpit Upgrade. The project should open to traffic by mid 2014. It will include the duplication of more than 7km of highway and installation of about 3km of wire rope safety barriers.

Glenugie Upgrade

On 31 October 2011 a major traffic switch on the Glenugie Upgrade opened a section of new four-lane road on the northern section of the project. Traffic was also switched onto the southbound carriageway for work on what will be the new northbound carriageway. The upgrade is scheduled for full completion in early 2012.

Warrell Creek to Urunga

The NSW Minister for Planning and Infrastructure granted planning approval for the Warrell Creek to Urunga Upgrade on 19 July 2011. The project will involve an upgrade of the existing highway to four-lane divided highway (an 8km section at Macksville is currently the subject of a technical review).

Kempsey Bypass

Initial construction of the bridge over the Macleay River and floodplain started on 21 July 2011, with work on the main bridge structure starting on 18 October 2011. When completed, the bridge will be the longest in Australia.

Safety improvement at Martells Road

A range of safety improvement projects are either underway or completed, including the Martells Road widening project, south of Urunga. Work involved improvements to the shape of the road, the widening of the approach to the intersection, installation of traffic signs and installation of a 1m wide median strip. Traffic has been using the widened road since 2 August 2011.

Woolgoolga to Ballina

A refined concept design for the 155km section was placed on display for public comment on 5 October 2011. The project starts around 6km north of Woolgoolga (north of Coffs Harbour) and ends about 6km south of Ballina.

Tyndale to Maclean

A decision on the refined preferred option for the Pacific Highway between Tyndale and Maclean, north of Grafton, was announced on 22 August 2011. The route originally proposed followed the current highway over this section of around 10km. Concerns from the sugar industry prompted a review and the route was moved around 1km to the east, reducing impacts on higher quality sugar cane land. This section forms part of the Woolgoolga to Ballina project.

Princes Highway

Bega Bypass

Tenders for the bypass were called on 26 October 2011. The bypass will be around 3.5km long and use an existing road corridor to the west of Bega. Major construction work is expected to begin in 2012.

Great Western Highway

Wentworth Falls East

Two-way traffic switched onto the new westbound carriageway of the Great Western Highway between Dalrymple Avenue east and Station Street on 14 September 2011.

Lawson Upgrade

The new town centre carpark opened on 17 August 2011, marking the completion of all works in the Lawson Stage 1 project.

Bullaburra West

The contract for construction of the highway upgrade to four lanes between Genevieve Road, Bullaburra and Tablelands Road, Wentworth Falls was awarded to Darracon Constructions on 13 September 2011.

Bullaburra East

Tenders were invited for construction of the highway upgrade to four lanes between Ridge Street, Lawson and Genevieve Road, Bullaburra on 10 October 2011.

Woodford to Hazelbrook

The new pedestrian bridge at Hazelbrook was opened on 23 September 2011. It forms part of the highway upgrade to four lanes between Woodford and Hazelbrook.

Hume Highway

Woomargama Bypass

Before its anticipated opening in early November 2011, the local community had an opportunity to inspect the \$265 million Woomargama Bypass on 22 October. Project construction was fully funded by the Australian Government.

Hoxton Park Road

The project upgraded Hoxton Park Road from a two-lane road to a four-lane divided road between Cowpasture and Banks roads. It opened to traffic on 28 October 2011.

Holbrook Bypass

Construction on the \$247 million bypass started in May 2011. Works included construction of a new interchange on the existing Wagga Road alignment where it crosses the bypass, necessitating a temporary diversion via Pinnabar Road. This occurred on 23 September 2011 and will remain in place until the opening of the Wagga Road overbridge in mid 2012.

Motorways

Realignment of the M4 at the old toll plaza

Work on the realignment of the M4 lanes at the old toll plaza started on 17 October 2011 and will be completed by April 2012.

M5 East air filtration trial

The M5 East tunnel air filtration trial ended in September 2011. Documentation will be submitted to the Department of Planning and Infrastructure in 2012 in accordance with planning approval conditions for the trial when the CSIRO has submitted its final peer reviewed reports.



Sydney area

Erskine Park Link Road

NACE Civil Engineering Pty Ltd began construction of the Erskine Park Link Road on 25 October 2011. The road links Lenore Lane and Old Wallgrove Road and, most importantly, connects the Western Sydney Employment Area to the M7 and M4 motorways.

Alfords Point Bridge northern approach

The RTA removed the tidal flow at the northern approach to Alfords Point Bridge and opened two lanes in each direction to traffic on 25 August 2011. The change was made possible by road widening that removed the need for tidal flow arrangements on Alfords Point Road between Alfords Point Bridge and Clancy Street, Padstow Heights.

Camden Valley Way, Bernera Road to Cowpasture Road

The new four-lane section of Camden Valley Way between Bernera Road, Prestons and Cowpasture Road, Horningsea Park opened to traffic on 8 July 2011.

Construction of the Narellan Road to Cobbitty Road section started in August 2010 with completion expected in mid 2012.

Hunter Region

Hunter Expressway Alliance

The \$1.7 billion Hunter Expressway is a 40km, four-lane-freeway between the F3 Freeway, near Seahampton and the New England Highway, west of Branxton. The Australian Government has committed \$1.5 billion and the NSW Government is contributing \$200 million to the project, which is being constructed in two sections. The western 27km section is being built under a design and construct arrangement with Abigroup. Due to the complex greenfields terrain, the eastern 13km section between the F3 Freeway and Kurri Kurri is being built by an alliance between Roads and Maritime Services, Thiess Pty Ltd, Parsons Brinckerhoff and Hyder Consulting.

Over the reporting period a concrete casting yard was established and began casting deck segments for the columns and decks for the viaducts in the Sugarloaf Range. Drilling and grouting of old mine voids is nearing completion. Major earthworks are continuing. Construction of the bridges at the Buchanan and Newcastle interchanges is continuing and piling at most sites is now complete. The alliance has made good progress at the Newcastle interchange with the erection of Super T girders for the bridges over the F3 Freeway during October 2011.

Hunter Expressway – western section

Half of the bulk earthworks are on track for completion by the end of November 2011. Construction on 14 of the 22 bridges is well underway, including the Loxford and Allandale interchanges, the Camp Road underpass at Greta, Wine Country Drive overbridge and bridges over the northern railway line near Branxton. Vegetation removal is complete on almost all of the alignment. The RTA has switched traffic to side tracks where the project intersects with the local road network at Tuckers Lane, Greta and Old Maitland Road, Sawyers Gully.

Hunter Expressway – South Maitland

South Maitland rail connection work, part of the Hunter Expressway project, was completed on 14 October 2011. The project involved the construction of the new rail bridge and realignment of around 900m of railway line. The first train crossed the new bridge on 15 October 2011.

Thornton Bridge

The bridge contract was awarded to Seymour Whyte Constructions on 29 July 2011 and work began on Longworth Lane on 29 August 2011. The project will involve construction of a new two-lane bridge over the Great Northern Railway. Salvage works by Aboriginal archaeologists are continuing in accordance with the Aboriginal Heritage Impact Permit.

Central Coast

Central Coast Highway, Wisemans Ferry Road intersection upgrade

The Central Coast Highway is the major road link between the F3 Sydney to Newcastle freeway and Gosford, Erina and surrounding coastal suburbs. The planned upgrade at Wisemans Ferry Road will improve traffic flow and reduce delays and crashes at this important intersection.

The concept design for the upgrade was completed on 29 July 2011 and the Review of Environmental Factors determined on 31 August 2011. The final road design is expected in early 2012. Construction of a commuter carpark at the corner of the Central Coast Highway and Kangaroo Road is scheduled to begin in early 2012.

Terrigal Drive and Bellbird Avenue intersection improvement works

These intersection improvements, which opened to traffic on 23 September 2011, address safety and traffic capacity concerns at this location. As part of the work, a roundabout and a raised boardwalk link a new bus bay with the existing footpath on the northern side of Terrigal Drive.

Ourimbah Street to Glen Road

There is currently only one travel lane in each direction between Lisarow and Ourimbah. The Pacific Highway Upgrade Stage 3A (Ourimbah Street, Lisarow to Glen Road, Ourimbah) will create two lanes in each direction, separated by a median. A Review of Environmental Factors determination for this route was signed on 31 October 2011.

Northern Region

Additional Clarence River crossing

Roads and Maritime Services is planning to identify a preferred route for a second crossing of the Clarence River at Grafton, a project which the local community has long advocated. Project objectives are to:

- Enhance safety for all road users.
- Improve traffic efficiency between Grafton and South Grafton.
- Support regional and local economic development.
- Provide value for money.
- Minimise impact on the environment.

The *Preliminary Route Options Report – Part 1* was released in August 2011 and describes the existing environment and potential issues relevant to an additional crossing. Following its release the RTA held community information and feedback sessions to allow locals to drop-in and talk one-on-one with the project team.

The *Preliminary Route Options Report – Part 2* was released in October 2011. It assesses the 25 preliminary route options identified from the June 2011 feasibility assessment and all community suggestions against the project objectives. A community update was released in late October 2011.

South West Region

Barton Highway, Gounyan Curves

The safety of the Barton Highway improved significantly with completion of the \$22 million project at Gounyan Curves 42km north of Canberra. The new road of 4.5km removes five bends in the highway, gives traffic a 1.2km southbound overtaking lane and forms one carriageway of a future duplication of the Barton Highway.

A community tree planting day was held on Sunday 23 October 2011 with project staff and volunteers from Greening Australia which resulted in the planting of 2,000 trees.

Due to productivity savings on the project, additional works were approved for both ends of Gounyan Curves and is expected to open to traffic in early 2012.

Snowy Mountains Highway, Adelong Creek Bridge award nomination

The Adelong Creek Bridge replacement project was nominated in the public domain category of the Cement and Concrete Association Awards and also in the Engineers Australia, Engineering Excellence Awards 2011. The nominations note the aesthetic blending of the bridge with the surrounding environment; the innovative use of LED lights; the use of spread voided pre-stressed concrete planks; and the provision of a separate, but complementary pedestrian bridge.

Southern Region

Victoria Creek

Construction began in July 2011 on the \$45 million project to replace the bridge over Victoria Creek, provide new overtaking lanes in both directions and link the new and old highways.

Alternatives

Bus corridors

2011–12 is the last of the seven-year, \$295 million Bus Priority Program which aims to improve travel time reliability. A total of 137 bus priority projects had been completed on strategic bus corridors at a cost of \$277 million by 31 October 2011. Bus priority treatments, established in close consultation with neighbouring residents and businesses, include intersection improvements, bus priority 'B' signals at traffic lights, road widening and the installation of bus lanes. Since the program began, the length of priority bus lanes has increased from 78km to 150km.

Supporting cycling

The RTA has sponsored major community cycling events, including NSW Bike Week and the 2011 Spring Cycle to encourage more people to cycle,

NSW Bike Week was held from Saturday 18 September 2011 to Sunday 26 September 2011. The RTA provided funding assistance to organisers and helped promote their events. Additionally, the RTA invited NSW primary and secondary schools to participate to encourage awareness of bicycle safety throughout the week. A total of 10,500 people took part in 48 events held across the State.

The Spring Cycle presented by Bicycleinfo, the NSW Government's cycling information website, attracted more than 8,000 riders.



Pedestrians

The Pedestrian Facility Program aims to improve safety, mobility and access, particularly in areas of high pedestrian activity. Typical projects include preparation of pedestrian access and mobility plans and provision of kerb ramps, new crossings at signalised intersections and new traffic control signals for pedestrians.

The completion of traffic signals on the Oxley Highway at Belmore Street, Tamworth in October 2011 finalises the program to upgrade 59 pedestrian crossings on multi-lane State roads.

Seventy-three pedestrian infrastructure projects to a value of \$6 million are being delivered on the State road network in 2011–12, of which six had been completed by 31 October 2011. A further 61 projects were being undertaken on regional and local roads in local government areas around the State, with councils matching dollar-for-dollar an RTA contribution of \$1.2 million.

Two major pedestrian bridge projects are being developed this year. The Marsfield Bridge on Epping Road is under construction. The Anzac Parade Moore Park project is in the initial scoping stages with residents and stakeholders whose input, along with a comprehensive pedestrian and cycle study, will contribute to the final design.

Traffic

M7 travel times

A travel time information system was launched on the M7 motorway on 24 September 2011. Since then 12 electronic message signs on the 40km M7 motorway from Baulkham Hills (M2) to Prestons (M5) have displayed live travel time messages 24 hours a day, seven days a week.

The signs show the estimated time to reach upcoming motorway exits based on the current traffic flow. The estimates, which are updated for accuracy every minute, are also displayed on the Live Traffic NSW website at livetraffic.com.

Pinch point strategy reduces travel times

The network management or pinch point strategy aims to improve traffic flows at key congestion points on 23 of Sydney's major arterial road corridors. It targets peak hour traffic pinch points and develops and implements treatments to maintain travel speeds, provide reliable travel times and improve the information available to Sydney motorists. Strategy funding of \$100 million over the five years ends in 2011–12.

To 31 October 2011 a total of \$87 million had been spent, including \$17 million in 2011–12.

Corridors treated in 2011–12 included the Princes, Cumberland, Pacific and Hume highways and Campbelltown and Old Windsor roads. These projects continue to reduce travel delays, especially during weekday morning and afternoon peak periods.

Asset

RTA result: The condition and value of the road network meets acceptable standards

The road asset

The RTA managed 18,028km of State roads, as well as 2,970km of regional and local roads in NSW. The RTA was also responsible for 5,130 bridges and a range of other assets such as traffic signals and tunnels.

The RTA was tasked with maintaining this enormous network to acceptable standards, in the context of an increasing population and increasing number of commuter and freight vehicles using roads. The network is crucial to communities across NSW – in many ways it is the social and economic lifeblood of the State. This chapter details the work of the RTA to maintain the system, and shows what performance levels were reached in the 1 July to 31 October 2011 period.

NSW is also a major gateway to Australia for goods coming in and leaving our shores. For this reason, the road network's role in assisting freight transport is essential. This chapter details how freight access was managed across the road network in the face of continuing strong growth in the freight task.

This chapter outlines the RTA's management of the road network to ensure its condition and value meet acceptable standards. It is divided into two main sections:

Access – sustainable access for freight.

Maintenance – management of roads and infrastructure.

Access

Oversize and overmass heavy vehicle exemptions

In July 2011 the RTA introduced an exemption for vehicles transporting baled wool to allow loads to exceed the statutory width limit of 2.5m and measure up to 2.7m. In August the same concession was extended to loads of baled hay and straw.

The exemptions were introduced to accommodate loads which have a tendency to expand once loaded, making it difficult for the operator to comply with the statutory limit. Loads up to 2.6m are not subject to any additional conditions, however, drivers with loads between 2.6m and 2.7m in width must observe a number of road safety conditions, including travel restrictions and warning device requirements. The exemption applies only to the load and not the vehicle, which must not exceed 2.5m in width.

Intelligent Access Program

The Intelligent Access Program is a multi-jurisdictional initiative that allows road agencies to use satellite-based technology to track heavy vehicles and ensure they are only using approved routes for vehicle and load limits. An example of national road transport reform, the program shows that territory, State and Australian governments can adopt a strategic vision and work collaboratively.

From 27 June 2011 the program was extended to mobile cranes and from 5 October 2011 it became compulsory for all high risk mobile cranes to be enrolled in the program as a condition of access to approved roads in NSW. This includes mobile cranes registered in NSW and other states or territories that operate in NSW. As at 31 October 2011 there were 631 vehicles and 278 cranes enrolled in the program.

High risk mobile cranes are defined as:

- All cranes wider than 2.5m.
- All cranes up to 2.5m wide that exceed the mass limits in the Class 1 Special Purpose Vehicle Notice 2011.
- All cranes with a forward projection exceeding 5.5m.



Performance Based Standards

Performance Based Standards (PBS) is a nationally agreed regulatory framework that focuses on how well a heavy vehicle 'performs' on the road, rather than its dimensions and mass limits. Performance is assessed against an agreed set of safety and infrastructure protection standards. This approach achieves community benefits, such as improved productivity, safer performance and the least possible impact on the road infrastructure, as well as allowing innovation in the transport industry.

At 31 October there were 107 PBS vehicle design combinations with permits to operate in NSW and 120 vehicle designs approved by the National Transport Commission's PBS review panel. The decision to allow PBS trucks with four or five-axle trailers at Higher Mass Limits access to NSW roads will improve their productivity by up to 38 per cent.

Top 30 livestock centres

A project is in place to improve road freight access to livestock saleyards, feedlots and abattoirs by approving freight vehicles with Higher Mass Limits (HML) to use roads to and from livestock centres in NSW. The particular focus is the top 30 NSW livestock centres (based on livestock volume). At 31 October HML vehicles had approval to use 18 council roads to access livestock centres other than the top 30.

Notice removal

On 9 September 2011 the RTA removed the requirement to carry the Class 2 B-double Notice 2010. Vehicles to which the notice applies must still operate only on the routes it identifies but the notice itself no longer has to be carried in the vehicle. This initiative helps to reduce the compliance burden on industry.

Maintenance

Road asset inventory

The NSW road system managed by the RTA included the following at the end of October 2011:

- 18,028km of RTA-managed State roads, including 4,323km of the National Road Network, for which the Australian Government makes a funding contribution, and 147km of privately-funded toll roads.
- 2,970km of RTA-managed Regional and local roads in the unincorporated area of NSW.
- 18,231km of council-managed Regional roads, which receive significant State grant funds administered by the RTA.
- 145,565km of council-managed local access roads, funded by local ratepayers and Australian Government programs such as the Financial Assistance Grants and Roads to Recovery Program.

The RTA was also responsible for maintaining and operating:

- 1,423 school zone flashing light signs.
- 3,878 traffic signal sites.
- 9,800 street lights.
- 5,130 bridges and major culverts and 23 tunnels.
- 5 automated tidal flow systems.
- 56,000km of longitudinal linemarkings and other pavement markings.
- 2 million reflective raised pavement markers.
- 71,698 guide signs for major structures and 84,192 parking, 66,018 regulatory and 39,181 warning signs.
- 9 vehicular ferries.
- Intelligent traffic systems including 251 variable message signs, 135 variable speed signs and 824 CCTV cameras.

The RTA faced considerable challenges in maintaining and renewing NSW road and bridge infrastructure to ensure it is safe and reliable, both now and into the future. Strong risk management, practical planning and robust assessment of the likely future usage and performance of the road network were essential. Currently in excess of 41 per cent of road pavements are more than 30 years old and 78 bridges are more than 100 years old.

Customer satisfaction survey

In 2010–11 the RTA commissioned research to develop a survey instrument to measure the public's satisfaction with maintenance of NSW State roads, including road pavement, bridges and road corridors.

Now complete, the first phase explored customer language, knowledge, attitudes and level of satisfaction regarding NSW State Roads, including road pavement, bridges and corridor asset maintenance. Responses were sought at 12 focus groups involving a total of 106 participants. Two focus groups were conducted in each of the following locations: Bella Vista, Coffs Harbour, Harris Park, Newcastle, Narranderra and Orange. Two groups each were conducted with heavy vehicle drivers and motorcyclists. Car driver groups were structured by age and gender.

Participants identified the most important aspects of road maintenance as those which contributed most strongly to the safety of road users. Typically, these were road surface (smooth and pothole free) and road markings (clear and visible in many conditions), although some participants also mentioned roadside vegetation control, drainage and safety barriers as being important factors. Road width and road grip also rated mentions as important to road safety.

These initial findings have already improved understanding of customer satisfaction and dissatisfaction and influenced decisions on maintenance priorities and funding. The aim of the next phase of the project is to identify and pilot interview methodologies (online, face-to-face and on-road) for possible use in a subsequent large-scale quantitative customer survey.

Road management

The extended wet weather this calendar year impacted the RTA's capacity to complete planned resurfacing, rebuilding and upgrading works. During the four months to the end of October 2011, the RTA spent \$378.4 million (28.2 per cent) out of the total sum of \$1.3 billion of State and Federal funding allocated for road asset management.

Over this period the RTA completed a review of long-term road maintenance risks and needs and submitted an updated Strategic Asset Management Plan to Transport NSW as part of the annual Treasury Total Asset Management process.

Road pavement maintenance

From July to October 2011 the RTA spent \$113.4 million on road pavement maintenance. Work delivered included:

- 0.367 million m² of asphalt resurfacing.
- 1.48 million m² of sprayed bitumen resurfacing.
- 0.244 million m² of road pavement rebuilding, including widening. Among projects was the widening of the Pacific Highway at San Remo to four lanes.

Pavement management system

The development of a new pavement management system progressed in the reporting period. A preliminary validation of maintenance treatments recommended by the system identified areas for further improvement. The system is being developed in a phased approach and will support improved decision-making.

Road corridor maintenance

From July to October 2011 the RTA spent \$64 million on road corridor maintenance. Work included:

- Routine maintenance of roadside assets, including vegetation, drainage, slopes, rest areas, noise walls, safety barriers and fencing.
- Preliminary planning and design for the rehabilitation of 43 road slopes.
- Remediation work on rock cuttings adjacent to Heathcote Road and the stabilisation of slopes along the Alpine Way.
- Risk assessment of around 2,000 of the 70,000 culverts to identify priority remediation works. The RTA also began implementing a rehabilitation program for culverts and table drains.

Bridge maintenance

Maintenance spending on State bridges totalled \$48.7 million over the July to October 2011 period. Significant milestones are detailed below.

Timber Truss Bridge Heritage Strategy

In July the RTA released a strategy for conservation of the timber truss bridges it manages and called on local communities for comment. At the September deadline the RTA had received 106 submissions, all of which were carefully considered. Roads and Maritime Services is currently preparing a report on the final strategy.

ANZAC Bridge

The first major maintenance program for the ANZAC Bridge, which opened in 1995, started in October 2011. The program includes installing permanent access systems for hard-to-reach areas of the bridge, modifying the bridge's cables, replacing the fence along the shared pathway on the northern side of the bridge and installing a new fence along the southern side of the bridge. The work will be carried out in stages and take 26 months to complete.

Hampden Bridge

Major rehabilitation work on Hampden Bridge, a historic suspension bridge in Kangaroo Valley, included:

- Replacing the entire timber deck.
- Reinforcing the abutments on both sides of the bridge.
- Refurbishing the four bridge bearings.

A community open day celebrated completion of all work in October. The \$4.8 million project will ensure retention of the bridge's functionality and heritage value well into the future.



Dunmore Bridge

The work on a capacity upgrade of the Dunmore Bridge over the Paterson River started in August 2011. The \$8.3 million upgrade will involve completely rebuilding all three truss spans and the approach span, constructing a new abutment on the Woodville side and installing new stress laminated timber decks and barriers.

Windsor Bridge

On 4 August 2011 the NSW Minister for Roads and Ports announced the preferred option for the upgrade of the Windsor Bridge over the Hawkesbury River – replacement of the existing bridge with a high level crossing 35m downstream. Community consultation on the upgrade, including staffed displays and workshops, began the same month.

Funding assistance to local councils

Regional road block grant and REPAIR programs

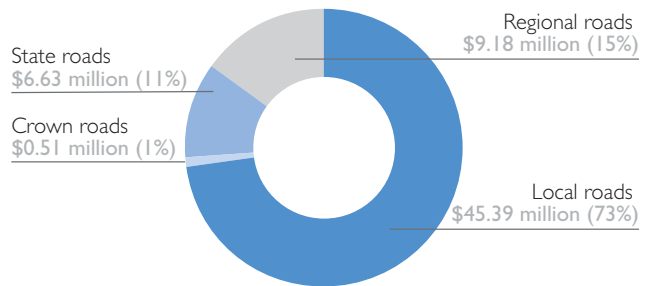
Following the NSW State Budget, funding allocations of \$135.3 million and \$27.8 million were confirmed for 2011–12 under, respectively, the Regional Road Block Grant and Repair and Improvement of Roads (REPAIR) programs. These funds will be disbursed quarterly to the 152 NSW councils as a contribution towards the maintenance and upgrade of Regional roads within their local area. The RTA made an advance first quarter payment to councils in July 2011 to enable planning and programming of works for 2011–12 to proceed.

Natural disaster repairs

The NSW Government funds repairs to RTA-managed State roads damaged by declared natural disasters and allocates significant funding to local councils to bring their roads and bridges back to pre-disaster condition. Due to an unprecedented number of natural disasters throughout much of NSW, 95 local government areas were declared natural disaster areas in 2010–11.

Between 1 July and 31 October 2011 councils received \$61.7 million to repair damage arising from declared storms and floods, with the RTA carefully assessing each claim for financial assistance to ensure compliance with the RTA's Natural Disaster Guidelines and the Australian Government's Natural Disaster Relief and Recovery Arrangements.

FIGURE 3. NATURAL DISASTER EXPENDITURE
1 JULY – 31 OCTOBER 2011



Major expenditure was on works to rectify damage caused by:

- Seven North Coast floods between February 2009 and June 2011 – \$10.5 million.
- Western NSW floods in December 2010 – \$30.1 million.
- Riverina floods in March and October 2010 – \$8.2 million.

The extensive nature of many of these disasters means that restoration works will continue well into 2011–12 and, in some cases, later years. Current forecasts of expenditure for 2011–12 exceed \$240 million.



Safety

RTA result: The safety of the road environment, vehicles and road user behaviour is maximised

The RTA and road safety

The continuing decrease in road fatalities results can be attributed to the RTA's implementation of the 'Safe Systems Approach' to road safety and, in particular, to the delivery of the Road Toll Response Package announced in March 2010.

The 'Safe Systems Approach' recognises that human error is inevitable and requires vehicles, roads and roadside environments that are forgiving of road user error.

The Road Toll Response Package was developed in response to the 2009 road toll increase in consultation with NSW road safety stakeholders and community groups. With funding of \$170 million over five years, the Road Toll Response Package includes a number of initiatives to improve safety on NSW roads.

This chapter outlines the RTA's management of safety issues in the road transport system over the 1 July to 31 October 2011 period.

It is divided into four main sections:

Fatalities – data, trends and key factors.

Roads – better safety of roads.

Vehicles – better safety features in vehicles.

Users – better safety for road users.

Fatalities

During the first 10 months of 2011 there were 297 people killed on NSW roads, 45 fewer fatalities than the same period in 2010 and the lowest January to October fatality total since the early 1930s.

Strategy development

The Centre for Road Safety (the Centre) began development of a new NSW Road Safety Strategy for 2012–2021. Action included extensive consultation within the RTA, with external groups including the heavy vehicle industry on 18 October, the Road Safety Advisory Council on 20 September and vulnerable road user groups on 20 October 2011. Feedback will inform the final strategy to be released in mid 2012.

Under the Road Toll Response Package the Centre collaborated with motorcycle stakeholders to develop a draft Motorcycle Safety Strategy and started work on a repeat offender strategy, completing a literature review and initial data analysis. Both strategies will align with the new NSW Road Safety Strategy.

Crash data

On an opt-in basis, the Centre began issuing additional crash data to local councils relating to fatal crashes in their area. Fifty-three per cent of councils have chosen to receive the information to date.

Roads

Speed zone audit

Stemming from the NSW Government's election commitment to audit speed zones, the Centre developed a new website (saferoadsnsw.com.au) to facilitate community feedback on speed limits and speed limit signs. The new site received 27,000 hits and 2,600 submissions during the July to October period. Submissions received to mid October were analysed to identify the top 100 roads for speed zone reviews by the end of March 2012.



Completion of these reviews (and any subsequent speed limit changes) in 2012 will mark the end of the audit, although the website will remain open for community comment on speed zones and help guide ongoing speed zone reviews as needed.

As part of the audit the Centre published the revised *NSW Speed Zoning Guidelines* in October 2011 to support a simpler speed limit regime and reduce the number of speed limit changes.

The Centre also conducted an initial audit of 12 road corridors, with the outcomes announced on 21 August 2011. RTA regions have since begun to implement any ensuing speed limit changes.

Road Toll Response Package

The full program of engineering safety works was established for 2011–12 and the implementation of 65 projects across NSW began. The Centre also completed a statewide crash cluster analysis which will be used to prioritise programs for 2012–13.

Road safety audit guidelines

The Centre published new guidelines for road safety audits along with supplementary information sheets.

Newell Highway

The 110km/h speed limit on the Newell Highway was re-instated from 31 July 2011, with the exception of six lengths previously identified for retention of the 100km/h limit: a 4km section south of Forbes, an 8km section south of Peak Hill, the 33km between Tocumwal and Finley and three lengths between Finley and Jerilderie. All zones were assessed using criteria from the *NSW Speed Zoning Guidelines*. Associated signage was installed by 31 July 2011.

The RTA's South West Region began clear zone works to improve road safety by removing or protecting hazards in the road corridor. The works require a detailed environmental assessment, including an iterative design of the clear zone width that balances ecological and engineering requirements. Extensive vegetation clearing, culvert widening works and shaping will proceed in 2011–12 under the program. Vegetation mapping and aerial photography in 2010–11 of the Newell Highway from Tocumwal to Marsden defined the extent of vegetation removal within the clear zones. Work on the area from Tocumwal to Corobimilla began in October 2011.

Bucketts Way intersection

Safety improvements were completed on the Pacific Highway between Bucketts Way and Talbots Trail, Twelve Mile Creek on 31 July 2011. A roadside wire rope safety barrier was installed northbound from 350m north of Bucketts Way to 1.3km north of Bucketts Way along with a median wire rope safety barrier from 1km to 1.3km north of the road. Raised profile line marking and curve advisory signage were installed from Bucketts Way to Talbots Trail in both directions.

Restricted access assessment

In September 2011 the Centre, together with Engineering Technology, assessed the Kamilaroi Highway for road train access east of the Newell Highway.

SpeedLink database

The Centre has developed a new database to capture all speed zone information across NSW. Training in the new system began in July 2011.

Vehicles

Used car safety

In conjunction with partners, the Centre released the *Used Car Safety Ratings 2011 Update* in July. The brochure draws on records from more than four million vehicles in police-reported road crashes in Australia and New Zealand.

Rear occupant injuries

The Centre for Road Safety co-sponsored research with Neuroscience Research Australia on rear occupant injuries which included a comprehensive investigation of rear seat restraint systems, 'submarining' and the effectiveness of potential countermeasures. The study showed that rear seat safety has improved far less than front seat safety.

Vehicle standards

The new *National Code of Practice for Light Vehicle Construction and Modification for NSW* (Bulletin 14) was implemented over the reporting period with help from the Centre. The Centre also worked with partners in developing the manual, *Means to Demonstrate Compliance with Third Edition Australian Design Rules*, which is currently awaiting approval for release. It advises on practical alternatives that can be used to demonstrate compliance with Australian Design Rules for modified, individually constructed and imported vehicles.



Vehicle testing

Through Crashlab, the Centre conducted four research tests, four commercial tests and seven Australasian New Care Assessment Program (ANCAP) tests, the results of which it announced in media releases.

ANCAP roadmap

Centre involvement with the ANCAP board and Technical Working Group continued. Outcomes included the development of the *ANCAP Rating Road Map 2011–2016*, which sets the criteria for achieving future star ratings for front occupant protection and pedestrian protection in new cars.

RTA/NSW Police Force cooperation

The RTA and the NSW Police Force combined to stage Operation SAFERIDE, a joint enforcement program targeting taxi safety. In total 78 vehicles were inspected and 22 defect and defective vehicle related infringement notices were issued by police.

Further collaboration and improved compliance should flow from discussions by the two agencies on a combined approach to speeding and other offences. These discussions have already led to the establishment of a police program focussing on speed management.

Vehicle Safety Compliance Certification Scheme

Work progressed to replace the current Engineering Certification Scheme with the Vehicle Safety Compliance Certification Scheme. The latter will ensure that only people licensed under the scheme can assess modified, individually constructed and imported vehicles and certify compliance with applicable vehicle standards. The new scheme is scheduled to begin in December 2011.

Chain of responsibility

Under chain of responsibility everyone in the supply chain has obligations under road transport laws, including operators, consigners and consignees, and loaders and drivers. If one party's actions, inactions or demands cause or contribute to road safety breaches, then each party in the chain may be held legally accountable.

The RTA could investigate anyone on the supply chain and the corporate chain of command, including managers and directors. At 31 October 2011 there were 21 investigations underway relating to fatigue, mass, load restraint, false declaration and speed. These focused on both on and off-road supply chain parties. Some of the investigations involve fatal heavy vehicle crashes and multiple mass and fatigue offences.

In order to raise industry awareness of chain of responsibility, the RTA made presentations to the following industry groups:

- Concrete and Aggregate Association.
- Livestock and Bulk Carriers Association.
- Logistics Council of Australia.
- Waste Management Association of Australia.

Users

Speed cameras

The Centre responded to the NSW Auditor General's inquiry into the effectiveness of speed cameras in NSW with a submission that included extensive data analysis, evaluation, reporting and program management details. The inquiry report, tabled in NSW Parliament on 27 July, found that the overall impact of speed cameras has been positive in reducing road trauma. Implementation of the report recommendations has begun.

Following release of the report, the Centre began a safety review of 38 decommissioned camera locations to identify safety issues and develop alternative treatments where appropriate. The reviews involved the RTA regions, NSW Police Force, NRMA and local government undertaking location inspections and community engagement activities.

Driver attitudes to speeding and speeding behaviour

The Centre engaged an independent research organisation to conduct qualitative research on driver attitudes to speeding, including more than 1,500 interviews with a representative sample of NSW drivers. The research found significant support for speed cameras, particularly in school zones. However, almost one in four drivers still report speeding all or most of the time.

Annual vehicle speed surveys were completed in September. These will provide data on vehicle speeds across the road network.

Point-to-point speed cameras

The rollout of point-to-point speed cameras for heavy vehicles continued, with five locations covered during the July to October period.



Safe school travel

Translations of the *Move Ahead with Street Sense* package went out to all NSW primary and secondary schools in September. The package, now available in 23 community languages, includes brochures on travelling safely to and from school, safety on wheels and school bus safety.

School zone flashing lights

Together with the RTA's Network Services Directorate the Centre began development and implementation of the new \$13 million School Zone Flashing Lights Program over four years. Over the reporting period, flashing lights were installed in 57 school zones.

Alcohol Interlock Program

The Centre conducted a tender evaluation process to engage program manager/s for the NSW Alcohol Interlock Program, selecting Guardian Interlock Systems Australasia Pty Ltd and Draeger Safety Pacific Pty Ltd as the preferred tenderers. The interlock is an electronic device fitted to a car that tests the driver's blood alcohol concentration (BAC) and only allows the car to start if the recorded BAC is below 0.02. The Alcohol Interlock Program is available to courts as an option in sentencing drivers of certain serious drink driving offences.

P plate drivers

The 'P' driver project was launched in NSW at the Blacktown campus of the University of Western Sydney on 18 October 2011. It involves trialling a behaviour-based program with 27,000 provisional drivers aged 17 to 22 in NSW and Victoria to determine its effectiveness in reducing crashes involving provisional drivers and improving their behaviour. Participants will complete eight hours of behaviour change oriented education. The project partners are the Australian, NSW and Victorian governments plus a number of private organisations, including NRMA Insurance, the Royal Automotive Club of Victoria and the Federal Chamber of Automotive Industries.

There are two project components, a quantitative trial in metropolitan Victoria and a qualitative trial in NSW that focuses on program delivery, largely in regional areas.

The NSW trial is being held in four regions including:

- Dubbo/Forbes.
- Lismore/Tweed Heads and surrounding areas.
- Tamworth/Armidale.
- Western Sydney (from around Blacktown to Emu Plains).

Young drivers

The Auditor General released the performance audit report, *Improving Road Safety: Young Drivers*, on 19 October 2011. It highlighted the 50 per cent reduction of young driver fatalities in the 10 years since the RTA's introduction of the Graduated Licensing Scheme. The Centre is now working with partners to address the report's 12 recommendations, which concern learner drivers, provisional licence drivers and reduction of risk-taking.

Legislative change

A Bill was introduced to NSW Parliament on 20 October 2011 amending the *Crimes (Sentencing Procedure) Act 1999* to create an aggravating factor where a child under 16 is a passenger in a motor vehicle. The traffic offences include drink driving, drug driving, failing to undergo breath analysis or engaging police in a pursuit.

School zones inquiry

On 26 August 2011 the Joint Standing Committee on Road Safety (Staysafe) established a parliamentary inquiry into NSW school zones to determine whether current measures are effective and if more could be done to optimise safety. The RTA contributed to a whole-of-government submission.

Road safety technology

The Centre continued to develop an Intelligent Speed Adaptation smart phone application. Prototype development and testing were carried out over the reporting period.

Trial of a new smart camera to help reduce pedestrian trauma continued in Wollongong. The cameras automatically detect pedestrian and vehicle crashes and near crashes. The outcomes of the trial will inform the development of countermeasures.

The Zero Fatalities project started in October 2011 and will identify strategies to reduce RTA employee risk on the job. Analysis of RTA Ensafe data began, with a focus on car-related injuries.



Electronic work diaries for heavy vehicle drivers

NSW law requires drivers of heavy trucks, when travelling 100km from base, to record their hours of work and rest in a work diary. National heavy vehicle fatigue laws allow the use of an electronic work diary as an alternative to a written work diary.

A pilot of electronic work diaries is underway, managed by the RTA Freight Branch with funding, input and support from the Centre for Road Safety. Funding of \$5 million over three years is under the NSW Government's \$170 million Road Toll Response Package. The pilot is in partnership with the Australian Government and National Transport Commission together with the road and police agencies of Queensland, Victoria, South Australia and Western Australia.

After engagement of Transport Certification Australia to carry out the pilot, Stage 1 began in July 2011 and included nine transport operators, 27 vehicles and 10 suppliers of pilot systems. NSW and Victorian enforcement personnel will conduct testing over six months on key routes to ensure that drivers are gathering accurate data and determine the enforcement capabilities needed in the field.

Supporting the pilot is a website (ewd.gov.au) with comprehensive information for heavy vehicle stakeholders, including media releases, frequently asked questions and links to the jurisdictions and organisations participating in the pilot. The website, which the NSW Minister for Roads and Ports launched in August, also outlines how operators can participate in Stage 2.

Enforcement operations

Between July and October 2011 the NSW Police Force undertook 71 additional operations, valued at around \$3.6 million, through the Enhanced Enforcement Program run in partnership with the RTA. Statewide Operation Slow Down was also conducted with an enhanced budget of \$500,000.

NSW Local Government Road Safety Program

The pilot for a new program delivery model was completed at the end of July 2011. It involved 14 NSW councils carrying out 13 local road safety projects. An experienced road safety expert has been engaged to evaluate the pilot.

Trucking safety

The NSW Government, through its Road Toll Response Package, has allocated \$500,000 over 2010–11 to 2011–12 to investigate the feasibility of a Five Star Trucking Safety Rating System designed to encourage best driving practice and reward those operators who foster safe driving. To progress investigations the Road Freight Advisory Council formed a Five Star Trucking Safety sub-committee which is jointly chaired by industry and the Transport Workers Union. To date the industry led sub-committee has completed research into existing accreditation schemes and industry codes of practice and examined the potential risks and benefits of implementing safety rating systems.



Environment

RTA result: Impacts on the natural, cultural and built environments are minimised

The RTA and the environment

The RTA aimed to minimise the impact on the natural, cultural and built environments in all of its activities. Work ranged from improving the organisation's environmental footprint, to reducing emissions from vehicles and protecting threatened species and biodiversity during roadwork. The RTA also had statutory responsibilities to assess the environmental impact of its infrastructure projects as part of the planning process.

This chapter outlines the RTA's measures to minimise impact on the environment over the 1 July to 31 October period. It is divided into three main sections:

Infrastructure – environmental initiatives related to construction and maintenance of roads and bridges.

Organisational – internal measures to improve the RTA's use of resources.

Emissions – cutting down emissions from vehicles.

Infrastructure

Heritage policy review

The RTA updated its Procedure for Aboriginal Cultural Heritage Consultation and Investigation in response to amendments to Aboriginal heritage legislation. The revised procedure presents RTA policy on engaging Aboriginal knowledge holders and community members in making decisions about impacts to their heritage during development projects.

An Unexpected Finds Procedure, to come into effect in November 2011, was developed to guide the management of Aboriginal and non-Indigenous heritage found during road construction works. Such discoveries can disrupt construction and also pose risks to archaeological heritage. The procedure guides operational staff on how to meet statutory requirements most efficiently and ensure effective management of archaeological heritage.

Noise abatement

The Noise Abatement Program focuses on homes, schools, hospitals, churches and other noise-sensitive buildings exposed to high levels of road traffic noise using, most commonly, acoustic architectural treatments.

The RTA engaged a contractor to measure the traffic noise levels at four residential buildings before and after architectural treatment under the program for quality assurance purposes. The results will help improve treatments and achieve maximum noise reduction benefits.

Environmental performance

Efforts by the RTA to improve the environmental performance of contractors centred on a combination of environmental inspections, audits and performance reviews. Between 1 July and 31 October 2011 regional environment staff undertook almost 300 separate environmental inspections on a range of construction and maintenance projects across the State. The reports generated from these inspections were analysed for the RTA's Executive Environment Committee. Feedback then went back to contractors on their environmental performance and reports were prepared on statewide performance.



Environment protection licences

The *Protection of the Environment Operations Act 1997* requires the RTA to hold environment protection licences for certain activities. In the reporting period the RTA held 13 such licences for the following activities:

Project/site name	Licensed activity
Mortlake slipway	Marinas and boat repair facilities
Ashby dry dock	Marinas and boat repair facilities
Rockdale depot	Transport of waste
Mewburn's gravel quarry	Hard rock gravel quarrying
Erskine Park Link Road*	Road construction
F5 widening	Road construction
Wagga depot	Transport of waste
Central Coast Highway	Road construction
Hunter Expressway	Road construction
Unanderra waste processing facility	Waste management

* The environment protection licence for Erskine Park Link Road was transferred to NACE Civil Engineering Pty Ltd on 19 October 2011. For the period the RTA held the licence, there were no non-compliances reported.

Monthly reporting on other projects, where required, found four non-compliances with licence conditions between July and October 2011. These are being addressed through the audit and inspection process to prevent recurrences and improve environmental performance.

Penalty notices

To 31 October 2011 the RTA had received one penalty notice from the Environment Protection Authority. This was for polluting waters during a channel clearing project in Southern Region in July 2011.

Protecting biodiversity

Biodiversity is the variety of life forms, including different plants and animals and the genes they contain and the ecosystems in which they live. Australian ecosystems contain many species found nowhere else in the world, with roadsides often containing important biodiversity that is rare in the surrounding landscape. The RTA was committed to the protection of biodiversity in roadsides and considered biodiversity issues carefully during route selection and road design for all infrastructure projects.

Biodiversity protection is achieved through the development, review and implementation of environmental impact assessment policies, guidelines and procedures and stringent environmental specifications; regular environmental inspections of construction sites; and environmental awareness training for RTA staff and council workers. The table below outlines how the RTA protected and enhanced biodiversity during the reporting period.

TABLE 9. BIODIVERSITY PROJECTS

Activity	Purpose	Progress
Develop measures to minimise road impacts on biodiversity.	Manage wildlife on roads.	The RTA investigated potential options to reduce roadkill in Pittwater and Warringah local government areas. The July 2011 <i>Northern Beaches Roadkill – Advice on Reduction Options Report</i> evaluated short and long-term measures. Some short-term measures have been implemented.
Develop biodiversity guidelines for protecting biodiversity during construction and maintenance works.	Provide best practice guidance and encourage consistency across NSW in protecting biodiversity during construction and maintenance work.	Biodiversity guidelines for protecting and managing biodiversity on RTA projects were published in September 2011 and made available on the RTA internet in October. Training based on the guidelines continues in all RTA regions.
Monitor the effectiveness of measures to allow threatened squirrel gliders to move across the Hume Highway.	Minimise impacts on biodiversity.	The RTA continued to support a joint research project with VicRoads and the University of Melbourne to determine the effectiveness of fauna crossings for roads. Results to date, which indicate crossing use by squirrel gliders, will inform the design of crossing structures for other RTA projects.



Roadside environment

The RTA continued to support the Roadside Environment Committee, funding its secretariat and meeting costs over July to October 2011. The committee aims to achieve the best possible environmental management of roadsides and other linear reserves such as rail corridors, travelling stock reserves, crown reserve and utility easements in NSW.

Its member organisations are:

- Catchment management authorities.
- Essential Energy.
- Institute of Public Works Engineering Australia.
- Land and Property Management Authority.
- Livestock Health and Pest Authorities.
- Local Government and Shires Association of NSW.
- Nature Conservation Council.
- Office of Environment and Heritage.
- RailCorp.
- Roads and Traffic Authority of New South Wales.
- Rural Fire Service.
- TransGrid.

Key committee achievements for July to October 2011 included:

- Sponsoring a pilot roadside environmental training program for local council staff that was implemented under the Hunter and Central Coast Regional Environmental Management Strategy.
- Identifying and mapping NSW local councils using roadside vegetation management plans.
- Presenting on linear reserve environmental management and the Roadside Environment Committee's role at a meeting of the Central West Local Government Reference Group held at Wellington involving 14 local councils and the Central West Catchment Management Authority.
- Holding a regional committee meeting with Bathurst Regional Council to review local roadside vegetation management plans, engage further with local stakeholders, inspect local linear reserves and discuss ways to improve linear reserve environmental management in the district.
- Sponsoring and assessing applications for the inaugural Excellence in Local Government Roadside Environmental Management Award in the Excellence in Local Government Awards.

Bridge timber recycling

In October 2011 the RTA started approving private companies to undertake environmentally sound recycling of bridge timbers, ending seven years of timber stockpiling across NSW. This situation had resulted from the potential contamination of bridge timbers and uncertainty on acceptable treatment methods. Timbers will now be safely treated and sold to the private sector, generating a positive return for the NSW Government while preventing waste.

Training

Biodiversity training rollout

The internally developed one-day training course on managing and protecting biodiversity was delivered to all RTA regions in 2010–11. The training assists RTA staff and contractors in managing biodiversity throughout road and maintenance projects.

From July to October 2011 training was delivered at:

- Grafton.
- Newcastle.
- North Sydney.
- Parkes.
- Wollongong.
- Woy Woy.

Organisational

Waste reduction

In August 2011 the RTA submitted a progress report to the Office of Environment and Heritage on the implementation of its Waste Reduction and Purchasing Policy. Table 10 summarises the results.

Overall the RTA has already met or exceeded the 2014 recovery targets for vegetation and construction and demolition waste, except asphalt. Actions have been put into place to improve asphalt recovery. These include amending RTA construction specifications to permit higher levels of reclaimed asphalt pavement to be used and negotiating a new asphalt resource recovery exemption with the Environment Protection Authority to facilitate the re-use of asphalt.



TABLE 10: WASTE REDUCTION PERFORMANCE AGAINST NSW GOVERNMENT TARGETS

Waste type	RTA waste recovery % rates (2010–11)	NSW Government waste recovery % targets to be met by 2014
Vegetation	85	76
Concrete	92	76
Steel	88	76
Asphalt	90	95
Virgin excavated natural material	96	95

Some of the waste recycling initiatives since the last progress report included:

- The earmarking of timber cleared for the Pacific Highway Upgrade in the Hunter for future use on Roads and Maritime Services heritage bridges.
- Planned use of about 200,000 tonnes of fly ash or bottom ash as a grout ingredient in the mine filling operation in the Stage 2 construction of the Hunter Expressway. This represents a substantial reuse of a waste product from electricity generation.
- Conduct of a trial with Boral on the use of high slag content cement on the Woomargama Bypass. The trial started in August 2011 and will use 100 tonnes of Boral's proprietary product, which contains around 50 per cent less Portland cement than traditional mixes.

Emissions

Reducing vehicle emissions

The vehicle emission enforcement system seeks to improve air quality by detecting and taking enforcement action against vehicles in the M5 East tunnel which continuously emit smoke for longer than 10 seconds. A replacement of system components has resulted in a significant improvement to overall performance. Further gains are anticipated when the RTA proposal for system improvement finalised over July to October 2011 receives approval.

Expansion of the system to other tunnels or on-road sites is under consideration. An air quality report commissioned by the RTA will be available in November to inform the expansion strategy.

Diesel Retrofit Program

The RTA continued to work with the Office of Environment and Heritage to improve the emissions performance of heavy diesel vehicles by fitting after-treatment devices to vehicle exhaust systems to filter out particulate matter.

The Phase 4 program, under which the vehicle operator paid half of the cost of installation of an exhaust after-treatment device, was completed in late September. In total 165 devices were installed. The Phase 5 program for non-road vehicles continues and, as at 31 October 2011, 31 devices had been fitted.

The RTA also funded a separate diesel retrofit program to fit devices to heavy vehicles accessing Port Botany, Port Kembla, Port of Newcastle and Cooks River Rail Yard to help the NSW Government meet national air quality goals. At 31 October 2011 58 devices had been fitted.

Action on climate change

The RTA's Climate Change Action Plan included a range of measures to:

- Reduce the RTA's carbon footprint.
- Help reduce the carbon footprint of NSW road transport.
- Adapt the RTA road transport system to the impacts of climate change.
- Manage the RTA's transition to a low-carbon economy.

Key actions in the reporting period included:

- Submission of the annual report on RTA greenhouse emissions from fuel and electricity use to the NSW Government. In 2010–11 the RTA's greenhouse gas emissions were 107,649 tonnes of carbon dioxide equivalent or CO₂e. This 1.9 per cent reduction on 2009–10 levels was primarily due to an 8.8 per cent reduction in petrol use by the RTA light vehicle fleet and a 3.7 per cent reduction in traffic signal energy use.
- Completion of Stage 2 of the RTA Road Corridor Carbon Landscape Project. Stage 2 involved developing a carbon stock inventory for state and regional roadside corridors and assessing opportunities to reduce the RTA's carbon footprint through landscape management initiatives.
- Introduction of new eco-driving scoring criteria for driver licence testing to support the eco-driving information previously added to the *Road Users Handbook*.



Services

RTA result: Meeting community needs

The RTA's services

The RTA worked to meet the needs and expectations of its broad range of customers and stakeholders, such as those who use its licensing and registration services and those who are affected by the RTA's roadwork and management of the NSW road system.

The RTA provided its services in many ways, including through an extensive network of motor registries which are the central point for licensing and registration transactions. This network also provides important information to the community about issues such as the comparative safety of new and used cars and the safety and ease of use of child restraints.

This chapter outlines how the RTA has worked to meet the needs of the people of NSW over the 1 July to 31 October period. It is divided into two main sections:

Customers – accessible, high quality, data integrity and identity management.

Stakeholders – a focus on effective consultation, communication and partnerships.

Customers

Online service improvements

In August 2011 RTA system changes allowed electronic processing of vehicle inspection reports for heavy vehicles and unregistered light vehicles. As a result customers no longer have to attend a motor registry to complete these transactions. The same month also saw the implementation of the Online Replacement System, which enables customers to order a replacement certificate of registration or renewal notice for their vehicle online.

Livestock loading calculators

The RTA worked with the livestock transport industry to improve their productivity, focusing in particular on helping operators load their vehicles so they can reliably meet regulatory limits. One of the outcomes to date has been the publication on the RTA website in July 2011 of the Livestock Loading Calculator. A tool to assist operators to comply with mass limits, the calculator is for working out cattle or sheep loads on 6-axle single trailer combinations and 9-axle B-double combinations.

Live Traffic NSW

Motorists can use the Live Traffic NSW website (livetraffic.rta.nsw.gov.au) to look up information about incidents, roadwork and major events and view images from 66 live traffic cameras updated every 60 seconds. From 1 July to 31 October 2011 there were 889,568 visits to the website.

To extend its reach, the RTA launched the Live Traffic NSW iPhone app and mobile site in July 2011. In the reporting period 84,542 road users downloaded the free app. A free data licence was later created to let members of the public use the information from Live Traffic NSW to develop apps for other formats such as Android and BlackBerry phones. Information from Live Traffic NSW is also available on Facebook and Twitter. All these initiatives are designed to make travel as hassle-free as possible by giving road users the latest information via the latest communication technology.

Safer Roads website launch

Launched in July 2011, the Safer Roads website (saferroadsnsw.com.au) allows road users to record their concerns with existing speed limits and signs and access information on speed management-related topics.



Phase 2 of the site, which went live in October 2011, extended interactivity by enabling them to sign up for emails about changes to permanent speed limits in chosen regions. To date the site has notched 27,000 visits, collected 2,600 submissions about speed limits and signs and signed up 643 people for email notifications.

Aboriginal information

Information for the Aboriginal community became easier to access on the RTA website in August through links to specific areas of the site covering road safety, licensing and registration, cultural heritage management, service delivery and employment.

Online customer satisfaction survey

A new online customer survey launched in October is enabling the RTA to gather improved customer feedback on their online experience. An average of 4,200 customers per month are completing the survey after an online transaction, with around 96 per cent giving the RTA a positive satisfaction rating.

Botany rider training facility

An upgrade of motorcycle rider training facilities at Botany was completed at the end of September. While the previous facilities allowed training for around 1,200 applicants per annum, the new upgraded venue will be capable of training more than 5,000 applicants per annum. It will operate seven days a week.

Road and Fleet Services

The RTA's Road and Fleet Services (RFS) completed a number of projects with significant customer and public benefits during the July to October 2011 period, including:

- Delivery of a resurfacing workshop at Coffs Harbour with local councils and the private sector to discuss best practice and technologies for bitumen sealing.
- Completion of major repairs to the historic Hampden Bridge in Kangaroo Valley with positive public feedback on the way the project was managed.
- Achievement of a significant milestone on the Kariiong Underpass project with a traffic switch to the new carriageway.
- Promotion of safety first by stopping all RTA asphalt works across NSW for one day in late August to allow contractors to 'Stop and Reset' their safety systems following a serious incident.

In commercial work for other government agencies, RFS began highly specialised reconstruction of a dam wall at Wingecarribee Dam for the Sydney Catchment Authority and built and delivered two state-of-the-art line-marking vehicles to the Queensland Department of Transport and Main Roads.

Improving E-Toll customer service

The RTA embarked on a comprehensive 12-month program to improve the customer experience when accessing E-Toll products and services online, by phone or in motor registries. From July to October 2011 the agency:

- Addressed frequent phone inquiries about account statements by removing confusing wording on statements to make them easier to understand.
- Simplified the log-in to myE-Toll to make customer access quick and convenient.
- Identified the top 10 customer inquiries handled at the motor registries and provided staff with simpler processes and ready reference cards for assisting customers.
- Developed a Customer Commitments document for staff to emphasise the organisation's dedication to meeting and exceeding customer expectations.

Stakeholders

Prosecutor education

The NSW Police Force has offered RTA court advocates the opportunity to participate in the 12-month Police Prosecutor Education Program designed to strengthen legal knowledge and advocacy skills. Participation will enhance their ability to undertake complex prosecutions of camera detected offences, administrative appeals and heavy vehicle matters in the Local Court. On completing the program court advocates will receive the highly regarded Police Prosecutor Education Program Certificate. The first RTA participant began training in October 2011. Further places in the program will be offered in 2012.

Regional road safety consultation

Infrastructure Communication partnered with the RTA's Southern Region to engage Braidwood residents and Kings Highway users in sharing their ideas on roadside hazards. The RTA compiled all the responses received during the submission period through the online forum – the first run regionally on road safety – and via email, telephone and post and the community workshop. An issues report was then released for comment.

Private sector developments

In August 2011 the RTA published a new private developments fact sheet on the Road Projects website to answer commonly asked questions about managing private developments that include roadwork on State roads and traffic control signals on all roads. The fact sheet serves as a resource for RTA land use and development staff, the development industry and interested community members.



Governance

RTA result: Aligning our investment and people to our vision

Governance of the RTA

The RTA was one of Australia's largest asset managers and services providers, with a multi-billion-dollar budget servicing millions of customers, communities and stakeholders. For this reason, the RTA sought to uphold the highest standards of organisational governance, which included sound strategic planning and performance management across its business.

This chapter outlines how the RTA has worked over the 1 July to 31 October period to strengthen organisational governance. It is divided into three sections:

Financial – business opportunities, accountability and performance.

Organisational – executive, strategic and business planning, business improvements, audit/assurance and risk management.

Our people – including developing a high performance culture, workforce capability, diversity and equity and occupational health and safety (OHS).

Financial

Financial strategy

The strategy continued to focus on enhancing business efficiency and risk management across all RTA operations while the Finance Strategy Committee controlled the direction of funding allocations, and review of program and resource budget performance.

The following key reporting and review activities supported the financial strategy:

- **Financial reporting:** Reform of the RTA's financial reporting framework continued with the goal of enhancing the ability to meet the information requirements of all stakeholders as well as accurately describing the day-to-day activity undertaken to achieve community and business results. The RTA's financial dashboard provided important business information to the RTA Executive and senior management.

- **Policy and procedure review:** Accounting processes were reviewed to enhance the integrity of financial data supporting RTA decision-making.
- **Corporate framework:** The RTA monitored expenditure against the *NSW 2021* goals for which it was a lead or partner agency, tracking funding budgets and budget movements together with the reasons for any changes. Actual expenditure was closely monitored.
- **Strategic investment:** With oversight from the Finance Strategy Committee, the RTA's Commercial Services Directorate pursued business opportunities to improve services and generate additional resources for investment in road and service delivery programs.

Corporate and purchasing cards

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



Financial performance

Details of the RTA's financial performance for the four months ending 31 October 2011 appear in the Financial Statements (see page 44).

Pink plates sponsorship extended

In October 2011 the RTA extended its sponsorship of the McGrath Foundation until June 2012. The sponsorship donates part of the proceeds of the sale of all pink number plates to the McGrath Foundation, which places breast cancer care nurses in communities across Australia and promotes breast cancer awareness. To support the sponsorship, myPlates ran a 'Pink Your Ride' campaign in October, which was Breast Cancer Awareness month. The RTA has raised more than \$150,000 for the McGrath Foundation since becoming a sponsor in April 2009.

The myPlates business also supports the Prostate Cancer Foundation through the sale of blue number plates.

Rental car tolling

In September 2011 the RTA partnered with Thrifty Car Rentals to trial the RTA's rental car tolling solution, which gives customers seamless and easy access to motorways across Australia for a modest fee. Tags installed in Thrifty vehicles ensure that customers in the trial will not receive toll or associated fee notices for their travel. Thrifty benefits through the elimination of administrative costs for handling toll notices. The trial follows the successful partnership between Avis/Budget and the RTA, which has given Avis/Budget customers the same tolling solution for more than 12 months across 35,000 vehicles nationally.

Organisational

Executive

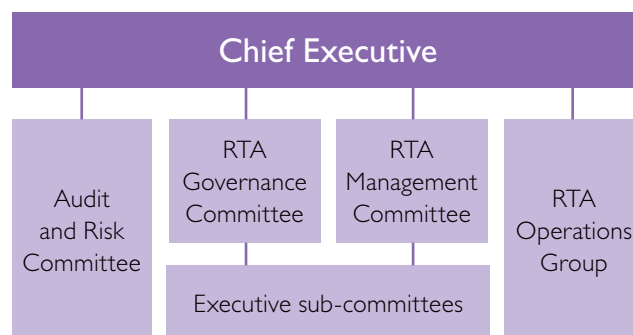
The RTA Chief Executive managed and controlled the organisation's affairs subject to the direction of the Minister for Roads and Ports, or the Minister for Transport, and any directions by the Director-General of the Department of Transport. The Chief Executive was accountable to the Minister for Roads and Ports and NSW Parliament for the RTA's overall performance and compliance.

Executive framework

The management of the RTA received support over the reporting period from the newly established RTA Governance Committee, the RTA Management Committee and a range of executive committees.

Under the new approach to governance instituted in 2010–11 there were a number of innovations to ensure the flow of appropriate information to these committees. Figure 4 below shows the relationship between the organisation's peak committees.

FIGURE 4. RTA COMMITTEE STRUCTURE



For more information about organisational governance, including the organisational structure, see pages 10–11.

Governance

The Governance Branch continued to lead implementation of the governance framework in close partnership with the Executive and operational staff. The framework identifies the elements central to managing and monitoring the RTA. It was continually improved in response to the findings of an annual governance survey of the RTA Executive and senior management.

Risk management

The RTA had a well-established, enterprise-wide risk management framework based on ISO 31000 but tailored to the organisation. An annual report was prepared for the Audit and Risk Committee to demonstrate the effective implementation of the framework and its alignment with ISO 31000. This report also provided evidence to support the statement of compliance with NSW Treasury's TPP 09-5: Internal Audit and Risk Management Policy for the NSW Public Sector.

The RTA undertook an annual high level risk assessment as part of its business planning cycle, which informed the organisation-wide risk profile presented to the Audit and Risk Committee and the Executive for endorsement.

Audit and Risk Committee

The Committee met at least four times each year and provided independent assurance to the Chief Executive that the RTA's risk and control frameworks were operating effectively and that related external accountability requirements were being met.



Internal audit/assurance

Department of Transport

As part of integrating with the Department of Transport, the RTA was involved in new transport-wide initiatives in audit and assurance. Projects included:

- Piloting coordinated shared audits across the Department's operating entities.
- Implementing a new audit and risk database in cooperation with the Department to facilitate consistent audit and risk-related reporting.

Engineering

A major slice of the RTA's operations was engineering-related. The Engineering Assurance Group undertook independent assessments of civil engineering operations based on the development and implementation of a risk-based audit program covering the organisation's major engineering programs, projects, systems and products.

A major review was carried out in the reporting period of the Central Coast Region's road program. The review made a number of recommendations including a more formal needs analysis of the region's road network for strategic project planning, additional program status reporting to senior management and assessment of contract packaging options to ensure that value for money is achieved.

Audits were prioritised on the basis of identification of major operational risks and assessment of the controls in place to address these risks. In consultation with line management, audits resulted in the identification and implementation of a range of improvements to engineering operations.

Customer and regulatory services

The RTA regularly monitored motor registry operations, other service delivery channels and back office functions supporting customer and regulatory services. Lessons learned were incorporated in the risk management program.

Information technology

IT audit staff maintained membership of a range of internal steering committees and working parties, which enabled them to focus on critical IT issues. They advised on projects identified as high risk and also worked closely with business units on risk assessments of new IT initiatives, system purchases and developments. Major reviews over the reporting period included a review of the Special Number Plates Program and post-implementation reviews, for example, of the Westpac Integrated Banking Server.

Finance and operations

Key audits for the reporting period included:

- Employee self-service timesheets and leave administration.
- Superannuation remittances.
- Procurement audits: themes and trends.
- Sydney Traffic Services procurement.
- Infrastructure communication procurement.
- Corporate communication procurement.
- Traffic management procurement.
- Newcastle Administration Centre.
- Sydney Business Service Centre accounts payable.

Corruption and fraud investigations

The RTA's Corruption and Fraud Investigations Section managed the organisation's relationship with the Independent Commission Against Corruption, undertaking or overseeing internal corruption and fraud investigations, as well as investigations into serious maladministration and serious/substantial waste. It also oversaw the RTA's corruption and fraud control framework.

Key achievements for the reporting period included:

- Detailed assessment and investigation of allegations.
- Meeting of legislative obligations under the *Independent Commission Against Corruption Act 1998*.
- Meeting of legislative requirements under the *Public Interest Disclosures Act 1994*.
- Delivery of corruption prevention training to new staff.



Internal audit and risk management attestation statement

End of agency report for the Roads and Traffic Authority, NSW (July to October 2011)

I am of the opinion that the Roads & Traffic Authority, NSW has internal audit and risk management processes in place that are, in all material respects, compliant with the core requirements set out in Treasury Circular NSW TC 09/08 *Internal Audit and Risk Management Policy*. As a consequence the senior management of the Roads & Traffic Authority are able to understand, manage and monitor the organisation's risk exposures.

I am also of the opinion that the Audit and Risk Committee for Roads & Traffic Authority is constituted and operates in accordance with the independence and governance requirements of Treasury Circular NSW TC 09/08. The Chair and members of the Audit and Risk Committee are:

1. Greg Fletcher, independent chair
2. Dr Elizabeth Coombs, independent member
3. Michael Ellis, independent member
4. Peter Wells, Director Regulatory Services, internal member
5. Geoff Fogarty, Director Infrastructure Services, internal member

In addition, I note the following as per Section 1.2.8 of TPP09/05:

The department head or governing board of the statutory body is required to set out which service delivery model for the Internal Audit function has been established in the department or statutory body, including the reasons for establishing that model, in the annual Attestation Statement required by the Policy.

In this regard the RTA's Governance Branch has adopted a 'co-sourced' service delivery model, as defined in the policy, ie:

...co-sourced service delivery with in-house management, where the department or statutory body provides and manages internal audit services through a combination of in-house resources and contracted services delivered by an appropriately qualified third party provider.

A major reason for this is related to the diverse nature of the RTA's operations, ie they include a strong focus on large infrastructure projects as well as a strong front-line community presence in regard to, for instance, the licensing of road users and registration of vehicles for use on the roads. In conjunction with the current climate of rapid technological change this means that, to effectively manage its major risks, a wide range of technical engineering, financial and ICT audit and risk expertise is required. My view is that a co-sourcing model is the most effective and efficient way to procure this.

Peter Duncan
Chief Executive

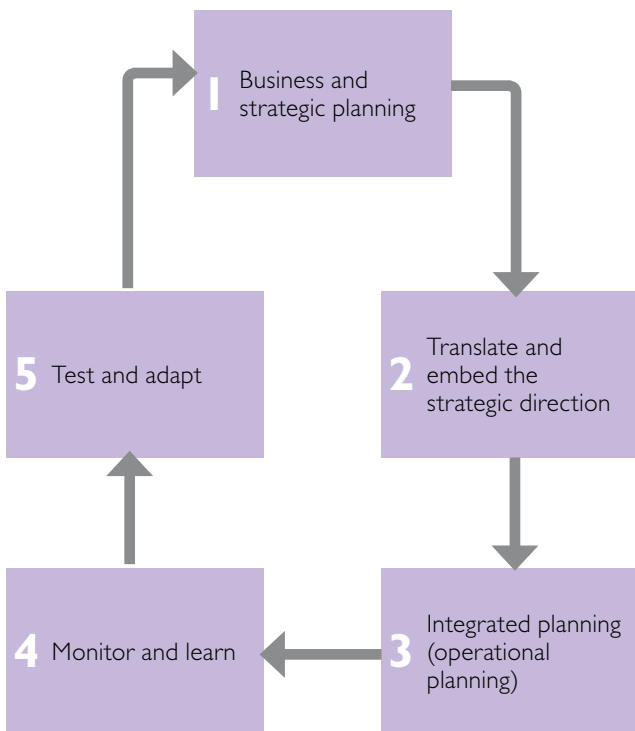


Delivering priorities

The RTA planning and performance cycle

The RTA used a cyclical approach to planning and performance, as shown in Figure 5, to deliver integrated planning, drive improvements in performance and ensure a focus on continual improvement. This approach was consistent with the Department of Transport performance cycle.

FIGURE 5. RTA PLANNING AND PERFORMANCE CYCLE

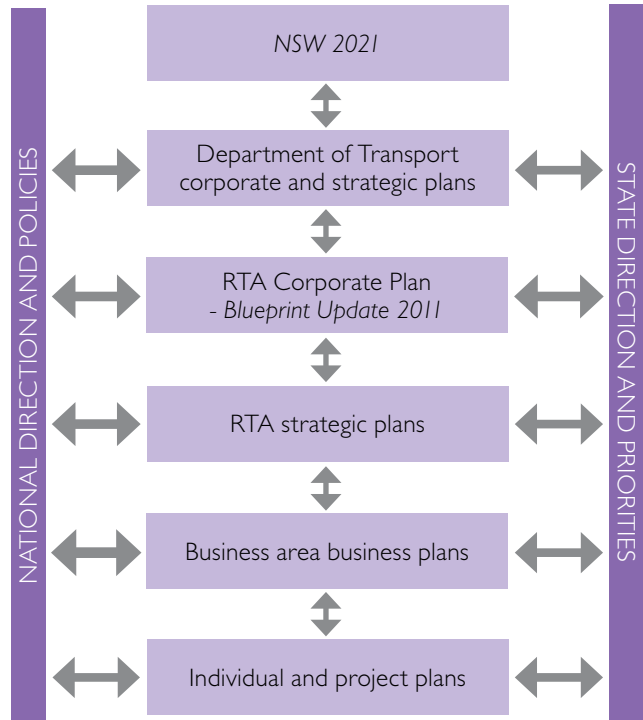


Integrated planning

Integrated planning ensured that the RTA's strategic direction was cascaded through the organisation to establish clear lines of accountability and delivery. As shown in diagram 6, the RTA developed its corporate plan in the context of the NSW Government's overarching 10-year plan, *NSW 2021*, and Department of Transport plans. Priorities then flowed down to business areas and project plans.

The RTA's strategic direction and planning was also driven through the corporate framework (see pages 8-9), which defined the RTA's high level results and priorities, and was an integral component of the corporate plan. It set the strategic direction that was filtered through layers of integrated plans to ensure a focus on achieving the RTA's results. The RTA corporate plan, business plans, operational plans and some individual plans were linked through the common language of the RTA's results.

FIGURE 6. RTA SUITE OF INTEGRATED PLANS



NSW 2021

The RTA had clear accountabilities under *NSW 2021*: reduce travel times, grow patronage on public transport by making it a more attractive choice, improve road safety, invest in critical infrastructure. Progress towards goals was measured by achievement of targets which had linked priority actions.

Our people

Recognising achievement

RTA staff shone in the short period covered by this report at:

- The NSW Service Medallion Ceremony where 82 RTA staff members received the award for meritorious service in excess of 40 years.
- The 2011 RTA Staff Awards, which recognised staff who have made an outstanding contribution to the organisation.
- The Asia Pacific Successfactors Conference where the RTA Human Resource Strategy Metrics Team won the 2011 Return on Integration Award.



Recruitment and employment

Graduate recruitment for 2012 was finalised in September 2011. The RTA recruited a total of 45 graduates from various disciplines including engineering, public policy, finance and accounting and computer science.

The RTA Aboriginal Employment Strategy and Aboriginal Employment DVD were launched during NAIDOC week on 7 July 2011.

Occupational health and safety

The table following shows the RTA's performance against statistical indicators over the reporting period.

TABLE II. OHS STATISTICAL INDICATORS

Performance indicator	2008–09	2009–10	2010–11	% change on previous year	1 July–31 Oct 2011
Near misses reported ⁽ⁱ⁾	419	760	2,721	258	1,089
Lost time injuries	156	193	165	-15	56
All other injuries (incl. first aid only)	800	888	1,113	25	362
Other incidents reported (excl asset/property damage)	93	99	111	12	28
Total incidents reported	1,468	1,940	4,110	112	1,535
Near miss: injury ratio	0.44	0.7	2.21	216	2.6
All compensable injuries (incl. journey claims)	377	470	423	-10	130
Total claims costs (\$ million)	2.7	3.2	2.2	-31	0.7
Compensable workplace injuries	352	418	357	-15	109

(i) The reporting of near misses identifies hazards before they can potentially cause injury. The RTA continued the 'Our Safety' campaign to reinforce the need for staff to report near misses, and the increase in near misses reported can be attributed to this.

Prosecutions

Between July 2011 and 31 October 2011 there was one prosecution for breach of the *Occupational Health and Safety Act 2000* for an incident on 14 October 2008 on the John Foord Bridge. The RTA entered an early plea of guilty and was fined \$175,000.

Financial Statements

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INDEPENDENT AUDITOR'S REPORT

Roads and Traffic Authority of New South Wales

To Members of the New South Wales Parliament

I have audited the accompanying financial statements of the Roads and Traffic Authority of New South Wales (the Authority), which comprises the statement of financial position as at 31 October 2011, the statement of comprehensive income, the statement of changes in equity and the statement of cash flows for the period 1 July to 31 October 2011, notes comprising a summary of significant accounting policies and other explanatory information of the Authority and the consolidated entity. The consolidated entity comprises the Authority and the entities it controlled at the period's end or from time to time during the financial period.

Opinion

In my opinion, the financial statements:

- give a true and fair view of the financial position of the Authority and the consolidated entity as at 31 October 2011, and of their financial performance and their cash flows for the period 1 July to 31 October 2011 in accordance with Australian Accounting Standards
- are in accordance with section 41B of *Public Finance and Audit Act 1983* (the PF&A Act) and the Public Finance and Audit Regulation 2010.

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

Chief Executive's Responsibility for the Financial Statements

The Chief Executive is responsible for the preparation of the financial statements that give a true and fair view in accordance with Australian Accounting Standards and the PF&A Act, and for such internal control as the Chief Executive determines is necessary to enable the preparation of the financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

My responsibility is to express an opinion on the financial statements based on my audit. I conducted my audit in accordance with Australian Auditing Standards. Those standards require that I comply with relevant ethical requirements relating to audit engagements and plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgement, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal controls relevant to the entity's preparation of the financial statements that give a true and fair view in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal controls. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by the Chief Executive, as well as evaluating the overall presentation of the financial statements.

I believe the audit evidence I have obtained is sufficient and appropriate to provide a basis for my audit opinion.

Independent audit report (page 2)

My opinion does *not* provide assurance:

- that they have carried out their activities effectively, efficiently and economically
- about the effectiveness of internal control
- about the security and controls over the electronic publication of the audited financial statements on any website where they may be presented
- about any other information, which may have been hyperlinked to/from the financial statements.

Independence

In conducting my audit, I have complied with the independence requirements of the Australian Auditing Standards and other relevant ethical pronouncements. The PF&A Act further promotes independence by:

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



Peter Achterstraat
Auditor-General

2 April 2012
SYDNEY

Statement by the Chief Executive and the Director, Finance and Corporate Services

ROADS AND TRAFFIC AUTHORITY

FOUR MONTH PERIOD ENDED 31 OCTOBER 2011

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

1. The accompanying financial statements and notes thereto exhibit a true and fair view of the Authority's financial position as at 31 October 2011 and financial performance for the four month period then ended
2. The statements have been prepared in accordance with the provisions of applicable Accounting Standards (which include Australian Accounting Interpretations), the Public Finance and Audit Act 1983, the Public Finance and Audit Regulation 2010, and the Treasurer's Directions.

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



Peter Duncan
Chief Executive
30 March 2012



Paul Hesford
Director, Corporate
30 March 2012

Statement of comprehensive income for the four months ended 31 October 2011

	Notes	Consolidated		Parent	
		October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000
Revenue					
Sale of Goods and Services	2(a)	168,311	465,852	168,311	465,852
Investment Revenue	2(b)	6,594	14,794	6,594	14,794
Grants and Contributions	2(c)	10,710	141,645	10,710	141,645
Other Revenue	2(d)	61,858	172,277	61,858	172,277
Total Revenue		247,473	794,568	247,473	794,568
Less Expenses Excluding Losses					
Operating Expenses					
– Employee Related Expenses	3(a)	226,512	587,397	393,931	589,079
– Other Operating Expenses	3(b)	194,563	487,988	194,563	487,988
Maintenance	3(b)	175,816	621,308	175,816	621,308
Depreciation and Amortisation	3(c)	286,899	849,156	286,899	849,156
Grants and Subsidies	3(d)	125,788	373,538	125,788	373,538
Finance Costs	3(e)	27,397	89,131	27,397	89,131
Total Expenses Excluding Losses		1,036,975	3,008,518	1,204,394	3,010,200
Gains on Disposal of Property, Plant and Equipment	4(a)	4,994	6,887	4,994	6,887
Other (Losses)	4(b)	(709,977)	(111,659)	(709,977)	(111,659)
Deficit from operations before Recurrent Grants		(1,494,485)	(2,318,722)	(1,661,904)	(2,320,404)
Recurrent grant from Transport for NSW	5	627,604	1,693,334	627,604	1,693,334
Deficit from operations before Capital Grants		(866,881)	(625,388)	(1,034,300)	(627,070)
Capital grant from Transport for NSW	5	880,761	2,547,457	880,761	2,547,457
Surplus/(deficit) for the period/year from continuing operations		13,880	1,922,069	(153,539)	1,920,387
Other Comprehensive Income					
Net Decrease in Asset Revaluation Reserve		(2,625,239)	(591,677)	(2,625,239)	(591,677)
Superannuation Actuarial Gains/(Losses)	15	(167,419)	(1,682)	–	–
Total Other Comprehensive Income		(2,792,658)	(593,359)	(2,625,239)	(591,677)
TOTAL COMPREHENSIVE INCOME FOR THE PERIOD/YEAR		(2,778,778)	1,328,710	(2,778,778)	1,328,710

The accompanying notes form part of these financial statements.

Statement of financial position as at 31 October 2011

	Notes	Consolidated		Parent	
		October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000
ASSETS					
Current Assets					
Cash and Cash Equivalents	7	201,423	296,649	201,423	296,649
Receivables	8(a)	209,561	181,889	209,561	181,889
Inventories		11,313	12,498	11,313	12,498
		422,297	491,036	422,297	491,036
Non-Current Assets classified as Held for Sale	11	40,786	44,469	40,786	44,469
Total Current Assets		463,083	535,505	463,083	535,505
Non-Current Assets					
Other Financial Assets	8(b)	129,344	121,419	129,344	121,419
Property, Plant and Equipment					
– Land and Buildings	9(a)	2,513,250	3,254,377	2,513,250	3,254,377
– Plant and Equipment	9(b)	119,784	186,534	119,784	186,534
– Infrastructure Systems	9(c)	57,192,036	59,245,724	57,192,036	59,245,724
Total Property, Plant and Equipment		59,825,070	62,686,635	59,825,070	62,686,635
Private Sector Provided Infrastructure	10(a)	716,380	665,242	716,380	665,242
Intangible Assets	10(b)	104,886	45,876	104,886	45,876
Total Non-Current Assets		60,775,680	63,519,172	60,775,680	63,519,172
Total Assets		61,238,763	64,054,677	61,238,763	64,054,677
LIABILITIES					
Current Liabilities					
Payables	12	571,439	766,480	1,668,920	1,680,603
Borrowings	13	103,173	136,121	103,173	136,121
Provisions	15	291,495	279,908	–	–
Other	16	128,981	138,502	125,431	136,292
Total Current Liabilities		1,095,088	1,321,011	1,897,524	1,953,016
Non-Current Liabilities					
Borrowings	13	1,089,410	1,067,029	1,089,410	1,067,029
Provisions	15	802,436	632,005	–	–
Other	16	350,433	354,458	350,433	354,458
Total Non-Current Liabilities		2,242,279	2,053,492	1,439,843	1,421,487
Total Liabilities		3,337,367	3,374,503	3,337,367	3,374,503
Net Assets		57,901,396	60,680,174	57,901,396	60,680,174
EQUITY					
Reserves		28,315,596	30,960,340	28,315,596	30,960,340
Accumulated Funds		29,585,800	29,719,834	29,585,800	29,719,834
Total Equity		57,901,396	60,680,174	57,901,396	60,680,174

The accompanying notes form part of these financial statements.

Statement of changes in equity for the four months ended 31 October 2011

	Accumulated Funds		Asset Revaluation Reserve		Total Equity	
	Consolidated	Parent	Consolidated	Parent	Consolidated	Parent
	October 2011 \$'000	October 2011 \$'000	October 2011 \$'000	October 2011 \$'000	October 2011 \$'000	October 2011 \$'000
Balance at 1 July 2011	29,719,834	29,719,834	30,960,340	30,960,340	60,680,174	60,680,174
Surplus/(deficit) for the period	13,880	(153,539)	–	–	13,880	(153,539)
Other Comprehensive Income						
Net (Decrease) in Asset Revaluation Reserves	–	–	(2,625,239)	(2,625,239)	(2,625,239)	(2,625,239)
Superannuation Actuarial (Losses)	(167,419)	–	–	–	(167,419)	–
Other Comprehensive Income for the period	(167,419)	–	(2,625,239)	(2,625,239)	(2,792,658)	(2,625,239)
Total Comprehensive Income for the period	(153,539)	(153,539)	(2,625,239)	(2,625,239)	(2,778,778)	(2,778,778)
Transfers Within Equity						
Asset Revaluation Reserve Balance Transferred to Accumulated Funds on Disposal of Asset	19,505	19,505	(19,505)	(19,505)	–	–
Transactions with owners in their capacity as owners						
Increase/(Decrease) in Net Assets from Equity Transfers	–	–	–	–	–	–
Balance as at 31 October 2011	29,585,800	29,585,800	28,315,596	28,315,596	57,901,396	57,901,396

The accompanying notes form part of these financial statements.

Statement of changes in equity for the year ended 30 June 2011

	Accumulated Funds		Asset Revaluation Reserve		Total Equity	
	Consolidated	Parent	Consolidated	Parent	Consolidated	Parent
	June 2011 \$'000	June 2011 \$'000	June 2011 \$'000	June 2011 \$'000	June 2011 \$'000	June 2011 \$'000
Balance at 1 July 2010	27,518,476	27,518,476	31,639,207	31,639,207	59,157,683	59,157,683
Surplus for the year	1,922,069	1,920,387	–	–	1,922,069	1,920,387
Other Comprehensive Income						
Net (Decrease) in Asset Revaluation Reserves	–	–	(591,677)	(591,677)	(591,677)	(591,677)
Superannuation Actuarial (Losses)	(1,682)	–	–	–	(1,682)	–
Other Comprehensive Income for the year	(1,682)	–	(591,677)	(591,677)	(593,359)	(591,677)
Total Comprehensive Income for the year	1,920,387	1,920,387	(591,677)	(591,677)	1,328,710	1,328,710
Transfers Within Equity						
Asset Revaluation Reserve Balance Transferred to Accumulated Funds on Disposal of Asset	87,190	87,190	(87,190)	(87,190)	–	–
Transactions with Owners in their Capacity as Owners						
Increase in Net Assets from Equity Transfers	193,781	193,781	–	–	193,781	193,781
Balance as at 30 June 2011	29,719,834	29,719,834	30,960,340	30,960,340	60,680,174	60,680,174

The accompanying notes form part of these financial statements.

Statement of cash flows for the four months ended 31 October 2011

	Notes	Consolidated		Parent	
		October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000
CASH FLOWS FROM OPERATING ACTIVITIES					
Payments					
Employee Related		(210,679)	(573,497)	(210,679)	(573,497)
Grants and Subsidies		(125,788)	(328,159)	(125,788)	(328,159)
Finance Costs		(30,605)	(87,651)	(30,605)	(87,651)
Other		(663,973)	(1,442,760)	(663,973)	(1,442,760)
Total Payments		(1,031,045)	(2,432,067)	(1,031,045)	(2,432,067)
Receipts					
Sale of Goods and Services		173,706	488,893	173,706	488,893
Interest Received		4,382	14,679	4,382	14,679
Other		189,929	390,193	189,929	390,193
Total Receipts		368,017	893,765	368,017	893,765
Cash Flows from Government					
Recurrent Grant from Transport for NSW		627,604	1,693,334	627,604	1,693,334
Capital Grant from Transport for NSW		880,761	2,547,457	880,761	2,547,457
Net Cash Flows from Government		1,508,365	4,240,791	1,508,365	4,240,791
NET CASH FLOWS FROM OPERATING ACTIVITIES	23	845,337	2,702,489	845,337	2,702,489
CASH FLOWS USED IN INVESTING ACTIVITIES					
Proceeds from Sale of Land and Buildings, Plant and Equipment and Infrastructure Systems		12,704	31,580	12,704	31,580
Purchases of Land and Buildings, Plant and Equipment and Infrastructure Systems		(934,220)	(2,479,533)	(934,220)	(2,479,533)
NET CASH FLOWS USED IN INVESTING ACTIVITIES		(921,516)	(2,447,953)	(921,516)	(2,447,953)
CASH FLOWS USED IN FINANCING ACTIVITIES					
Payment of Finance Lease Liabilities		(11,708)	(29,852)	(11,708)	(29,852)
Repayment of Borrowings and Advances		(7,339)	(91,061)	(7,339)	(91,061)
NET CASH FLOWS USED IN FINANCING ACTIVITIES		(19,047)	(120,913)	(19,047)	(120,913)
NET (DECREASE)/INCREASE IN CASH		(95,226)	133,623	(95,226)	133,623
Opening Cash and Cash Equivalents		296,649	163,026	296,649	163,026
CLOSING CASH AND CASH EQUIVALENTS	7	201,423	296,649	201,423	296,649

The accompanying notes form part of these financial statements.

Notes to and forming part of the financial statements of the Roads and Traffic Authority for the four months ended 31 October 2011

I. Summary of significant accounting policies

(a) Reporting entity

The Roads and Traffic Authority (the RTA) was established in 1989 under the *Transport Administration Act 1988* and is a Statutory Body pursuant to Schedule 2 of the *Public Finance and Audit Act 1983 (PF&AA)*. The Authority comprises the RTA and all the entities under its control and it reports on the following transactions:

Roads and Traffic Authority

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

Roads and Traffic Authority Division (The Division)

- Provision of personnel services to the RTA.

The Division was established on 17 March 2006 pursuant to Part 2 of Schedule 1 of the *Public Sector Employment and Management Act 2002*. The Division has been the only controlled entity of the RTA during the reporting period.

The Transport Legislation Amendment Act 2011 abolished the Roads and Traffic Authority and Roads and Traffic Authority Division on 31 October 2011. It required transfer of net assets to new entities created under that Act. The new entities are Roads and Maritime Services (RMS) and Roads and Maritime Services Division (RMS Division).

These financial statements have been prepared as per the requirements of s.43A, PF&AA, which requires abolished entities to prepare final financial statements as at the abolishment date. The Roads and Traffic Authority final financial statements are for the period 1 July 2011 to 31 October 2011.

The RTA has been assessed as a not-for-profit entity for accounting purposes.

These consolidated financial statements for the period 1 July to 31 October 2011 have been authorised for issue by the Chief Executive of Roads and Maritime Services on the date that the accompanying statement under s.41C(1C) of the *Public Finance and Audit Act 1983* was signed.

(b) Basis of preparation

The RTA's consolidated financial statements are general purpose financial statements which have been prepared in accordance with:

- Applicable Australian Accounting Standards (including Australian Accounting Interpretations);
- The requirements of the *Public Finance and Audit Act 1983*;
- The *Public Finance and Audit Regulation 2010*; and
- Specific directions issued by the Treasurer.

In the event of any inconsistency between accounting standards and legislative requirements, the latter prevails.

As part of the restructure, all existing liabilities and obligations of the RTA will be settled or transferred to another Transport for NSW entity (predominantly RMS).

Despite current liabilities exceeding current assets at period end, the operation and ability of the RTA to pay its debts are assured because the NSW Government funds the majority of the RTA's (and its successor entity RMS') operations. The 2011/12 Budget Papers include a budget for Grants and Contributions of \$4,737 million payable to RTA in the 2011/12 financial year.

Property, plant and equipment, assets (or disposal groups) held for sale and financial assets at 'fair value through profit or loss' and available for sale are measured at fair value. Other financial statement items are prepared in accordance with the historical cost convention.

Cost is based on the fair value of the consideration given in exchange for assets.

Judgements, estimates and associated assumptions made by management about carrying values of assets and liabilities are disclosed in the relevant notes to the financial statements. Refer to note I(x) for a summary of critical accounting estimates judgements and assumptions determined when preparing the financial statements.

Unless otherwise stated, all amounts are rounded to the nearest one thousand dollars (\$'000) and are expressed in Australian currency.

The accounting policies set out below have, except where stated, been applied consistently to all periods presented in these consolidated financial statements, and have been applied consistently by the consolidated and parent entities.

(c) Principles of consolidation

These financial statements have been consolidated in accordance with Australian Accounting Standard AASB 127 *Consolidated and Separate Financial Statements* and include the assets, liabilities, equities, revenues and expenses of the Authority including those entities controlled by the RTA.

The Division is a controlled entity of the RTA. Control is achieved when one entity has the power to govern the financial and operating policies of another entity.

In the process of preparing the consolidated financial statements for the economic entity consisting of the controlling and controlled entities, all inter-entity transactions and balances have been eliminated.

(d) New and revised Australian Accounting Standards and Interpretations

Australian Accounting Standards and Interpretations that have recently been issued or amended but are not yet effective have not been adopted for the financial reporting period ended 31 October 2011. Management's assessment of the impact of these new standards and interpretations is set out below:

Standard	Summary of key requirements/changes	Applicable to Financial year commencing on	Impact on Reporting Entity's Financial Statements
AASB 1053 Application of Tiers of Australian Accounting Standards and AASB 2010-2 Amendments to Australian Accounting Standards arising from reduced disclosure requirements	Establishes a differential financial reporting framework: "Tier 1" entities are to be fully compliant with AAS whilst "Tier 2" entities have reduced disclosure requirements.	1 July 2013	No impact as the RTA is expected to maintain current full compliance practice with AAS.
AASB 2009-11 Amendments to AASB 9 Financial Instruments, and AASB 2010-7 Amendments to AASB 9 Financial Instruments	Amendments address the classification, measurement and derecognition of financial assets and liabilities and use a single approach to determine whether a financial asset is measured at amortised cost or fair value replacing the previous 4 classifications in AASB 139. Financial liabilities are measured at amortised cost or fair value through profit or loss.	1 July 2013	Preliminary assessment is that classification and measurement for cash and cash equivalents and most receivables currently held by the RTA is not likely to change under the new requirements.
AASB 2011-3 Amendments to Australian Accounting Standards – Orderly Adoption of Changes to the ABS GFS Manual and Related Amendments [AASB 1049].	This Standard makes amendment to AASB 1049 Whole of Government and General Government Sector Financial Reporting, including clarifying the definition of the ABS GFS Manual, facilitating the orderly adoption of changes to the ABS GFS Manual and related disclosures.	1 July 2012	The amendments have no major impact on reporting requirements.
AASB 2011-4 Amendments to Australian Accounting Standards to Remove Individual Key Management Personnel Disclosure Requirements	This Standard makes amendment to AASB 124 Related Party Disclosures to remove individual key management personnel disclosure requirements.	1 July 2013	The amendments have no major impact on reporting requirements.
AASB 13 Fair Value Measurement	This Standard: (a) defines fair value; (b) sets out in a single Standard a framework for measuring fair value; and (c) requires disclosures about fair value measurements.	1 July 2013	The amendments have no major impact on reporting requirements.
AASB 2011-8 Amendments to Australian Accounting Standards arising from AASB 13	This Standard provides guidance for amendments to Australian Accounting Standards arising from AASB 13.	1 July 2013	The amendments have no major impact on reporting requirements.

AASB 2011-9 Amendments to Australian Accounting Standards Presentation of items of Other Comprehensive Income	Consequential amendments arising from the issuance of IASB 1.	1 July 2012	The amendments will have no material impact on the financial statements.
AASB 119 Employee Benefits	Requires gains and losses arising from defined benefit plans to be reported in the period in which those gains or losses arise.	1 July 2013	The amendments will have no material impact on the financial statements.
2011-10 Amendments to Australian Accounting Standards arising from AASB 119	Consequential amendments arising from the revision of AASB 119.	1 July 2013	The amendments will have no material impact on the financial statements.

The RTA has also reviewed the following accounting standards and interpretations and concluded that they are not applicable to the RTA consolidated financial statements:

- AASB 2010-6 Amendments to Australian Accounting Standards – Disclosures on Transfers of Financial Assets.
- AASB 2010-8 Amendments to Australian Accounting Standards – Deferred Tax: Recovery of Underlying Assets.
- AASB 2010-9 Amendments to Australian Accounting Standards – Severe Hyperinflation and Removal of Fixed Dates for First-time Adopters.
- AASB 2010-10 Further Amendments to Australian Accounting Standards – Removal of Fixed Dates for First-time Adopters.
- AASB 2011-5 Amendments to Australian Accounting Standards – Extending Relief from Consolidation, the Equity Method and Proportionate Consolidation.
- AASB 2011-6 Amendments to Australian Accounting Standards – Extending Relief from Consolidation, the Equity Method and Proportionate Consolidation – Reduced Disclosure Requirements.
- AASB 2011-7 Amendments to Australian Accounting Standards arising from the Consolidation and Joint Arrangements Standards.
- AASB 10 Consolidated Financial Statements.
- AASB 11 Joint Arrangements.
- AASB 12 Disclosure of Interests in Other Entities.
- AASB 127 Separate Financial Statements.
- AASB 128 Investments in Associates and Joint Ventures.

(e) Administered activities

The RTA administers, but does not control, the collection of various fees, fines and levies on behalf of the Crown Entity. Monies collected are not recognised as the RTA's revenue but are separately disclosed in the Administered Income and Expenses note (refer to note 21). The RTA is accountable for the transactions relating to these administered activities but does not have the discretion, for example, to deploy the resources for the achievement of its own objectives.

Transactions and balances relating to the administered activities are not recognised as the Authority's income, expenses, assets and liabilities, but are disclosed as "Administered Income and Expenses" (refer to note 21), and "Administered Assets and Liabilities" (refer to note 22) in accordance with AASB 1050 *Administered Items*.

Expenses incurred in collecting monies on behalf of the Crown Entity are recognised as the RTA's expenses.

The accrual basis of accounting and all applicable accounting standards have been adopted for the reporting of administered income in notes 21 and 22.

(f) Income recognition

Income is recognised in accordance with AASB 118 Revenue when the Authority has control of the good or right to receive, it is probable that the economic benefits will flow to the Authority and the amount of the income can be measured reliably. Income is measured at the fair value of the consideration or contribution received or receivable. The accounting policies for the recognition of income are discussed below:

(i) Grants from Transport for NSW

Following the passing on 9 June 2010 of the *Transport Administration Amendment Act 2010*, the RTA is now effectively controlled by Transport for NSW. As a result the RTA receives capital and recurrent grants from Transport for NSW instead of receiving budget appropriations directly from NSW Treasury.

These grants are generally recognised as income when the Authority obtains control over the assets comprising the grants. Control over grants is normally obtained upon the receipt of cash.

(ii) Sale of Goods and Rendering of Services

Revenue from the sale of goods is recognised when the RTA transfers the significant risks and rewards of ownership of the assets. User charges are recognised as revenue when the RTA obtains control of the assets that result from them.

Revenue from the rendering of services is recognised when the service is provided or by reference to the stage of completion.

(iii) Rental Income

Rental income is recognised as revenue on an accrual basis, in accordance with AASB 117 *Leases* on a straight-line basis over the lease term.

(iv) Investment Revenue

Interest revenue is recognised using the effective interest method as set out in AASB 139 *Financial Instruments: Recognition and Measurement*.

(v) Gains and Losses

Gains and losses generally arise from adjustments to the measurement of assets and liabilities. They include gains and losses on asset disposals and fair value adjustments to physical and financial assets.

(vi) Emerging Interests in Private Sector Provided Infrastructure (PSPI) projects

The value of the emerging right to receive a PSPI asset is treated as the compound value of an annuity that accumulates as a series of receipts together with a calculated notional compound interest. The discount rate used is the NSW Treasury Corporation 10-year government bond rate at the commencement of the concession period.

The revenue recognition is on a progressive basis relative to the concession period.

(vii) Amortisation of Deferred Revenue on PSPI Projects

Reimbursement of development costs in the form of up front cash payments are treated as deferred revenue with an annual amortisation amount recognised on a straight-line basis over the life of the concession period.

(g) Employee benefits and other provisions

(i) Salaries and Wages, Annual Leave, Sick Leave and On-costs

Liabilities for salaries and wages (including non-monetary benefits), annual leave and paid sick leave that fall due wholly within 12 months of the reporting date are recognised and measured in respect of employees' services up to the reporting date where it is probable that settlement will be required and where they are capable of being measured reliably on an undiscounted basis based on the amounts expected to be paid when the liabilities are settled.

Long term annual leave that is not expected to be taken within twelve months is measured at present value in accordance with AASB 119 *Employee Benefits*. Market yields on 10 year government bonds are used to discount long-term annual leave.

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

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

(ii) Long Service Leave and Superannuation

RTA assumes the long service leave liability for all employees and all superannuation liabilities. These liabilities are recognised in the Statement of Financial Position. Long service leave is measured at its present value in accordance with AASB 119 *Employee Benefits*. This is based on the application of the valuation ratio at the 10 year Commonwealth government bond rate at the reporting date, using current rates of pay. This ratio is determined based on an actuarial review to approximate present value.

In accordance with AASB 101 *Presentation of Financial Statements*, all annual leave and unconditional long service leave are classified as current liabilities, even where the authority does not expect to settle the liability within 12 months. This does not necessarily align with the distinction between short-term and long-term employee benefits under AASB 119 *Employee Benefits*.

Defined Contribution Plans

Contributions to defined contribution superannuation plans are expensed when incurred.

Defined Benefit Plans

For defined benefit plans, actuarial valuations are carried out at each reporting date by Pillar Administration and the actuarial superannuation gains and losses are recognised outside operating surplus in the Statement of Changes in Equity in the period in which they occur.

The defined benefit position recognised in the Statement of Financial Position represents the present value of the defined benefit obligation, adjusted for unrecognised past service costs, net of the fair value of the plan assets.

(iii) Other Provisions

Other provisions exist when, the RTA has a present legal or constructive obligation as a result of a past event; it is probable that an outflow of resources will be required to settle the obligation; and a reliable estimate can be made of the amount of the obligation.

Any provisions for restructuring are recognised only when the Authority has a detailed formal plan and has raised a valid expectation in those affected by the restructuring that it will carry out the restructuring by starting to implement the plan or announcing its main features to those affected.

If the effect of the time value of money is material, provisions are discounted at a pre-tax rate that reflects the current market assessments of the time value of money and the risks specific to the liability.

(iv) Personnel Services and Shared Services Expense

Personal Services Income represents the provision of RTA staff to Transport for NSW to undertake work on behalf of Transport Shared Services.

Shared Service Expenses represent services provided by Transport for NSW Shared Services to the RTA.

(h) Borrowing costs

Borrowing costs are recognised as expenses in the period in which they are incurred, in accordance with Treasury's Mandate to not-for-profit general government sector agencies.

(i) Insurance

The RTA's insurance activities are conducted through the NSW Treasury Managed Fund Scheme of self insurance for government agencies. The expense (premium) is determined by the Fund Manager based on past claims experience. Compulsory third party insurance is with a private sector provider arranged by NSW Treasury.

The RTA also arranges Principal Arranged Insurance (PAI) which provides cover for all parties involved in its construction projects. The premium cost is amortised on a straight-line basis over the term of the contract for all insurance policies.

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

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

- The amount of GST incurred by the RTA as a purchaser that is not recoverable from the Australian Taxation Office (ATO) is recognised as part of the cost of acquisition of an asset or as part of an item of expense.
- Receivables, payables, accruals and commitments are stated with the amount of GST included.
- Cash flows are included in the Statement of Cash Flows on a gross basis. However, the GST components of cash flows arising from investing and financing activities which is recoverable from, or payable to, the ATO are classified as operating cash flows.

(k) Asset management policy

Acquisition of Assets

The cost method of accounting is used for the initial recording of all acquisitions of assets controlled by the RTA. Cost is the amount of cash or cash equivalents paid or the fair value of the other consideration given to acquire the asset at the time of its acquisition or construction or, where applicable, the amount attributed to that asset when initially recognised in accordance with the requirements of other Australian Accounting Standards.

The cost of assets constructed for own use includes the cost of materials, direct labour and foreign exchange gains and losses arising during construction as well as an appropriate proportion of variable and fixed overhead costs that can be reliably attributed to the assets.

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

Fair value is the amount for which an asset could be exchanged between knowledgeable, willing parties in an arm's length transaction.

Capitalisation Thresholds

Property, plant and equipment and intangible assets costing above \$10,000 individually or forming part of a network costing more than \$10,000 are capitalised. Some computer equipment and intangible assets costing above \$1,000 are capitalised. Items below these amounts are expensed in the period in which they are incurred.

Valuation and Depreciation

Physical non-current assets are valued in accordance with the 'Valuation of Physical Non-Current Assets at Fair Value' Policy and Guidelines Paper (TPP 07-01). This policy adopts a fair value approach in accordance with AASB 116 *Property, Plant and Equipment*.

Property, plant and equipment is measured on an existing use basis, where there are no feasible alternative uses in the existing natural, legal, financial and socio-political environment. However, in circumstances where there are feasible alternative uses, assets are valued at their highest and best use.

Fair value of property, plant and equipment is determined based on the best available market evidence, including current market selling prices for the same or similar assets. Where there is no available market evidence, the asset's fair value is measured at its market buying price, the best indicator of which is depreciated replacement cost.

The RTA revalues each class of property, plant and equipment with sufficient regularity to ensure the carrying amount of each asset in the class does not differ materially from its fair value at reporting date. Further details on asset revaluations can be found in note 9.

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

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

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

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

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

As a not-for-profit entity, revaluation increments and decrements are offset against one another within a class of non-current assets, but not otherwise.

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

Impairment of Property, Plant and Equipment

As a not-for-profit entity with no cash generating units, the Authority is effectively exempted from AASB 136 *Impairment of Assets* and impairment testing. This is because AASB 136 modifies the recoverable amount test to the higher of fair value less costs to sell and depreciated replacement cost. This means that, for an asset already measured at fair value, impairment can only arise if selling costs are material. Selling costs are regarded as immaterial.

(i) Plant and Equipment

Asset	Valuation Policy	Depreciation Policy
Plant, Equipment and Vehicles	Depreciated historical cost	Depreciated on the straight-line method over the estimated useful life between 5 and 60 years.
Computer Hardware	Depreciated historical cost	Depreciated on the straight-line method over the estimated useful life between 3 and 5 years.
Electronic Office Equipment	Depreciated historical cost	Depreciated on the straight-line method over the estimated useful life between 5 and 10 years.

The carrying amount is considered to reflect the fair value of these assets.

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

Estimates of useful life for depreciation and amortisation purposes have been determined with regard to a number of factors including the expected retention period by the entity and the underlying physical, technical and commercial nature of the assets as defined in AASB 116 *Property, Plant and Equipment*. In accordance with this standard the shortest alternative useful life is applied.

(ii) Land and Buildings

Asset	Valuation Policy	Depreciation Policy
Land and Buildings in Service Works Administration Properties Officers Residences	Land and buildings in service are generally valued at value in use (land) and depreciated replacement cost (buildings). Where such properties are rented externally they are valued at current market value. Land and buildings in service are revalued at least every 3 years.	Buildings – Depreciated on the straight-line basis over the estimated useful life of 40 years.
Land and Buildings Acquired for Future Roadworks (LAFFRW)	Untenanted Land for Future Roadworks – The average rateable value per hectare of urban and rural areas within each Local Government Area (LGA). The distinction between urban and rural areas was determined by reference to the general land classification profile within each LGA. Rentable or Surplus Properties – Revalued progressively over a 3 year cycle. The valuation is carried out by a registered valuer.	No depreciation is charged as buildings are not purchased to generate revenue but ultimately to be demolished for roadworks.
Vacant Land	The average rateable value per hectare of urban and rural areas within each Local Government Area (LGA). The distinction between urban and rural areas was determined by reference to the general land classification profile within each LGA.	No depreciation is charged on vacant land.
Leasehold Improvements	Depreciated historic cost/revalued amount.	Amortised over the period of the lease, or the useful life of the leasehold improvement, whichever is shorter.

Individual LAFFRW parcels required for road construction are transferred to land under roads WIP when road construction commences. The date of transfer is the construction start date as detailed in the construction contract. At time of transfer, LAFFRW parcels are deemed to have no feasible alternative use and are revalued downwards to value in use (englobo value).

Included in the value of land and buildings in service is an amount of \$16.385 million (30 June 2011: \$16.385 million) for buildings on Crown land. As the RTA effectively “controls” this Crown land, it has been included in the RTA’s Statement of Financial Position. Should such Crown land be transferred or disposed of, associated buildings are written off in the financial year the transfer or disposal takes place.

The RTA’s land and buildings are valued by registered valuers. Land and Buildings Acquired for Future Roadworks comprise Untenanted Land for Roads which is revalued annually and Rental Properties and Surplus Properties which are revalued progressively within a 3 year timeframe. The selection of assets within Land and Buildings Acquired for Future Roadworks to be revalued in each reporting period within the current progressive revaluation is made by reference to the asset’s acquisition date or previous revaluation date. For details refer to note 9(a).

Commencement date of the current progressive revaluation: 1 July 2008

Completion date of the current progressive revaluation: 30 June 2011

(see note 1(w) for valuation assumptions as at 31 October 2011)

(iii) Infrastructure Systems

Asset	Valuation Policy	Depreciation Policy
Roads:		
Earthworks	Depreciated replacement cost	Indefinite life with the exception of road segments subject to: <ul style="list-style-type: none"> • Slope instability (25-50 years); • Mine subsidence (100 years); • Unsealed pavement surface (100 years).
Pavement	Depreciated replacement cost	Depreciated over estimated useful life dependant on pavement surface: <ul style="list-style-type: none"> 15 years (unsealed) 20-50 years (flush seal/asphalt) 25-50 years (asphalt/concrete) 40-50 years (concrete).
Corridor assets	Depreciated replacement cost	Depreciated over estimated useful life of 100 years.
Bridges:		
	Depreciated replacement cost	Depreciated over estimated useful life dependant on bridge type:
Timber structure		60 years
Concrete structures		100 years
Steel structures		100 years
X Trusses (timber and steel)		60 years
Heritage Bridges		200 years
Bridge Size Culverts/Tunnels		100 years
Traffic Signals:	Depreciated replacement cost	Depreciated over estimated useful life of 20 years.
Traffic Control Network:		
	Depreciated replacement cost	Depreciated over estimated useful life of:
Traffic Systems		5-20 years
Transport Management Centre		5-20 years
Variable Message Signs		30 years
Land under roads and within road reserves	The urban Average Rateable Value per hectare within each Local Government Area (LGA) adjusted by an "open spaces ratio". The "open spaces ratio" is derived from open spaces data provided by the Valuer-General and is used to adjust average rateable value to approximate englobo value (unimproved and pre-subdivision land).	No depreciation applied as land does not have a limited useful life.
Sydney Harbour Tunnel:		
	Depreciated replacement cost	Depreciated over estimated useful life depending on asset type:
Immersed Tube		100 years
Mechanical & Electrical		20 years
Pavement		20 years
Earthworks		Indefinite life

The determination of unit replacement rates for road, bridge and traffic control signal infrastructure valuations is carried out at least every five years by suitably qualified engineering contractors and employees of the RTA.

These assets are recorded initially at construction cost and the annual percentage increase in the Road Cost Index (RCI) is applied each year until the following unit replacement review is undertaken. Subsequent to the review, infrastructure is valued using the unit replacement rates, adjusted by the Road Cost Index as applicable.

Land under roads and within road reserves are revalued annually by applying the most recent urban rateable average value per hectare provided by the Valuer-General to the land under roads and within reserves within each Local Government Area (LGA), and adjusting this value by the "open spaces ratio". The valuations are based on certain assumptions including property being vacant and therefore do not take into account costs that may be incurred in removing roads and other improvements. The Valuer-General's urban average rateable values are calculated by reference to land values only and do not include the value of any improvements.

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

(iv) Intangible Assets

The RTA recognises intangible assets only if it is probable that future economic benefits will flow to the RTA and the cost of the asset can be measured reliably. Intangible assets are measured initially at cost. Where an intangible asset is acquired at no or nominal cost, the cost is its fair value as at the date of acquisition.

All research costs are expensed. Development costs are only capitalised when the following criteria are met:

- i. the technical feasibility of completing the intangible asset so that it will be available for use or sale;
- ii. the intention to complete the intangible asset and use or sell it;
- iii. the ability to use or sell the intangible asset;
- iv. the intangible asset will generate probable future economic benefits;
- v. the availability of adequate technical, financial and other resources to complete the development and to use or sell the intangible asset; and
- vi. the ability to measure reliably the expenditure attributable to the intangible asset during its development.

The useful lives of intangible assets are assessed to be finite and are carried at cost less any accumulated amortisation.

Asset	Valuation Policy	Amortisation Policy
Intangible Assets	Depreciated historical cost	Amortised using the straight-line method over the estimated useful life of between 3 and 10 years.

Intangible assets are tested for impairment where an indicator of impairment exists. If the recoverable amount is less than its carrying amount the carrying amount is reduced to recoverable amount and the reduction is recognised as an impairment loss.

(v) Private Sector Provided Infrastructure (PSPI)

In respect of certain private sector provided infrastructure assets: M2, M4 Service Centre, M5 Motorways, the Eastern Distributor, the Cross City Tunnel, the Westlink M7 Motorway and the Lane Cove Tunnel, the RTA values each right to receive asset by reference to the RTA's emerging share of the written down replacement cost of each asset apportioned using an annuity approach. Under this approach, the ultimate value of the right to receive the property is treated as the compound value of an annuity that accumulates as a series of equal annual receipts together with an amount representing notional compound interest.

(vi) Cultural Collection Assets

The RTA has minor cultural collection items such as prints, drawings and artefacts that cannot be reliably valued and are considered immaterial.

(vii) Leased Assets

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

Where a non-current asset is acquired by means of a finance lease, the asset is recognised at the lower of its fair value and the present value of minimum lease payments at the commencement of the lease term. The corresponding liability is established at the same amount. Lease payments are allocated between the principal component and the interest expense. Subsequent to initial recognition, the asset is accounted for in accordance with the accounting policy applicable to that class of asset.

Operating lease payments are charged to the Statement of Comprehensive Income in the periods in which they are incurred.

(l) Major inspection costs

The labour cost of performing major inspections for faults is recognised in the carrying amount of an asset as a replacement of a part, if the recognition criteria are satisfied.

(m) Restoration costs

The estimated cost of dismantling and removing an asset and restoring the site is included in the cost of an asset, to the extent it is recognised as a liability.

(n) Maintenance

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

(o) Inventories

Inventories are initially measured at cost. Cost is calculated using either the weighted average cost or "first in first out" method. Inventories consist mainly of raw materials and supplies used for the construction and maintenance of roads, bridges and traffic signals.

The cost of inventories acquired at no cost or for nominal consideration is the current replacement cost as at the date of acquisition. Current replacement cost is the cost the agency would incur to acquire the asset on the reporting date.

Inventories (other than those held for distribution) are stated at the lower of cost and net realisable value.

Net realisable value is the estimated selling price in the ordinary course of business less the estimated costs of completion and the estimated costs necessary to make the sale.

(p) Capitalisation of expenditure

Expenditure (including employee costs and operational asset depreciation) in respect of road development and construction, bridge and tunnel replacement and some road safety and traffic management are capitalised as infrastructure systems (refer to note 3(a)).

(q) Non-current assets held for sale

The RTA has certain non-current assets classified as held for sale, where their carrying amount will be recovered principally through a sale transaction rather than through continuing use. This condition is regarded as met when the sale is highly probable, the asset is available for immediate sale in its present condition and the sale of the asset is expected to be completed within one year from the date of classification. Non-current assets held for sale are recognised at the lower of carrying amount and fair value less costs to sell. These assets are not depreciated while they are classified as held for sale. Refer to note 11 for details.

(r) Other assets

Other assets including prepayments are recognised on a cost basis.

(s) Financial instruments

The following accounting policies were applied to accounting for financial instruments. Additional disclosures regarding carrying amount and risk management disclosures are presented in note 14.

(a) Financial Assets

(i) Cash and Cash Equivalents

Cash and cash equivalents in the Statement of Financial Position comprise cash on hand, cash at bank and short-term deposits and include deposits in the NSW Treasury Corporation (TCorp) Hour-Glass cash facility, Treasury Corporation deposits (with maturities of less than 30 days) and other at-call deposits that are not quoted in an active market. These are considered to have an insignificant risk of changes in value. Bank overdrafts are included within liabilities.

In accordance with AASBI39 *Financial Instruments: Recognition and Measurement*, cash and cash equivalents are measured at fair value with interest revenue accrued as earned such that fair value is reflected at no less than the amount payable on demand.

For the purposes of the Statement of Cash Flows, cash and cash equivalents consist of cash and cash equivalents as defined above, net of outstanding bank overdrafts.

(ii) Loans and Receivables

Loans and receivables are non-derivative financial assets with fixed or determinable payments that are not quoted in an active market. These financial assets are recognised initially at fair value, usually based on the transaction cost or face value. Subsequent measurement is at amortised cost using the effective interest method, less an allowance for any impairment of receivables. Short-term receivables with no stated interest rate are measured at the original invoice amount where the effect of discounting is immaterial.

An allowance for impairment of receivables is established when there is objective evidence that the entity will not be able to collect all amounts due. The amount of the allowance is the difference between the asset's carrying amount and the present value of estimated future cash flows, discounted at the effective interest rate. Bad debts are written off as incurred.

(iii) Other Financial Assets

Other financial assets consist of non-derivative financial assets measured at amortised cost, using the effective interest method (refer note 8(b)).

(iv) Impairment of Financial Assets

All financial assets, except those measured at fair value through profit and loss, are subject to an annual review for impairment. An allowance for impairment is established when there is objective evidence that the entity will not be able to collect all amounts due.

For financial assets carried at amortised cost, the amount of the allowance is the difference between the asset's carrying amount and the present value of estimated future cash flows, discounted at the effective interest rate. The amount of the impairment loss is recognised in the Statement of Comprehensive Income.

Any reversals of impairment losses are reversed through the Statement of Comprehensive Income, where there is objective evidence. Reversals of impairment losses of financial assets carried at amortised cost cannot result in a carrying amount that exceeds what the carrying amount would have been had there not been an impairment loss.

(v) Derecognition of Financial Assets

A financial asset is derecognised in the following circumstances:

- when the contractual rights to the cash flows from the financial assets expire; or if the RTA transfers the financial asset;
- where substantially all the risks and rewards have been transferred; or
- where the RTA has not transferred substantially all the risks and rewards, if the entity has not retained control.

Where the RTA has neither transferred nor retained substantially all the risks and rewards or transferred control, the asset is recognised to the extent of the Authority's continuing involvement in the asset.

(b) Financial Liabilities

(i) Payables

These amounts represent liabilities for goods and services provided to the RTA and other amounts, including interest. Payables are recognised initially at fair value, usually based on the transaction cost or face value. Subsequent measurement is at amortised cost using the effective interest method. Short-term payables with no stated interest rate are measured at the original invoice amount where the effect of discounting is immaterial.

(ii) Borrowings

Borrowings are recorded initially at fair value, net of transaction costs. Loans are not held for trading and are recognised at amortised cost using the effective interest method.

Amortised cost is the face value of the debt less unamortised premiums. The discount or premiums are treated as finance charges and amortised over the term of the debt.

Finance lease liabilities are recognised in accordance with AASB117 Leases. Minimum lease payments made under finance leases are apportioned between the interest expense and the reduction of the outstanding liability. The finance expense is allocated to each period during the lease term so as to produce a consistent periodic rate of interest on the remaining balance of the liability.

(iii) Derecognition of Financial Liabilities

A financial liability is derecognised when the obligation specified in the contract is discharged or cancelled or expires.

When a lender replaces an existing financial liability with one on significantly different or modified terms, the Authority derecognises the original liability and recognises the new liability. It then recognises the difference in their carrying amounts in the Statement of Comprehensive Income.

(iv) Financial Guarantees

A financial guarantee contract is a contract that requires the issuer to make specified payments to reimburse the holder for a loss it incurs because a specified debtor fails to make payment when due in accordance with the original or modified terms of a contract arrangement.

Under AASB 139, financial guarantee contracts are recognised as a liability at the time the guarantee is issued and initially measured at fair value, where material. After initial recognition, the liability is measured at the higher of the amount determined in accordance with AASB 137 *Provisions, Contingent Liabilities and Contingent Assets* and the amount initially recognised, less accumulated amortisation.

The RTA carries out minor works contracts for entities outside of the NSW public sector. In order to tender for the contracts and remain on an equal footing the RTA is required

to lodge a security deposit in the form of bank guarantee. Under the *Public Authorities and (Financial Arrangements) Act 1987*, the RTA has an approved limit of \$3 million until 31 October 2011 from TCorp.

The RTA has reviewed its financial guarantees and determined that there is no material liability to be recognised for financial guarantee contracts as at 31 October 2011 and as at 30 June 2011. Refer to note 19 regarding disclosures on contingent liabilities.

(t) Equity transfers

The transfer of net assets between agencies as a result of an administrative restructure, transfers of programs/functions and parts thereof between NSW public sector agencies are designated as contributions by owners and recognised as an adjustment to "Accumulated Funds". This treatment is consistent with AASB 1004 *Contributions and Australian Interpretation 1038 Contributions by Owners Made to Wholly Owned Public Sector Entities*.

Transfers arising from an administrative restructure between not-for-profit entities and for-profit government departments are recognised at the amount at which the asset was recognised by the transferor immediately prior to the restructure. In most instances this will approximate fair value.

All other equity transfers are recognised at fair value, except for intangibles. Where an intangible has been recognised at amortised cost by the transferor because there is no active market, the Authority recognises the asset at the transferor's carrying amount. Where the transferor is prohibited from recognising internally generated intangibles, the Authority does not recognise that asset.

(u) Comparative information

Except when an Australian Accounting Standard permits or requires otherwise, comparative information is disclosed in respect of the previous period for all amounts reported in the financial statements. This previous period is the 12 months ended 30 June 2011 whereas the financial statements are for the 4 months ended 31 October 2011.

For the October 2011 Financial Statements, certain comparative amounts have been restated to match the current period presentation.

These restatements relate to the provision of assigned staff providing personnel services to Transport for NSW and the provision of services to the RTA by Transport for NSW.

The financial effect of the reclassification in the June 2011 comparative amounts is an increase in Sales of Good and Services Revenue of \$36.104m, an increase in Other Operating Expenses of \$36.104m, and an increase in Receivables of \$36.104m and an increase in Payables of \$36.104m.

There has also been a recognition of a related party payable and receivable to/from Transport for NSW for \$57.744m (October 2011) and \$36.104m (June 2011).

(v) Changes in accounting policies & accounting estimates

The value of Land Acquired for Future Road Works (LAFFRW) and Land Under Roads (LUR) is estimated by reference to data relating to the physical areas and rateable values of NSW Local Government Areas (LGA) provided by the NSW Valuer-General. This data was used to estimate an average rateable value for each LGA and then combined with the relevant area to determine an aggregate value.

The RTA reviewed its model for estimating the value in the current period. The review resulted in significant decreases in ARV across all LGAs with a consequent decrease in the value of Land Acquired for Future Road Works (LAFFRW) of \$731m and Land Under Roads (LUR) of \$2.6 billion. The decrease in LAFFRW value has been accounted for through its asset revaluation reserve. \$1.9 billion of the LUR value decrease has been accounted for through its asset revaluation reserve with the balance of \$681 million expensed in the Statement of Comprehensive Income.

The valuation decrease is a result of a change in accounting estimates and recognised prospectively in accordance with AASB108: *Accounting Policies, Changes in Accounting Estimates and Errors*.

(w) Equity and reserves

(i) Asset Revaluation Reserve

The asset revaluation reserve is used to record increments and decrements on the revaluation of non-current assets. This accords with the agency's policy on the revaluation of property, plant and equipment as discussed in note 1(k).

(ii) Accumulated Funds

The category of accumulated funds includes all current and prior period retained funds.

(x) Critical accounting estimates, judgements and assumptions

In the application of accounting standards, management is required to make judgements, estimates and assumptions about the carrying values of assets and liabilities that are not readily apparent from other sources. The estimates and associated assumptions are based on historical experience and various factors that are believed to be reasonable under the current set of circumstances. Actual results may differ from these estimates.

Management evaluates these judgements, estimates and assumptions on an ongoing basis. Revisions to estimates are recognised in the period in which the estimate is revised if the revision effects only that period or in the period of the revision and future periods if the revision effects both current and future periods.

Significant judgements, estimates and assumptions made by management in the preparation of the consolidated financial statements are outlined below:

Property, plant and equipment	Note 1(k) and note 9
Private Sector Provided Infrastructure	Note 1(k) and note 10(a)
Employee benefits	Note 1(g) and note 15

Due to the shortened reporting period resulting from the abolition of the Roads and Traffic Authority (note 1(a)) the following specific assumptions have been made:

- The value of infrastructure assets have not materially increased since 30 June 2011 and so no adjustments have been made to the gross carrying value as at that date in these financial statements.

2. Revenue

(a) Sale of goods and services

	Consolidated		Parent	
	October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000
Sale of goods				
Number Plates	30,129	86,626	30,129	86,626
Rendering of services				
Third Party Insurance Data Access Charges	6,387	16,769	6,387	16,769
Toll Revenue (Sydney Harbour Bridge)	29,076	85,903	29,076	85,903
Toll Revenue (Sydney Harbour Tunnel)	14,874	43,103	14,874	43,103
E-Tag Revenue	4,293	12,887	4,293	12,887
Heavy Vehicle Permit Fees	566	1,595	566	1,595
Sanction Fees Payable Under the Fines Act	3,529	10,395	3,529	10,395
Rental Income	9,808	23,609	9,808	23,609
Works and Services	18,561	57,058	18,561	57,058
Advertising	5,963	18,207	5,963	18,207
Fees for Services	17,430	54,975	17,430	54,975
Personnel Services (see note 1(u))	21,640	36,104	21,640	36,104
Publications	3,414	7,108	3,414	7,108
Miscellaneous Services	2,641	11,513	2,641	11,513
	168,311	465,852	168,311	465,852

(b) Investment revenue

Interest	4,222	14,794	4,222	14,794
Amortisation of zero interest loan – Sydney Harbour Tunnel *	2,372	–	2,372	–
	6,594	14,794	6,594	14,794

* This item has been reclassified from Loan to Sydney Harbour Tunnel Company in note 2(d)

(c) Grants and contributions

NSW Government Agencies				
– Transport for NSW	918	8,565	918	8,565
– Other	5,482	18,652	5,482	18,652
Local Government	286	2,057	286	2,057
Roads and Bridges Transferred from Councils *	–	98,305	–	98,305
Other Government Agencies	1,436	3,067	1,436	3,067
Private Firms and Individuals	2,588	10,999	2,588	10,999
	10,710	141,645	10,710	141,645

Contributions received during the four months ended 31 October 2011 were recognised as revenue during the period and were expended in that period with no balance of those funds available at 31 October 2011 (30 June 2011: Nil)

* A re-classification of road responsibility between local councils and the RTA was undertaken over a 3 year period with final transfers occurring during the 2011 financial year.

(d) Other revenue

	Consolidated		Parent	
	October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000
Amortisation of Deferred Revenue on Private Sector Provided Infrastructure (PSPI) Projects	4,060	12,179	4,060	12,179
Value of Emerging Interest of PSPI				
– M2 (refer note 10(a))	4,762	13,267	4,762	13,267
– M4 (refer note 10(a))	348	956	348	956
– M5 (refer note 10(a))	8,050	15,519	8,050	15,519
– Eastern Distributor (refer note 10(a))	5,070	14,221	5,070	14,221
– Cross City Tunnel (refer note 10(a))	7,462	21,224	7,462	21,224
– Western Sydney Orbital M7 (refer note 10(a))	14,905	43,015	14,905	43,015
– Lane Cove Tunnel (refer note 10(a))	10,541	29,824	10,541	29,824
– Loan to Sydney Harbour Tunnel Company *	–	6,645	–	6,645
M2 And Eastern Distributor Promissory Notes	5,553	1,489	5,553	1,489
Fuel Tax Credits	–	183	–	183
Principal Arranged Insurance Refund	–	8,124	–	8,124
Other (including professional services revenue)	1,107	5,631	1,107	5,631
	61,858	172,277	61,858	172,277

* This item has been reclassified as investment revenue and included in note 2(b) as amortisation of zero interest loan – Sydney Harbour Tunnel

3. Expenses excluding losses

(a) Employee related expenses

	Consolidated		Parent	
	October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000
Employee related expenses comprise the following specific items:				
Salaries and Wages (Including Annual Leave)	165,921	441,655	–	–
Skill Hire Contractors	15,066	58,381	15,066	58,381
Long Service Leave	18,480	15,585	–	–
Superannuation – Defined Benefit Plans *	3,919	12,389	–	–
Superannuation – Defined Contribution Plans	9,833	25,716	–	–
Workers' Compensation Insurance	2,030	8,365	–	–
Payroll Tax And Fringe Benefits Tax	9,320	23,950	–	–
Personnel Services	–	–	378,865	530,698
Redundancy	1,943	1,356	–	–
	226,512	587,397	393,931	589,079
Allocations of Employee Related Costs To Programs				
– Capitalised to Infrastructure	70,902	243,715	70,902	243,715
– Operating Programs (Including Maintenance Costs)	226,512	587,397	393,931	589,079
	297,414	831,112	464,833	832,794

Included in the above are employee related expenses of \$63.720 million (30 June 2011: \$195.907 million) related to maintenance.

* Defined benefit superannuation actuarial losses of \$167.419 million in the four months ended 31 October 2011 (30 June 2011: \$1.682 million loss) are recognised in the Statement of Comprehensive Income. Total superannuation expense, including actuarial gains/losses recognised in the Statement of Comprehensive Income is \$181.172 million (30 June 2011: \$39.787 million).

(b) Other operating expenses

	Consolidated		Parent	
	October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000
Auditor's Remuneration – Audit of Financial Statements	402	627	402	627
Works Contractors and Consultants	27,318	70,074	27,318	70,074
Fleet Hire and Lease Charges	3,267	9,498	3,267	9,498
Sydney Harbour Tunnel Operating Fees	9,185	26,752	9,185	26,752
ERS Agreement Contingent Expense	1,058	4,604	1,058	4,604
M5 Cashback Refund	20,077	64,638	20,077	64,638
Data Processing	7,685	25,453	7,685	25,453
Advertising	4,747	23,287	4,747	23,287
Payments to Councils and External Bodies	6,236	23,679	6,236	23,679
Lease and Property Expenses	15,912	48,094	15,912	48,094
Travel and Legal Expenses	8,441	16,276	8,441	16,276
Shared Services Expenses (see note 1(u))	21,640	36,104	21,640	36,104
Office Expenses	9,864	32,238	9,864	32,238
Contract Payments	33,411	58,696	33,411	58,696
Other	25,320	47,968	25,320	47,968
	194,563	487,988	194,563	487,988

Infrastructure maintenance

Major reconstruction of road segments on State Roads are capitalised and as such not charged against maintenance expenditure. The RTA capitalised \$47.927 million of such works during the year (30 June 2011: \$174.822 million).

The RTA expensed \$61.105 million in the four months ended 31 October 2011 (30 June 2011: \$151.391 million) on natural disaster restoration works from state funds, and \$64.421 million in the period ended 31 October 2011 (30 June 2011: \$182.427 million) on block grants and other maintenance grants to councils for regional and local roads.

Maintenance Expenses in Statement of Comprehensive Income	175,816	621,308	175,816	621,308
Maintenance Related Employee Expenses (note 3(a))	63,720	195,907	63,720	195,907
Total Maintenance Expenses Including Employee Related	239,536	817,215	239,536	817,215
Maintenance Grants to Councils (note 3(d))	119,149	308,982	119,149	308,982
Capitalised Maintenance	47,927	174,822	47,927	174,822
Total Maintenance Program	406,612	1,301,019	406,612	1,301,019

(c) Depreciation and amortisation

Depreciation of Operational and Property Assets	11,030	25,994	11,030	25,994
Depreciation of Infrastructure Assets	273,060	817,216	273,060	817,216
Amortisation of Intangible Assets	2,809	5,946	2,809	5,946
	286,899	849,156	286,899	849,156

(d) Grants and subsidies

Grants Under Road Safety Program	6,639	19,177	6,639	19,177
Maintenance Grants to Councils (note 3(b))	119,149	308,982	119,149	308,982
Roads and Bridges Transferred to Councils	–	45,379	–	45,379
	125,788	373,538	125,788	373,538

(e) Finance costs

	Consolidated		Parent	
	October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000
Interest Expense from Financial Liabilities not at Fair Value through Profit and Loss	10,971	39,696	10,971	39,696
Finance Lease Interest Charges	15,275	48,210	15,275	48,210
Other	1,151	1,225	1,151	1,225
	27,397	89,131	27,397	89,131

4. Gains/(losses) on disposal

(a) Gains/(losses) on disposal

	Consolidated		Parent	
	October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000
Net Gain on Sale of Property, Plant and Equipment				
– Proceeds from Sale	11,721	42,813	11,721	42,813
– Carrying Amount of Assets Sold	(6,727)	(35,926)	(6,727)	(35,926)
Net Gain on Sale of Property Plant and Equipment	4,994	6,887	4,994	6,887

(b) Other gains/(losses)

Allowance for Impairment of Receivables	(515)	(311)	(515)	(311)
Bad Debts (Written Off)/Recovered	(91)	(187)	(91)	(187)
Carrying Amount of Assets Written Off	(28,104)	(111,161)	(28,104)	(111,161)
Write down of Land Under Roads (note 1(v))	(681,267)	–	(681,267)	–
Total Other Gains/(Losses)	(709,977)	(111,659)	(709,977)	(111,659)

The majority of the assets written off last year were infrastructure assets. In cases where the RTA constructs a new infrastructure asset that substantially replaces an existing asset (rather than performing work to maintain the existing asset), the capitalised value of the original asset is written off and the new asset is included within the additions to infrastructure assets (note 9(c)).

5. Grants from Transport for NSW

	Consolidated		Parent	
	October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000
Recurrent Grants				
Recurrent Grants from Transport for NSW	627,604	1,693,334	627,604	1,693,334
Capital Grants				
Capital Grants from Transport for NSW	880,761	2,547,457	880,761	2,547,457

As a result of the Transport Administration Amendment Act 2010, the RTA no longer receives appropriations from NSW Treasury. The RTA is now effectively controlled by Transport for NSW and receives capital and recurrent grants directly from Transport for NSW.

Of the \$880.761 million capital grant, \$571 million (June 2011: \$1.422 billion) relates to federal funding. The equivalent figure for the recurrent grant is \$42.4 million (June 2011: \$120.735 million). Federal funding is appropriated to the Transport for NSW through NSW Treasury.

6. Individually significant items

(a) Write-off of infrastructure assets

	Consolidated		Parent	
	October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000
Infrastructure Assets Written Off	22,551	96,348	22,551	96,348

The following infrastructure assets were written off in the four months to 31 October 2011:

	Replacement Costs \$'000	Accumulated Depreciation \$'000	WDRC \$'000
Roads	38,335	(17,695)	20,640
Bridges	3917	(2,006)	1,911
	42,252	(19,701)	22,551

(b) Write-off of infrastructure assets

	Consolidated		Parent	
	October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000
Infrastructure Assets Written Down (Note 1(v))	681,267	–	681,267	–

The following infrastructure assets were written off in the four months to 31 October 2011:

	Replacement Costs \$'000	Accumulated Depreciation \$'000	WDRC \$'000
Land Under Roads	681,267	–	681,267
	681,267	–	681,267

7. Current assets – cash and cash equivalents

	Consolidated		Parent	
	October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000
RTA Operating Account	8,190	7,182	8,190	7,182
Remitting Account, Cash in Transit and Cash on Hand *	23,852	34,621	23,852	34,621
TCorp – Hour Glass Cash Facility	161,997	247,610	161,997	247,610
On Call Deposits	7,040	6,900	7,040	6,900
Other	344	336	344	336
	201,423	296,649	201,423	296,649

Cash and cash equivalent assets recognised in the Statement of Financial Position reconcile and agree to the Statement of Cash Flows. Details regarding credit risk, liquidity risk and market risk, including a maturity analysis of borrowings are disclosed in note 14.

* The remitting account balance above does not include cash of \$18.725 million (30 June 2011: \$20.600 million) relating to administered revenue held by the RTA as at 31 October (refer to note 22).

8. Current assets/non-current assets – receivables and other financial assets

(a) Current receivables

	Consolidated		Parent	
	October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000
Sale of Goods and Services	32,766	27,445	32,766	27,445
Transport for NSW Receivable (see note 1(u))	57,744	36,104	57,744	36,104
Goods and Services Tax Receivable	66,662	82,404	66,662	82,404
Other	3,328	548	3,328	548
	160,500	146,501	160,500	146,501
Less: Allowance for Impairment **	(2,465)	(3,719)	(2,465)	(3,719)
	158,035	142,782	158,035	142,782
Prepayments	22,494	6,848	22,494	6,848
Unissued Debtors	8,347	9,349	8,347	9,349
Dishonoured Credit Cards	148	149	148	149
	189,024	159,128	189,024	159,128
Accrued Income				
– Interest	105	265	105	265
– Property Sales	15,362	16,345	15,362	16,345
– Other	5,070	6,151	5,070	6,151
Total Current	209,561	181,889	209,561	181,889

** The allowance for impairment primarily relate to amounts owing as a result of commercial transactions (eg debts raised for performance of services or sale of goods) and tenants who vacate rental premises without notice whilst in arrears.

Details regarding credit risk, liquidity risk and market risk, including maturity analysis of borrowings are disclosed in note 14.

Movement in the Allowance for Impairment

Balance as at beginning of financial period/year	3,719	3,411	3,719	3,411
Amounts Written Off During the Period/Year	(1,860)	(187)	(1,860)	(187)
Increase in Allowance Recognised in Statement of Comprehensive Income	606	495	606	495
Balance as at end of financial period/year	2,465	3,719	2,465	3,719

(b) Non-current other financial assets

Loan to Sydney Harbour Tunnel Company	106,803	104,431	106,803	104,431
Promissory Notes (refer to note 10(a)) M2 and Eastern Distributor	22,541	16,988	22,541	16,988
	129,344	121,419	129,344	121,419

9. Non-current assets – property, plant and equipment

Consolidated and Parent	Land and Buildings \$'000	Plant and Equipment \$'000	Infrastructure Systems \$'000	Total \$'000
As at 1 July 2011 – Fair Value				
Gross Carrying Amount	3,275,944	299,348	79,045,327	82,620,619
Accumulated Depreciation	(21,567)	(112,814)	(19,799,603)	(19,933,984)
Net Carrying Amount	3,254,377	186,534	59,245,724	62,686,635
As at 31 October 2011 – Fair Value				
Gross Carrying Amount	2,540,533	233,809	77,246,322	80,020,664
Accumulated Depreciation	(27,283)	(114,025)	(20,054,286)	(20,195,594)
Net Carrying Amount	2,513,250	119,784	57,192,036	59,825,070

A reconciliation of the carrying amount of each class of property, plant and equipment at the beginning and end of the current reporting period is set out below:

Period ended 31 October 2011				
Net Carrying Amount at Start of Period	3,254,377	186,534	59,245,724	62,686,635
Additions	26,308	439	832,848	859,595
Disposals	(11,101)	(1,179)	(22,551)	(34,831)
Net Revaluation Increment Less Revaluation Decrements	(733,405)	–	(1,891,835)	(2,625,240)
Asset Write Down	–	–	(681,267)	(681,267)
Depreciation Expense	(5,766)	(5,264)	(273,060)	(284,090)
Transfer (to)/from Assets Held for Sale	2,602	1,081	–	3,683
RCI And Other Adjustments/WIP	(413)	–	(37,176)	(37,589)
Transfer Out	(19,352)	(61,827)	(145,813)	(226,992)
Transfers In	–	–	165,166	165,166
Net Carrying Amount at End of Period	2,513,250	119,784	57,192,036	59,825,070
As at 1 July 2010 – Fair Value				
Gross Carrying Amount	3,043,054	314,411	77,118,242	80,475,707
Accumulated Depreciation	(18,799)	(116,851)	(18,893,097)	(19,028,747)
Net Carrying Amount	3,024,255	197,560	58,225,145	61,446,960
As at 30 June 2011 – Fair Value				
Gross Carrying Amount	3,275,944	299,348	79,045,327	82,620,619
Accumulated Depreciation	(21,567)	(112,814)	(19,799,603)	(19,933,984)
Net Carrying Amount	3,254,377	186,534	59,245,724	62,686,635

A reconciliation of the carrying amount of each class of property, plant and equipment at the beginning and end of the current reporting year is set out below:

Consolidated and Parent	Land and Buildings \$'000	Plant and Equipment \$'000	Infrastructure Systems \$'000	Total \$'000
Year ended 30 June 2011				
Net Carrying Amount at Start of Year	3,024,255	197,560	58,225,145	61,446,960
Additions	189,580	45,253	2,349,960	2,584,793
Disposals	(34,917)	(15,782)	(96,348)	(147,047)
Transfers to Councils	–	–	(45,379)	(45,379)
Transfers from Councils	–	–	98,305	98,305
Assets Recognised for the First Time	–	–	193,781	193,781
Net Revaluation Increment Less Revaluation Decrements	105,180	–	(284,948)	(179,768)
Depreciation Expense	(11,482)	(14,512)	(817,216)	(843,210)
Transfer (to)/from Assets Held for Sale	4,995	(817)	–	4,178
RCI And Other Adjustments/WIP	11,369	(124)	(412,179)	(400,934)
Transfer Out	(34,603)	(25,044)	(896,539)	(956,186)
Transfers In	–	–	931,142	931,142
Net Carrying Amount at End of Year	3,254,377	186,534	59,245,724	62,686,635

(a) Land and buildings – consolidated and parent

	Works Administration Properties and Officers' Residences		Land and Buildings Acquired for Future Roadworks	Leasehold Improvements	Total
	Land \$'000	Buildings \$'000	\$'000	\$'000	\$'000
Period ended 31 October 2011					
Net Carrying Amount at Start of Period	160,140	134,808	2,906,191	53,238	3,254,377
Additions	–	1,136	25,172	–	26,308
Disposals	–	(104)	(10,997)	–	(11,101)
Net Revaluation Increments less Revaluation Decrements	–	–	(733,405)	–	(733,405)
Depreciation Expense	–	(1,170)	–	(4,596)	(5,766)
Transfer from Assets Held for Sale	–	–	2,602	–	2,602
Reclassifications	–	–	–	–	–
Adjustments/WIP	–	–	(413)	–	(413)
Transfer to Infrastructure	–	–	(19,352)	–	(19,352)
Net Carrying Amount at End of Period	160,140	134,670	2,169,798	48,642	2,513,250
Year ended 30 June 2011					
Net Carrying Amount At Start of Year	168,569	123,271	2,688,127	44,288	3,024,255
Additions	–	9,219	179,154	1,207	189,580
Disposals	–	(519)	(34,398)	–	(34,917)
Net Revaluation Increments less Revaluation Decrements	(2,439)	12,700	94,919	–	105,180
Depreciation Expense	–	(3,238)	–	(8,244)	(11,482)
Transfer from Assets Held for Sale	–	–	4,995	–	4,995
Reclassifications	(5,990)	(6,600)	7,997	4,593	–
Adjustments/WIP	–	(25)	–	11,394	11,369
Transfer to Infrastructure	–	–	(34,603)	–	(34,603)
Net Carrying Amount at End of Year	160,140	134,808	2,906,191	53,238	3,254,377

Category of Land and Building Acquired for Future Roadworks	Aggregate carrying amount \$'000
Revalued as part of the current progressive revaluation and carried at fair value (market value) as at 31 October 2011 less, where applicable, any subsequent accumulated depreciation.	
– Surplus properties	397,668
– Rentable properties	466,700
Untenanted land for Roads – revalued annually not subject to progressive revaluation.	1,305,430
Total Land and Buildings Acquired for Future Roadworks at 31 October 2011	2,169,798

(b) Plant and equipment – consolidated and parent

	Plant Equipment and Motor Vehicles \$'000	Computer Hardware \$'000	Electronic Office Equipment \$'000	Total \$'000
Period ended 31 October 2011				
Net Carrying Amount at Start of Period	90,166	93,719	2,649	186,534
Additions	439	–	–	439
Disposals	(1,171)	(8)	–	(1,179)
Depreciation Expense	(3,354)	(1,901)	(9)	(5,264)
Transfer from Assets Held for Sale	1,081	–	–	1,081
Other Adjustments	–	–	–	–
Transfers Out *	–	(61,827)	–	(61,827)
Net Carrying Amount at End of Period	87,161	29,983	2,640	119,784
Year ended 30 June 2011				
Net Carrying Amount at Start of Year	119,116	76,297	2,147	197,560
Additions	11,826	32,747	680	45,253
Disposals	(15,522)	(132)	(126)	(15,780)
Depreciation Expense	(11,292)	(3,168)	(52)	(14,512)
Transfer (to) Assets Held for Sale	(817)	–	–	(817)
Reclassifications	(2)	(124)	–	(126)
Transfers Out	(13,143)	(11,901)	–	(25,044)
Net Carrying Amount at End of Year	90,166	93,719	2,649	186,534

* Software transferred to intangibles – note 10(b)

(c) Infrastructure systems – consolidated and parent

Infrastructure systems are valued as follows:

	Roads \$'000	Land under Roads \$'000	Bridges \$'000	Sydney Harbour Tunnel \$'000	Traffic Signals Network \$'000	Traffic Control Network \$'000	Major Works in Progress \$'000	Total \$'000
Period ended 31 October 2011								
Carrying Amount at Start of Period	39,457,697	4,223,523	10,492,932	765,756	307,564	118,574	3,879,678	59,245,724
Additions	71,319	–	53,470	–	504	3,083	704,472	832,848
Disposals	(20,640)	–	(1,911)	–	–	–	–	(22,551)
Transfers to Councils	–	–	–	–	–	–	–	–
Transfers from Councils	–	–	–	–	–	–	–	–
Assets recognised for the first time *	–	–	–	–	–	–	–	–
Net Revaluation Increments less Revaluation Decrements	–	(1,891,835)	–	–	–	–	–	(1,891,835)
Asset Write Down	–	(681,267)	–	–	–	–	–	(681,267)
Depreciation Expense	(209,025)	–	(44,540)	(6,410)	(9,315)	(3,770)	–	(273,060)
Transfers In	81,005	19,352	60,734	–	573	3,502	–	165,166
Transfers Out	–	–	–	–	–	–	(145,813)	(145,813)
RCI and Other Adjustments/WIP	–	–	–	–	–	–	(37,176)	(37,176)
Net carrying amount at end of period	39,380,356	1,669,773	10,560,685	759,346	299,326	121,389	4,401,161	57,192,036
Year ended 30 June 2011								
Carrying Amount at Start of Year	39,610,013	4,556,732	10,081,376	708,668	335,942	76,872	2,855,542	58,225,145
Additions	202,242	–	151,632	–	9,233	56,442	1,930,411	2,349,960
Disposals	(55,751)	(6,409)	(16,762)	–	–	(7,690)	(9,736)	(96,348)
Transfers to Councils	(35,319)	(4,589)	(5,471)	–	–	–	–	(45,379)
Transfers from Councils	93,329	4,046	930	–	–	–	–	98,305
Assets recognised for the first time *	–	–	193,781	–	–	–	–	193,781
Net Revaluation Increments less Revaluation Decrements	–	(360,860)	–	75,912	–	–	–	(284,948)
Depreciation Expense	(630,285)	–	(131,074)	(18,824)	(27,177)	(9,856)	–	(817,216)
Transfers In	512,380	34,603	384,159	–	–	–	–	931,142
Transfers Out	–	–	–	–	–	–	(896,539)	(896,539)
RCI and Other Adjustments/WIP	(238,912)	–	(165,639)	–	(10,434)	2,806	–	(412,179)
Net carrying amount at end of year	39,457,697	4,223,523	10,492,932	765,756	307,564	118,574	3,879,678	59,245,724

Traffic signals, traffic control network and all bridges were subject to a full revaluation in 2007/08 and roads were subject to a full revaluation in 2008/09.

The RTA leases the Sydney Harbour Tunnel under agreement with the Sydney Harbour Tunnel Company (SHTC). The agreement transfers ownership of the tunnel to the RTA at the end of the lease term in 2022 (see note 17 for further details). At 31 October 2011 the net carrying amount of this leased infrastructure assets was \$759.346 million (30 June 2011: \$765.756 million).

* Road over rail bridges not maintained by the RTA

There are number of road over rail bridges in NSW where the RTA controls roads that pass over railway corridors. Due to safety and other requirements related to the railway lines under these bridges, the periodic inspection, maintenance and repair of most of these bridges is the responsibility of either RailCorp or the Country Rail Infrastructure Authority. In such cases, these entities will receive funding from the NSW Government to carry out maintenance activities.

These bridges were first recognised as RTA assets in the 2010/11 financial year. The total value of these bridges transferred at 30 June 2011 was \$193.781 million. The expected depreciated replacement cost and estimated useful life of these bridges has been determined assuming that the Rail Authorities will carry out regular maintenance activities in order to ensure that their full service potential is realised.

10. Non-current assets – intangible assets and other

(a) Private Sector Provided Infrastructure

	Consolidated		Parent	
	October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000
M2 Motorway				
Carrying Amount at Start of Period	54,752	41,485	54,752	41,485
Annual Increment – Emerging Right to Receive	4,762	13,267	4,762	13,267
Carrying Amount at End of Period	59,514	54,752	59,514	54,752
M4 Motorway Service Centre				
Carrying Amount at Start of Period	3,978	3,022	3,978	3,022
Annual Increment – Emerging Right to Receive	348	956	348	956
Carrying Amount at End of Period	4,326	3,978	4,326	3,978
M5 Motorway				
Carrying Amount at Start of Period	165,089	149,570	165,089	149,570
Annual Increment – Emerging Right to Receive	8,050	15,519	8,050	15,519
Carrying Amount at End of Period	173,139	165,089	173,139	165,089
Eastern Distributor				
Carrying Amount at Start of Period	59,405	45,184	59,405	45,184
Annual Increment – Emerging Right to Receive	5,070	14,221	5,070	14,221
Carrying Amount at of Period	64,475	59,405	64,475	59,405
Cross City Tunnel (CCT)				
Carrying Amount at Start of Period	94,317	73,093	94,317	73,093
Annual Increment – Emerging Right to Receive	7,462	21,224	7,462	21,224
Carrying Amount at End of Period	101,779	94,317	101,779	94,317
Western Sydney Orbital (M7)				
Carrying Amount at Start of Period	187,447	144,432	187,447	144,432
Annual Increment – Emerging Right to Receive	14,905	43,015	14,905	43,015
Carrying Amount at End of Period	202,352	187,447	202,352	187,447
Lane Cove Tunnel				
Carrying Amount at Start of Period	100,254	70,430	100,254	70,430
Annual Increment – Emerging Right to Receive	10,541	29,824	10,541	29,824
Carrying Amount at End of Period	110,795	100,254	110,795	100,254
Total Carrying Amount at End of Period	716,380	665,242	716,380	665,242
Totals				
Carrying Amount at Start of Period	665,242	527,216	665,242	527,216
Annual Increment – Emerging Right to Receive	51,138	138,026	51,138	138,026
Carrying Amount at End of Period	716,380	665,242	716,380	665,242

M2 Motorway

The RTA entered into a contract with the concession holder to design, construct, operate and maintain the M2 Motorway. Under the terms of the Project Deed, ownership of the M2 Motorway will revert to the RTA on the earlier of the achievement of specified financial returns outlined in the Deed or 45 years from the M2 Commencement Date of 26 May 1997.

To facilitate these works, the RTA leased land detailed in the M2 Motorway Project Deed for the term of the Agreement. Until the project realises a real after tax internal rate of return of 12.25 percent per annum, rent is payable, at the Lessee's discretion, in cash or by promissory note. On achievement of the required rate, the rent is payable in cash. Under the terms of the lease, the RTA must not present any of the promissory notes for payment until the earlier of the end of the term of Agreement or the achievement of the required rate of return. The term of the Agreement ends on the forty fifth anniversary of the M2 commencement date (i.e. 26 May 2042) subject to the provisions of the M2 Motorway Project Deed.

No payments have been made for rents for the leases for the period ended 31 October 2011. The RTA, as at 31 October 2011, has received promissory notes for rent on the above leases totalling \$126.465 million (30 June 2011: \$126.465 million). The net present value of these promissory notes as at 31 October 2011 is \$10.817 (30 June 2011: \$8.615 million).

The RTA has, from the date of completion of the M2 Motorway, valued the asset by reference to the RTA's emerging share of the estimated depreciated replacement cost of the asset at date of hand back over the concession period calculated using the effective interest rate method (refer note 1(f)(vi)). Based on the historical rental returns, the conservative period of 45 years has been used to calculate the RTA's emerging share of the asset.

The NSW Government announced the Hills M2 Upgrade on Tuesday, 26 October 2010. Construction of the upgrade commenced in December 2010. The upgrade will take approximately 2 years to complete and the existing M2 concession period will be extended for 4 years after the final completion of the project. The estimated initial construction cost is \$550 million. The RTA will not recognise an emerging asset for the upgrade until the upgrade is complete.

M4 Service Centre

In October 1992, the RTA and the Concession Holder entered into the M4 Service Centre Project Deed under which RTA agreed to acquire land and lease the land to the Concession Holder. The Concession Holder agreed to finance, design, construct, maintain and operate two service centres which are located on each carriageway of the M4 at Eastern Creek.

The M4 Service Centres were opened for use on 1 January 1993. The Concession Holder will operate, maintain and repair the service centres until 31 December 2017, after which the service centres will be transferred back to the RTA at nil value.

The RTA values the service centre asset by reference to the RTA's emerging share of the depreciated replacement cost of the asset over the period of the concession period calculated using the effective interest rate method (refer note 1(f)(vi)).

M5 Motorway

The RTA entered into a contract with the concession holder to design, construct, operate and maintain the M5 Motorway. The initial concession period for the M5 Motorway was for the period 14 August 1992 to 14 August 2022. The RTA has valued the M5 Motorway by reference to the RTA's emerging share of the depreciated replacement cost apportioned over the period of the concession agreement calculated using the effective interest rate method (refer note 1(f)(vi)).

In consideration for the concession holder undertaking construction of an additional interchange at Moorebank (M5 Improvements), the initial concession period has been subsequently extended to 22 August 2023.

The M5 Motorway Call Option Deed provides that if, after at least 25 years from the M5 Western Link commencement date of 26 June 1994, the RTA determines that the expected financial return has been achieved, the RTA has the right to purchase either the business from the Concession Holder or the shares in the Concession Holder. The exercise price under the M5 Call Option Deed will be based on open market valuation of the business or shares.

Eastern Distributor

An agreement was signed with the Concession Holder on 27 June 1997 to finance, design, construct, operate, maintain and repair the Eastern Distributor which was opened to traffic on 23 July 2000.

In consideration of the RTA granting to the Concession Holder the right to levy and retain tolls on the Eastern Distributor, the Concession Holder is required to pay concession fees in accordance with the Agreement. From the date of Financial Close, which occurred on 18 August 1997, the Concession Holder has paid \$210 million by way of promissory notes (being \$15 million on Financial Close and \$15 million on each anniversary of Financial Close). A further \$2.2 million was received in cash six months after Financial Close and \$8 million in cash on the third anniversary of Financial Close. Under the Agreement, the promissory notes show a payment date (subject to provisions in the Project Deed) of 24 July 2048 and, as at 31 October 2011, the promissory notes have a net present value of \$11.723 million (30 June 2011: \$8.372 million).

Under the terms of the Project Deed, ownership of the Eastern Distributor will revert to the RTA on the earlier of the achievement of specified financial returns outlined in the Deed or 48 years from the Eastern Distributor Commencement Date of 23 July 2000. The conservative period of 48 years has been used to calculate the RTA's emerging share of the asset.

Cross City Tunnel

An agreement was signed with the Concession Holder on 18 December 2002 to design, construct, operate and maintain the Cross City Tunnel. Major construction started on 28 January 2003. The Cross City Tunnel was completed and opened to traffic on 28 August 2005.

The Concession Holder was placed into receivership in 2006/07. The Receivers subsequently sold the CCT asset to a private operator in June 2007.

The construction cost was \$642 million with the cost being met by the private sector. Under the terms of the agreement, an external party will operate the motorway until 18 December 2035, after which the motorway will be transferred back to the RTA.

The RTA values the asset by reference to the RTA's emerging share of the depreciated replacement cost of the asset over the period of the concession period calculated using the effective interest rate method (refer note 1(f)(vi)).

Reimbursement of certain development costs was received by the RTA from the operator in the form of an upfront cash payment. The amount of this payment was \$96.860 million.

Westlink M7 Motorway

An agreement was signed with the Concession Holder on 13 February 2003 to design, construct, operate and maintain the Westlink M7 Motorway. Major construction started on 7 July 2003 and the completed motorway was opened to traffic on 16 December 2005.

The construction cost was \$1.54 billion. The Federal Government contributed \$356 million towards the cost of the project with the remainder of the cost being met by the private sector. The RTA had responsibility under the contract for the provision of access to property required for the project. Under the terms of the agreement, the Concession Holder will operate the motorway until 14 February 2037, after which the motorway will be transferred back to the RTA.

The RTA values the asset by reference to the RTA's emerging share of the depreciated replacement cost of the asset over the period of the concession period calculated using the effective interest rate method (refer note 1(f)(vi)).

Reimbursement of certain development costs were received by the RTA from the operator in the form of an upfront cash payment. The amount of this payment was \$193.754 million.

Lane Cove Tunnel

An agreement was signed with the Concession Holder on 4 December 2003 to finance, design, construct, operate and maintain the Lane Cove Tunnel Project. Major construction started on 24 June 2004 and was opened to traffic on 25 March 2007.

The construction cost was \$1.1 billion, with the cost being met by the private sector. The RTA was responsible under the contract for the provision of access to property required for the project, which were identified by the Project Deed. Under the terms of the agreement, the Concession Holder designed and constructed the motorway and will operate the motorway until 9 January 2037 after which the motorway will be transferred back to the RTA.

The RTA values the asset by reference to the RTA's emerging share of the depreciated replacement cost of the asset over the period of the concession period calculated using the effective interest rate method (refer note 1(f)(vi)).

Reimbursement of certain development costs were received by the RTA from the operator in the form of an upfront cash payment. The amount of this payment was \$79.301 million.

(b) Other Intangible Assets – Consolidated and Parent

	Software	
	October 2011 \$'000	June 2011 \$'000
Balance at Start of Period		
Cost	129,205	104,739
Accumulated Amortisation and Impairment	(83,329)	(77,953)
Net Carrying Amount	45,876	26,786
Balance at End of Period		
Cost	191,008	129,205
Accumulated Amortisation and Impairment	(86,122)	(83,329)
Net Carrying Amount	104,886	45,876
Net Carrying Amount at Start of Period	45,876	26,786
Additions	–	–
Disposals	(8)	(8)
Amortisation Expense	(2,809)	(5,946)
Transfer In from PPE (Note 9(b))	61,827	25,044
Net Carrying Amount at End of Period	104,886	45,876

II. Non-current assets held for sale

	Consolidated		Parent	
	October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000
Assets Held for Sale				
Balance at Start of Period				
Land and Buildings	43,140	48,135	43,140	48,135
Plant and Equipment	1,329	512	1,329	512
	44,469	48,647	44,469	48,647
Balance at End of Period				
Land and Buildings	40,538	43,140	40,538	43,140
Plant and Equipment	248	1,329	248	1,329
	40,786	44,469	40,786	44,469

Land and buildings held for sale include properties that have been identified as no longer required to fulfil long-term plans for road development and also administration properties surplus to RTA needs. Plant and equipment held for sale mainly consists of heavy equipment. The RTA has a sales program for these assets once they have been identified as surplus which includes actively marketing the assets throughout the financial period. The assets classified as held for sale above are available for sale as at the end of the financial period and RTA management expect that they will be sold within 12 months. No impairment loss was recognised on reclassification of the land as held for sale as at the reporting date.

12. Current liabilities – payables

	Consolidated		Parent	
	October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000
Trade Creditors * ⁽ⁱ⁾	178,264	183,225	178,264	183,225
Creditors Arising from Compulsory Acquisitions	17,145	23,191	17,145	23,191
Personnel Services	–	–	1,104,358	923,189
Accrued Expenses				
– Salaries, Wages and On-Costs	6,877	9,066	–	–
– Works Contract Expenditure	235,748	287,058	235,748	287,058
– Work Carried Out by Councils	62,862	109,102	62,862	109,102
– Interest	7,273	10,481	7,273	10,481
– Other (including non-works contracts)	63,256	144,347	63,256	144,347
Other	14	10	14	10
	571,439	766,480	1,668,920	1,680,603

* This item has been restated to match the current period presentation per Note 1(u)

(i) The average credit period on purchases of goods is 30 days. The RTA has financial risk management policies in place to ensure that all payables are paid within the credit timeframe.

(ii) Details regarding credit risk, liquidity risk and market risk, including a maturity analysis of the above payables are disclosed in note 14.

13. Current/non-current liabilities – borrowings

	Consolidated		Parent	
	October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000
At Amortised Cost				
Current				
TCorp Borrowings	63,967	98,701	63,967	98,701
Treasury Advances Repayable	1,898	1,898	1,898	1,898
Finance Leases (note 17)	36,910	35,126	36,910	35,126
Other	398	396	398	396
	103,173	136,121	103,173	136,121
Non-Current				
TCorp Borrowings	504,744	469,437	504,744	469,437
Treasury Advances Repayable	8,348	8,348	8,348	8,348
Finance Leases (note 17)	575,477	588,412	575,477	588,412
Other	841	832	841	832
	1,089,410	1,067,029	1,089,410	1,067,029

Details regarding credit risk, liquidity risk and market risk, including maturity analysis of the above borrowings are disclosed in note 14.

14. Financial instruments

The RTA's principal financial instruments are outlined below. These financial instruments arise directly from the RTA's operations or are required to finance the RTA's operations. The RTA does not enter into or trade financial instruments, including derivative financial instruments, for speculative purposes. The RTA's main risks arising from financial instruments are outlined below, together with the RTA's objectives, policies and processes for measuring and managing risk. Further quantitative and qualitative disclosures are included throughout these financial statements.

The Chief Executive has overall responsibility for the establishment and oversight of risk management and reviews and agrees policies for managing each of these risks. Risk management policies are established to identify and analyse the risks faced by the RTA, to set risk limits and controls and to monitor risks. Compliance with policies is reviewed by the Audit and Risk Committee on a continuous basis.

(a) Financial instrument categories

Financial Assets	Note	Category	Carrying Amount	Carrying Amount
			October 2011 \$'000	June 2011 \$'000
Class:				
Cash and Cash Equivalents	7	n/a	201,423	296,649
Receivables ¹	8	Loans and receivables (at amortised cost)	120,405	140,990
Other Financial Assets	8	Loans and receivables (at amortised cost)	129,344	121,419
Financial Liabilities				
Class:				
Payables ²	12/16	Financial liabilities measured at amortised cost	687,981	889,342
Borrowings	13	Financial liabilities measured at amortised cost	1,192,583	1,203,150

1. Excludes statutory receivables and prepayments (i.e. not within scope of AASB 7).

2. Excludes statutory payables and unearned revenue (i.e. not within scope of AASB 7).

(b) Market risk

Market risk is the risk that the fair value or future cash flows of a financial instrument will fluctuate because of changes in market prices. The RTA's exposures to market risk are primarily through interest rate risk on borrowings and other price risks associated with the movement in the unit price of the NSW Treasury Corporation Hour Glass Investment facilities. The RTA has no material exposure to foreign currency risk and does not enter into commodity contracts.

The effect on profit and equity due to a reasonably possible change in risk variable is outlined in the table below, for interest rate risk and other price risk. A reasonably possible change in risk variable has been determined after taking into account the economic environment in which the RTA operates and the time frame for the assessment (i.e. until the end of the next annual reporting period). The sensitivity analysis is based on risk exposures in existence at the end of the financial period. The analysis is performed on the same basis for the period ended 31 October 2011 and assumes that all other variables remain constant.

(i) Interest Rate Risk

Exposure to interest rate risk arises primarily through the RTA's interest bearing liabilities. This risk is minimised by undertaking mainly fixed rate borrowings, primarily with NSW Treasury Corporation (TCorp).

TCorp manages interest rate risk exposures applicable to specific borrowings of the RTA in accordance with the debt management policies determined by the NSW Debt Management Committee (DMC), to a benchmark and other criteria similar to those applying to the Crown debt portfolio and receives a fee for this service.

TCorp uses derivatives, primarily interest rate futures, to establish short-term (tactical) and longer term (strategic) positions within agreed tolerance limits to manage portfolio duration and maturity profiles. At reporting date the carrying value of borrowings and derivatives (net of funds held at call) managed by TCorp stood at \$568.711 million (30 June 2011: \$568.138 million).

RTA does not account for any fixed rate financial instruments at fair value through profit and loss or as available for sale. Therefore for these financial instruments a change in interest rates would not affect profit or loss or equity. A reasonably possible change of +/- 1% is used, consistent with current trends in interest rates. The basis will be reviewed annually and amended where there is a structural change in the level of interest rate volatility.

The impact on the RTA's Surplus/Deficit and Equity is set out in the table below assuming a 1% change in variable interest rates.

	Carrying amount \$'000	1% decrease in interest rate		1% increase in interest rate	
		Surplus/ Deficit \$'000	Equity \$'000	Surplus/ Deficit \$'000	Equity \$'000
31 October 2011					
Financial Assets					
Cash and Cash Equivalents	201,423	(1,800)	(1,800)	1,800	1,800
Financial Liabilities					
Borrowings	1,192,583	57	57	(57)	(57)
30 June 2011					
Financial Assets					
Cash and Cash Equivalents	296,649	(2,629)	(2,629)	2,629	2,629
Financial Liabilities					
Borrowings	1,203,150	162	162	(162)	(162)

(ii) Other Price Risk – TCorp Hour – Glass facilities

Exposure to 'Other Price Risk' primarily arises through the investment in the TCorp Hour-Glass Investment facilities, which are held for strategic rather than trading purposes. The RTA has no direct equity investments and holds units in the following Hour-Glass Investment Trusts:

Facility	Investment Sectors	Investment Horizon	October 2011 \$'000	June 2011 \$'000
Cash facility	Cash, Money Market Instruments	up to 1.5 years	161,997	247,610

The unit price of each facility is equal to the total fair value of the net assets held by the facility divided by the total number of units on issue for that facility. Unit prices are calculated and published daily.

NSW TCorp is the trustee for each of the above facilities and is required to act in the best interest of the unit holders and to administer the trusts in accordance with the trust deeds. As trustee, TCorp has appointed external managers to manage the performance and risks of each facility in accordance with a mandate agreed by the parties. However, TCorp acts as manager for part of the Cash Facility. A significant portion of the administration of the facilities is outsourced to an external custodian.

Investment in the Hour-Glass facilities limits the RTA's exposure to risk, as it allows diversification across a pool of funds with different investment horizons and a mix of investments.

NSW TCorp provides sensitivity analysis information for each of the investment facilities, using historically based volatility information. The TCorp Hour-Glass investment facilities are designated at fair value through profit or loss and therefore any change in unit price impacts directly on profit (rather than equity). A reasonably possible change is based on the percentage change in unit price (as advised by TCorp) multiplied by the redemption value.

	Change in unit price	Impact on profit/loss	
		October 2011 \$'000	June 2011 \$'000
Hour Glass – Cash Facility	+/- 1%	1,612	2,470

(c) Credit risk

Credit risk arises when there is the possibility of the RTA's debtors defaulting on their contractual obligations, resulting in a financial loss to the RTA. The maximum exposure to credit risk is generally represented by the carrying amount of the financial assets (net of any allowance for impairment).

Credit risk arises from the financial assets of the RTA, including cash, receivables and authority deposits. The RTA does not hold any collateral and has not granted any financial guarantees.

Credit risk associated with the RTA's financial assets, other than receivables, is managed through the selection of counterparties and establishment of minimum credit rating standards. Authority deposits held with NSW TCorp are guaranteed by the State.

	Banks		Governments		Other		Total	
	October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000
Financial Assets								
Cash	39,426	49,039	161,997	247,610	–	–	201,423	296,649
Receivables	–	–	–	–	120,405	140,990	120,405	140,990
Other	–	–	–	–	129,344	121,419	129,344	121,419
Total Financial Assets	39,426	49,039	161,997	247,610	249,749	262,409	451,172	559,058

(i) Cash

Cash comprises cash on hand and bank balances within the NSW Treasury Banking System. Interest is earned on daily bank balances at the monthly average TCorp 11am unofficial cash rate, adjusted for a management fee to NSW Treasury.

(ii) Receivables – trade debtors

All trade debtors are recognised as amounts receivable at balance date. Collectability of trade debtors is reviewed on an ongoing basis. Procedures as established in the Treasurer's Directions are followed to recover outstanding amounts, including letters of demand. An allowance for impairment is raised when there is objective evidence that the entity will not be able to collect all amounts due. This evidence includes past experience, and current and expected changes in economic conditions and debtor credit ratings. Debts which are known to be uncollectible are written off. No interest is earned on trade debtors. Sales are made on 30 day terms.

The RTA is not materially exposed to concentrations of credit risk to a single trade debtor or group of debtors. Based on past experience, debtors that are not past due (31 October 2011: \$13.211 million; 30 June 2011: \$17.570 million) are not considered impaired and these represent 67% of the total trade debtors. There are no debtors which are currently not past due or impaired whose terms have been renegotiated.

The only financial assets that are past due or impaired are 'sales of goods and services' and "other" in the 'receivables' category of the Statement of Financial Position. (refer to note 8(a))

		\$'000	
	Total ^{1,2}	Past due but not impaired ^{1,2}	Considered impaired ^{1,2}
31 October 2011			
< 3 months overdue	4,933	4,708	225
3 months – 6 months overdue	1,791	1,017	774
> 6 months overdue	2,216	750	1,466
30 June 2011			
< 3 months overdue	6,992	6,610	382
3 months – 6 months overdue	1,536	767	769
> 6 months overdue	3,772	1,204	2,568

1. Each column in the table reports "gross receivables".

2. The ageing analysis excludes statutory receivables, as these are not within the scope of AASB 7 Financial Instruments: Disclosures and excludes receivables that are not past due and not impaired. Therefore, the "total" will not reconcile to the receivables total recognised in the Statement of Financial Position.

(iii) Other Financial Assets

The repayment of the Sydney Harbour Tunnel Loan ranks behind all creditors to be paid. Redemption of the M2 Motorway and Eastern Distributor promissory notes is dependent upon counterparties generating sufficient cash flows to enable the face value to be repaid.

(iv) Authority Deposits

The RTA has placed funds on deposit with TCorp, (which has been rated "AAA" by Standard and Poor's). These deposits are similar to money market or bank deposits and can be placed "at call" or for a fixed term. For fixed term deposits, the interest rate payable by TCorp is negotiated initially and is fixed for the term of the deposit, while the interest rate payable on at call deposits can vary. The deposits at balance date were earning an average interest rate of 4.65% (30 June 2011: 4.566%), while over the period the weighted average interest rate was 3.277% (30 June 2011: 3.673%) on a weighted average balance during the period of \$10.253 million (30 June 2011: \$9.774 million). None of these assets are past due or impaired.

(d) Fair value

Financial instruments are generally recognised at cost, with the exception of the TCorp Hour-Glass facilities, which are measured at fair value. As discussed, the value of the Hour-Glass Investments is based on the Authority's share of the value of the underlying assets of the facility, based on the market value. All of the Hour Glass facilities are valued using 'redemption' pricing.

The amortised cost of financial instruments recognised in the Statement of Financial Position approximates the fair value, because of the short term nature of many of the financial instruments.

The future cash flows of the M2 Motorway and Eastern Distributor promissory notes are discounted using standard valuation techniques at the applicable yield having regard to the timing of the cash flows.

The fair value of the Sydney Harbour Tunnel finance lease liability is calculated based on the present value of the minimum lease liability, discounted at the interest rate implicit in the lease agreement.

(e) Fair value recognised in statement of financial position

The RTA uses the following hierarchy for disclosing the fair value of financial instruments by valuation technique:

- Level 1 – Derived from quoted prices in active markets for identical assets / liabilities.
- Level 2 – Derived from inputs other than quoted prices that are observable directly or indirectly.
- Level 3 – Derived from valuation techniques that include inputs for the asset / liability not based on observable market data (unobservable inputs).

	Level 1 \$'000	Level 2 \$'000	Level 3 \$'000	Total \$'000
31 October 2011				
Financial Assets at Fair Value				
TCorp Hour Glass Investment Facility	–	161,997	–	161,997
30 June 2011				
Financial Assets at Fair Value				
TCorp Hour Glass Investment Facility	–	247,610	–	247,610

The table above only includes financial assets, as no financial liabilities were measured at fair value in the Statement of Financial Position. There were no transfers between level 1 and 2 during the period ended 31 October 2011.

(f) Liquidity risk

The RTA manages liquidity risk by maintaining adequate reserves, banking facilities and reserve borrowing facilities by continuously monitoring forecast and actual cash flows. See note 1(b) for funding information.

Liquidity risk is the risk that the RTA will be unable to meet its payment obligations when they fall due. The RTA continuously manages risk through monitoring future cash flows and maturities planning to ensure adequate holding of high quality liquid assets. The objective is to maintain a balance between continuity of funding and flexibility through the use of overdrafts, loans and other advances.

The RTA has a Come and Go Facility with TCorp valued at \$100 million that has current approval to 30 June 2013 for cash management purposes (30 June 2011: \$100 million). During the period the facility was used occasionally to fund shortfalls incurring a total interest charge of \$0 million (30 June 2011: \$0.011 million).

Financing arrangements	Consolidated		Parent	
	October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000
Unrestricted Access was Available at the Statement of Financial Position				
Date to the Come and Go Facility				
Total Facility	100,000	100,000	100,000	100,000
Used at Statement of Financial Position Date				
Unused at Statement of Financial Position Date	100,000	100,000	100,000	100,000

During the current and prior years, there were no defaults or breaches on any loans payable. No assets have been pledged as collateral. The RTA's exposure to liquidity risk is deemed insignificant based on prior periods' data and current assessment of risk.

The liabilities are recognised for amounts due to be paid in the future for goods or services received, whether or not invoiced. Amounts owing to suppliers (which are unsecured) are settled in accordance with the policy set out in Treasurer's Direction 219.01. If trade terms are not specified, payment is made no later than the end of the month following the month in which an invoice or a statement is received.

The table summarises the maturity profile of the RTA's financial liabilities, together with the interest rate exposure.

Maturity Analysis and interest rate exposure of financial liabilities.

	\$'000					\$'000		
	Interest Rate Exposure					Maturity Dates		
	Weighted Average Effective Int. Rate	Nominal Amount ⁽ⁱ⁾	Fixed Interest Rate	Variable Interest Rate	Non- interest bearing	< 1 yr	1-5 yrs	> 5 yrs
31 October 2011								
Payables:								
Accrued Salaries, Wages and On-Costs	–	6,877	–	–	6,877	6,877	–	–
Trade Payables	–	178,264	–	–	178,264	178,264	–	–
Other Current Payables	–	17,145	–	–	17,145	17,145	–	–
Accrued Expenses	–	369,154	–	–	369,154	369,154	–	–
Sydney Harbour Tunnel Tax Liability	–	25,402	–	–	25,402	1,876	5,467	18,059
Holding Accounts	–	91,140	–	–	91,140	91,140	–	–
Borrowings:								
Advances Repayable	5.84%	10,246	10,246	–	–	1,898	8,348	–
TCorp Borrowings	5.74%	662,364	656,672	5,692	–	98,024	564,340	–
Sydney Harbour Tunnel Finance Lease Liability	7.70%	906,800	906,800	–	–	81,846	331,448	493,506
Other Loans and Deposits	6.40%	1,240	1,240	–	–	399	841	–
30 June 2011								
Payables:								
Accrued Salaries, Wages and On-Costs	–	9,066	–	–	9,066	9,066	–	–
Trade Payables	–	190,445	–	–	190,445	190,445	–	–
Other Current Payables	–	23,191	–	–	23,191	23,191	–	–
Accrued Expenses	–	550,998	–	–	550,998	550,998	–	–
Sydney Harbour Tunnel Tax Liability	–	24,894	–	–	24,894	1,876	5,159	17,859
Holding Accounts	–	90,748	–	–	90,748	90,748	–	–
Borrowings:								
Advances Repayable	5.84%	10,246	10,246	–	–	1,898	8,348	–
TCorp Borrowings	5.71%	670,119	653,924	16,195	–	132,764	537,355	–
Sydney Harbour Tunnel Finance Lease Liability	7.70%	929,661	929,661	–	–	80,952	333,885	514,824
Other Loans and Deposits	6.40%	1,228	1,228	–	–	396	832	–

(i) The amounts disclosed are the contractual undiscounted cash flows of each class of financial liabilities and therefore will not reconcile to the balance sheet.

15. Current/non-current liabilities – provisions

	Consolidated		Parent	
	October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000
Employee Benefits and Related On-Costs				
Current				
Annual Leave and related on-costs ⁽ⁱ⁾	70,930	70,635	–	–
Long Service Leave and related on-costs ⁽ⁱⁱ⁾	220,565	209,273	–	–
	291,495	279,908	–	–
Non-Current				
Superannuation – provision	787,828	618,647	–	–
Superannuation – accrued	529	–	–	–
Long Service Leave and related on-costs ⁽ⁱⁱ⁾	14,079	13,358	–	–
	802,436	632,005	–	–
Total Provisions	1,093,931	911,913	–	–
Aggregate Employee Benefits and Related On-Costs				
Provisions – Current	291,495	279,908	–	–
Provisions – Non-current	802,436	632,005	–	–
Accrued Salaries, Wages and On-Costs (note 12)	6,877	9,066	–	–
	1,100,808	920,979	–	–

(i) The value of annual leave, including on-costs, expected to be taken within twelve months is \$46.687 million (30 June 2011: \$47.519 million) and \$24.243 million (30 June 2011: \$23.116 million) after twelve months.

(ii) The value of long service leave expected to be taken within twelve months is \$22.557 million (30 June 2011: 21.553 million) and \$212.087 million (30 June 2011: \$201.078 million) after twelve months.

Provision for Superannuation – Consolidated

Superannuation statements include both employer and employee superannuation assets and liabilities as prescribed by AASB 119 *Employee Benefits*.

General description of the plan

The Pooled Fund holds in trust the investments of the closed NSW public sector superannuation schemes:

- State Authorities Superannuation Scheme (SASS)
- State Superannuation Scheme (SSS)
- State Authorities Non-contributory Superannuation Scheme (SANCS).

These schemes are all defined benefit schemes – at least a component of the final benefit is derived from a multiple of member salary and years of membership. All the schemes are closed to new members.

Actuarial gains and losses are recognised in other comprehensive income in the year they occur.

The following information has been prepared by the scheme actuary.

Superannuation position for AASB 119 purposes

	SASS Four Months to October 2011 \$'000	SANCS Four Months to October 2011 \$'000	SSS Four Months to October 2011 \$'000	Total \$'000
Accrued Liability	571,512	87,439	1,129,122	1,788,073
Estimated Reserve Account Balance	(421,786)	(61,408)	(517,051)	(1,000,245)
	149,726	26,031	612,071	787,828
Future Service Liability	(52,206)	(23,225)	(34,311)	(109,742)
Net (Asset)/Liability Recognised in Statement of Financial Position	149,726	26,031	612,071	787,828

	SASS Financial Year to June 2011 \$'000	SANCS Financial Year to June 2011 \$'000	SSS Financial Year to June 2011 \$'000	Total \$'000
Accrued Liability	551,011	84,534	1,021,550	1,657,095
Estimated Reserve Account Balance	(433,578)	(65,233)	(539,637)	(1,038,448)
	117,433	19,301	481,913	618,647
Future Service Liability	(50,075)	(23,446)	(29,281)	(102,802)
Net (Asset)/Liability Recognised in Statement of Financial Position	117,433	19,301	481,913	618,647

All Fund assets are invested by Superannuation Trustee Corporation at arm's length through independent fund managers.

Reconciliation of the present value of the defined benefit obligation

	SASS Four Months to October 2011 \$'000	SANCS Four Months to October 2011 \$'000	SSS Four Months to October 2011 \$'000	Total \$'000
Present Value of Partly Funded Defined Benefit Obligation at the Beginning of the Period	551,011	84,534	1,021,550	1,657,095
Current Service Cost	3,688	1,235	1,706	6,629
Interest Cost	9,506	1,461	17,812	28,779
Contributions by Fund Participants	2,282	–	2,133	4,415
Actuarial (Gains)/Losses	17,109	3,299	100,883	121,291
Benefits Paid	(12,084)	(3,090)	(14,962)	(30,136)
Present Value of Partly Funded Defined Benefit Obligation at the End of the Period	571,512	87,439	1,129,122	1,788,073

	SASS Financial Year to June 2011 \$'000	SANCS Financial Year to June 2011 \$'000	SSS Financial Year to June 2011 \$'000	Total \$'000
Present Value of Partly Funded Defined Benefit Obligation at the Beginning of the Period	544,593	84,394	1,007,871	1,636,858
Current Service Cost	11,051	3,733	5,081	19,865
Interest Cost	26,938	4,121	51,155	82,214
Contributions by Fund Participants	6,847	–	6,399	13,246
Actuarial (Gains)/Losses	6,134	(967)	(6,067)	(900)
Benefits Paid	(44,552)	(6,747)	(42,889)	(94,188)
Present Value of Partly Funded Defined Benefit Obligation at the End of the Year	551,011	84,534	1,021,550	1,657,095

Reconciliation of the fair value of fund assets

	SASS Four Months to October 2011 \$'000	SANCS Four Months to October 2011 \$'000	SSS Four Months to October 2011 \$'000	Total \$'000
Fair Value of Fund Assets at the Beginning of The Period	433,578	65,233	539,637	1,038,448
Expected Return on Fund Assets	12,115	1,826	15,194	29,135
Actuarial Gains/(Losses)	(16,669)	(3,703)	(25,756)	(46,128)
Employer Contributions	2,564	1,142	805	4,511
Contributions by Fund Participants	2,282	–	2,133	4,415
Benefits Paid	(12,084)	(3,090)	(14,962)	(30,136)
Fair Value of Fund Assets at the End of the Period	421,786	61,408	517,051	1,000,245

	SASS Financial Year to June 2011 \$'000	SANCS Financial Year to June 2011 \$'000	SSS Financial Year to June 2011 \$'000	Total \$'000
Fair Value of Fund Assets at the Beginning of The Year	429,964	63,356	532,388	1,025,708
Expected Return on Fund Assets	35,264	5,185	44,243	84,692
Actuarial Gains/(Losses)	(1,633)	(43)	(907)	(2,583)
Employer Contributions	7,688	3,482	403	11,573
Contributions by Fund Participants	6,847	–	6,399	13,246
Benefits Paid	(44,552)	(6,747)	(42,889)	(94,188)
Fair Value of Fund Assets at the End of the Year	433,578	65,233	539,637	1,038,448

Reconciliation of the assets and liability recognised in the statement of financial position

	SASS Four Months to October 2011 \$'000	SANCS Four Months to October 2011 \$'000	SSS Four Months to October 2011 \$'000	Total \$'000
Present Value of Partly Funded Defined Benefits at End of the Period	571,512	87,439	1,129,122	1,788,073
Fair Value of Fund Assets at End of the Period	(421,786)	(61,408)	(517,051)	(1,000,245)
Net (Asset) / Liability Recognised In Statement of Financial Position at the End of the Period	149,726	26,031	612,071	787,828

	SASS Financial Year to June 2011 \$'000	SANCS Financial Year to June 2011 \$'000	SSS Financial Year to June 2011 \$'000	Total \$'000
Present Value of Partly Funded Defined Benefits at End of the Year	551,011	84,534	1,021,550	1,657,095
Fair Value of Fund Assets at End of the Year	(433,578)	(65,233)	(539,637)	(1,038,448)
Net (Asset) / Liability Recognised In Statement of Financial Position at the End of the Year	117,433	19,301	481,913	618,647

Expense recognised

	SASS Four Months to October 2011 \$'000	SANCS Four Months to October 2011 \$'000	SSS Four Months to October 2011 \$'000	Total \$'000
Current Service Cost	3,688	1,234	1,707	6,629
Interest on Obligation	9,505	1,461	17,812	28,778
Expected Return on Fund Assets (Net of Expenses)	(12,114)	(1,825)	(15,196)	(29,135)
Expense/(Income) Recognised *	1,079	870	4,323	6,272

	SASS Financial Year to June 2011 \$'000	SANCS Financial Year to June 2011 \$'000	SSS Financial Year to June 2011 \$'000	Total \$'000
Current Service Cost	11,051	3,733	5,081	19,865
Interest on Obligation	26,938	4,121	51,155	82,214
Expected Return on Fund Assets (Net of Expenses)	(35,264)	(5,185)	(44,243)	(84,692)
Expense/(Income) Recognised *	2,725	2,669	11,993	17,387

* A portion of this expense has been capitalised.

Amount recognised in other comprehensive income

	SASS Four Months to October 2011 \$'000	SANCS Four Months to October 2011 \$'000	SSS Four Months to October 2011 \$'000	Total \$'000
Actuarial (Gains)/Losses	33,778	7,002	126,639	167,419

	SASS Financial Year to June 2011 \$'000	SANCS Financial Year to June 2011 \$'000	SSS Financial Year to June 2011 \$'000	Total \$'000
Actuarial (Gains)/Losses	7,766	(924)	(5,160)	1,682

Cumulative amount recognised in other comprehensive income

	SASS Four Months to October 2011 \$'000	SANCS Four Months to October 2011 \$'000	SSS Four Months to October 2011 \$'000	Total \$'000
Actuarial (Gains)/Losses	163,027	24,124	361,251	548,402

	SASS Financial Year to June 2011 \$'000	SANCS Financial Year to June 2011 \$'000	SSS Financial Year to June 2011 \$'000	Total \$'000
Actuarial (Gains)/Losses	129,249	17,122	234,612	380,983

Actual return on fund assets

	SASS Four Months to October 2011 \$'000	SANCS Four Months to October 2011 \$'000	SSS Four Months to October 2011 \$'000	Total \$'000
Actual Return on Fund Assets	12,252	1,878	15,197	29,327

	SASS Financial Year to June 2011 \$'000	SANCS Financial Year to June 2011 \$'000	SSS Financial Year to June 2011 \$'000	Total \$'000
Actual Return on Fund Assets	35,572	5,142	44,043	84,757

Fund assets

The percentage invested in each asset class at the balance date:

	October 2011	June 2011
Australian Equities	33.40%	33.40%
Overseas Equities	29.50%	29.50%
Australian Fixed Interest Securities	5.70%	5.70%
Overseas Fixed Interest Securities	3.10%	3.10%
Property	9.90%	9.90%
Cash	5.10%	5.10%
Other	13.30%	13.30%

Expected rate of return on assets

The expected return on assets assumption is determined by weighting the expected long-term return for each asset class by the target allocation of assets to each class. The returns used for each class are net of investment tax and investment fees.

Valuation method and principal actuarial assumptions at the reporting date

a) Valuation method

The Projected Unit Credit (PUC) valuation method was used to determine the present value of the defined benefit obligations and the related current service costs. This method sees each period of service as giving rise to an additional unit of benefit entitlement and measures each unit separately to build up the final obligation.

b) Economic assumptions

	October 2011	June 2011
Salary Increase Rate (Excluding Promotional Increases)	3.50%	3.50%
Rate of CPI Increase	2.50%	2.50%
Expected Rate of Return on Assets	8.60%	8.60%
Discount Rate	4.56%	5.28%

Historical information

	SASS Four Months to October 2011 \$'000	SANCS Four Months to October 2011 \$'000	SSS Four Months to October 2011 \$'000	Total \$'000
Present Value of Defined Benefit Obligation	571,512	87,439	1,129,122	1,788,073
Fair Value of Fund Assets	(421,786)	(61,408)	(517,051)	(1,000,245)
(Surplus)/Deficit in Fund	149,726	26,031	612,071	787,828
Experience Adjustments – Fund Liabilities	17,109	3,299	100,883	121,291
Experience Adjustments – Fund Assets	16,669	3,703	25,756	46,128

	SASS Financial Year to 30 June 2011 \$'000	SANCS Financial Year to 30 June 2011 \$'000	SSS Financial Year to 30 June 2011 \$'000	Total \$'000
Present Value of Defined Benefit Obligation	551,011	84,534	1,021,550	1,657,095
Fair Value of Fund Assets	(433,578)	(65,233)	(539,637)	(1,038,448)
(Surplus)/Deficit in Fund	117,433	19,301	481,913	618,647
Experience Adjustments – Fund Liabilities	6,134	(967)	(6,067)	(900)
Experience Adjustments – Fund Assets	1,633	43	907	2,583

	SASS Financial Year to 30 June 2010 \$'000	SANCS Financial Year to 30 June 2010 \$'000	SSS Financial Year to 30 June 2010 \$'000	Total \$'000
Present Value of Defined Benefit Obligation	544,593	84,394	1,007,871	1,636,858
Fair Value of Fund Assets	(429,964)	(63,356)	(532,388)	(1,025,708)
(Surplus)/Deficit in Fund	114,629	21,038	475,483	611,150
Experience Adjustments – Fund Liabilities	39,694	6,977	71,383	118,054
Experience Adjustments – Fund Assets	(5,606)	(376)	(7,975)	(13,957)

	SASS Financial Year to 30 June 2009 \$'000	SANCS Financial Year to 30 June 2009 \$'000	SSS Financial Year to 30 June 2009 \$'000	Total \$'000
Present Value of Defined Benefit Obligation	491,663	76,059	908,205	1,475,927
Fair Value of Fund Assets	(407,203)	(60,656)	(508,504)	(976,363)
(Surplus)/Deficit in Fund	84,460	15,403	399,701	499,564
Experience Adjustments – Fund Liabilities	5,917	3,540	156,888	166,345
Experience Adjustments – Fund Assets	74,458	12,121	99,929	186,508

	SASS Financial Year to 30 June 2008 \$'000	SANCS Financial Year to 30 June 2008 \$'000	SSS Financial Year to 30 June 2008 \$'000	Total \$'000
Present Value of Defined Benefit Obligation	472,399	70,460	740,966	1,283,825
Fair Value of Fund Assets	(457,610)	(69,275)	(601,445)	(1,128,330)
(Surplus)/Deficit in Fund	14,789	1,185	139,521	155,495
Experience Adjustments – Fund Liabilities	(23,538)	138	(11,564)	(34,964)
Experience Adjustments – Fund Assets	57,145	6,081	106,961	170,187

Expected Contributions

	SASS Four Months to October 2011 \$'000	SANCS Four Months to October 2011 \$'000	SSS Four Months to October 2011 \$'000	Total \$'000
Expected Employer Contributions to be paid in the next reporting period	4,838	2,152	640	7,630

	SASS Financial Year to June 2011 \$'000	SANCS Financial Year to June 2011 \$'000	SSS Financial Year to June 2011 \$'000	Total \$'000
Expected Employer Contributions to be paid in the next reporting period	7,258	3,228	960	11,446

Funding arrangements for employer contributions

The following is a summary of the 31 October 2011 financial position of the Fund calculated in accordance with AASB 25 – *Financial Reporting by Superannuation Plans*.

	SASS Four Months to October 2011 \$'000	SANCS Four Months to October 2011 \$'000	SSS Four Months to October 2011 \$'000	Total \$'000
Accrued benefits	493,451	77,216	741,086	1,311,753
Net market value of Fund assets	(421,786)	(61,408)	(517,051)	(1,000,245)
Net (surplus)/deficit	71,665	15,808	224,035	311,508

	SASS Financial Year to June 2011 \$'000	SANCS Financial Year to June 2011 \$'000	SSS Financial Year to June 2011 \$'000	Total \$'000
Accrued Benefits	495,777	77,719	734,327	1,307,823
Net Market Value of Fund Assets	(433,578)	(65,233)	(539,637)	(1,038,448)
Net (Surplus)/Deficit	62,199	12,486	194,690	269,375

Recommended contribution rates for the entity are:

SASS	SANCS	SSS
multiple of member contributions	% member salary	multiple of member contributions
1.06	2.07% pa	0.15

Funded method

Contributions are set after discussion between the employer, STC and NSW Treasury.

The economic assumptions adopted for the current actuarial review of the Fund were:

Weighted-Average Assumptions	October 2011	June 2011
Expected Rate of Return on Fund Assets Backing Current Pension Liabilities	8.30% pa	8.30% pa
Expected Rate of Return on Fund Assets Backing Other Liabilities	7.30% pa	7.30% pa
Expected Salary Increase Rate	4.00% pa	4.00% pa
Expected Rate of CPI Increase	2.50% pa	2.50% pa

Nature of Asset/Liability

If a surplus exists in the employer's interest in the Fund, the employer may be able to take advantage of it in the form of a reduction in the required contribution rate, depending on the advice of the Fund's actuary.

Where a deficiency exists, the employer is responsible for any difference between the employer's share of fund assets and the defined benefit obligation.

Provision for Long Service Leave (LSL)

Long service leave is measured at present value in accordance with AASB 119 Employee Benefits. This is based on the application of the valuation ratio at the Commonwealth government bond rate at the reporting date to all employees using current rates of pay. This ratio is determined based on an actuarial review to approximate present value.

The actuarial assessment is based on the accrued long service leave liabilities and employee data of the RTA. Long Service leave is accrued at the rate of 4.4 days per annum for the first ten years of service and then at the rate of 11 days per annum.

Employees who exit with less than five years service get no benefits. Those who leave with between five and seven years service have been assumed to only receive benefits if exiting due to death, disability or age retirement. Benefits are paid in service or on exit after seven years service on a pro rata basis.

Assumptions:

An allowance has been determined for each relevant on-cost separately to the LSL liability, as their accounting treatment and the adoption of liability is different to the LSL liability. The on-costs to LSL present value liabilities are:

Payroll Tax	5.45%
Superannuation	11.00%
Superannuation Accruing While on LSL	4.40%

As workers compensation is determined without direct reference to salary, and does not accrue while an employee is on long service leave there is no future workers compensation expense that will be incurred when currently accrued LSL is taken during future service, and hence there is no attaching on-cost.

Assumptions about rates of taking leave in service are based on historical details of payments of LSL for calendar years 2005–2007, financial years 2008–2011 (9 months for 2011) and projected future payments are broadly consistent with this data. It has been assumed that 6 days of LSL will be taken per year by employees who are eligible.

General salary increases of 3.5% per annum have been assumed for all future years, consistent with NSW Treasury expectations for the NSW public sector in the medium term. Promotional salary increases have been assumed at rates based on RTA and NSW public sector promotional salary experience.

The rates of resignation, death, age retirement and ill-health retirement assumed have been adopted from superannuation valuations of NSW public servants. Withdrawal rates for those with less than 10 years of service are based on experience from NSW and other superannuation schemes.

The discount rate is based on the 10 year bond rate at 31 October 2011 but adjusted from a semi-annual rate to an annual rate.

16. Current/non-current liabilities – other

	Consolidated		Parent	
	October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000
Current				
Statutory Creditors	16,135	17,788	16,135	17,788
Unearned Rent on M5 Motorway	680	680	680	680
Sydney Harbour Tunnel Tax Liabilities	1,876	1,876	1,876	1,876
Income Received in Advance	5,726	13,986	5,726	13,986
Holding Accounts	91,140	90,748	87,590	88,538
Lease Incentive	497	497	497	497
Deferred Revenue – Reimbursement on Private Sector Provided Infrastructure	12,179	12,179	12,179	12,179
Other	748	748	748	748
	128,981	138,502	125,431	136,292
Non-Current				
Unearned Rent on M5 Motorways	7,352	7,578	7,352	7,578
Sydney Harbour Tunnel Tax Liabilities	23,526	23,018	23,526	23,018
Income Received in Advance	12,917	13,251	12,917	13,251
Lease Incentive	1,865	2,031	1,865	2,031
Deferred Revenue – Reimbursement on Private Sector Provided Infrastructure	291,875	295,934	291,875	295,934
Other	12,898	12,646	12,898	12,646
	350,433	354,458	350,433	354,458
Current				
Sydney Harbour Tunnel Past Tax Liability	1,538	1,538	1,538	1,538
Sydney Harbour Tunnel Future Tax Liability	338	338	338	338
	1,876	1,876	1,876	1,876
Non-Current				
Sydney Harbour Tunnel Past Tax Liability	10,886	12,880	10,886	12,880
Sydney Harbour Tunnel Future Tax Liability	12,640	10,138	12,640	10,138
	23,526	23,018	23,526	23,018

Unearned Rent and Deferred Revenue on Motorways

The land acquisition loan of \$22.000 million, based on the cost of land under the M5 Motorway originally purchased by the RTA, was repaid in June 1997 by the Concession Holder. The repayment of the loan is considered to be a prepayment of the remaining rental over the period of the concession agreement. In accordance with AASB 117 Leases, this revenue is brought to account over the period of the lease.

In consideration for the Concession Holder undertaking construction of an interchange at Moorebank (M5 Motorway Improvements) on the M5 Motorway, the original concession period (to 14 August 2022) has been extended to 22 August 2023.

This treatment is summarised as follows:

	Consolidated		Parent	
	October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000
Rent Earned in Prior Period/Year	13,742	13,062	13,742	13,062
Rent Earned in Current Period/Year	227	680	227	680
Unearned Rent as at Period/Year End	8,031	8,258	8,031	8,258
	22,000	22,000	22,000	22,000

Under the various Private Sector Provided Infrastructure \$369,915 million was received following the letting of the Lane Cove Tunnel, Cross City Tunnel and Western M7 Motorway contracts as reimbursement of development costs. NSW Treasury have mandated the adoption of TPP 06-08 "Accounting for Privately Funded Projects", which requires revenue to be brought to account over the period of the concessions. The treatment is summarised as follows:

	Consolidated		Parent	
	October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000
Amortisation of Deferred Revenue in Prior Period/Year	61,801	49,622	61,801	49,622
Amortisation of Deferred Revenue in Current Period/Year	4,060	12,179	4,060	12,179
Unearned Reimbursement as at Period/Year End	304,054	308,114	304,054	308,114
	369,915	369,915	369,915	369,915

17. Commitments for expenditure

(a) Capital commitments

	Consolidated		Parent	
	October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000
Aggregate capital expenditure for the road works contracted for at balance date and not provided for:				
Not Later Than 1 Year	1,415,809	1,814,063	1,415,809	1,814,063
Later Than 1 Year and Not Later Than 5 Years	1,452,526	1,602,294	1,452,526	1,602,294
Later Than 5 Years	133	266	133	266
Total (Including GST)	2,868,468	3,416,623	2,868,468	3,416,623

(b) Other expenditure commitments

Aggregate other expenditure for the acquisition of goods and services contracted for at balance date and not provided for:

Not Later Than 1 Year	836,138	623,634	836,138	623,634
Later Than 1 Year and Not Later Than 5 Years	244,890	190,772	244,890	190,772
Later Than 5 Years	95,351	100,971	95,351	100,971
Total (Including GST)	1,176,379	915,377	1,176,379	915,377

(c) Operating lease commitments

Operating lease commitments relate to property, and light and heavy motor vehicles. Operating lease commitments are not recognised in the financial statements as liabilities. Total operating lease commitments are as follows:

Not Later Than 1 Year	72,670	71,391	72,670	71,391
Later Than 1 Year and Not Later Than 5 Years	136,508	138,164	136,508	138,164
Later Than 5 Years	45,531	50,619	45,531	50,619
Total (including GST)	254,709	260,174	254,709	260,174

The Property Operating Lease commitments are as follows:

Payable No Later Than 1 Year	41,535	41,423	41,535	41,423
Payable Later Than 1 Year and Not Later Than 5 Years	100,026	106,317	100,026	106,317
Payable Later Than 5 Years	45,531	50,619	45,531	50,619
Total (including GST)	187,092	198,359	187,092	198,359

In respect of property leases, the RTA has various lessors with leases that have specific lease periods ranging from 1 year to 20 years.

	Consolidated		Parent	
	October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000
The Light Motor Vehicle Operating Lease commitments are as follows:				
Not later than 1 year	22,895	22,556	22,895	22,556
Later than 1 year and not later than 5 years	23,199	22,527	23,199	22,527
Total (including GST)	46,094	45,083	46,094	45,083

The Light Motor Vehicle Lease is with State Fleet Services and is financed through the Department of Service, Technology and Administration by the NSW Treasury.

The Heavy Motor Vehicle and Heavy Plant Vehicle Operating Lease Commitments are as follows:

Not later than 1 year	8,240	7,412	8,240	7,412
Later than 1 year and not later than 5 years	13,283	9,320	13,283	9,320
Total (including GST)	21,523	16,732	21,523	16,732

The heavy motor vehicle lease is held and financed with Orix and Esanda.

The total commitments detailed above include GST input tax credits of \$390.164 million (30 June 2011: \$417.447 million) that are expected to be recoverable from the ATO.

(d) Sydney Harbour Tunnel Finance Lease Liability

Minimum lease payment commitments in relation to tunnel finance lease payable as follows:

	Consolidated		Parent	
	October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000
Not Later Than 1 Year	81,846	80,952	81,846	80,952
Later Than 1 Year And Not Later Than 5 Years	331,448	333,885	331,448	333,885
Later Than 5 Years	493,506	514,824	493,506	514,824
Minimum Lease Payments	906,800	929,661	906,800	929,661
Less: Future Finance Charges	(294,413)	(306,123)	(294,413)	(306,123)
Present Value of Minimum Lease Payments	612,387	623,538	612,387	623,538

The present value of finance lease commitments is as follows:

Not Later Than 1 Year	36,910	35,126	36,910	35,126
Later Than 1 Year And Not Later Than 5 Years	184,632	182,482	184,632	182,482
Later Than 5 Years	390,845	405,930	390,845	405,930
	612,387	623,538	612,387	623,538

Classified as:

Current (note 13)	36,910	35,126	36,910	35,126
Non-Current (note 13)	575,477	588,412	575,477	588,412
	612,387	623,538	612,387	623,538

Sydney Harbour Tunnel

In June 1987 the RTA and Sydney Harbour Tunnel Corporation (SHTC) entered into an Ensured Revenue Stream ('ERS') Agreement, whereby RTA agreed to make payments to SHTC to enable it to meet its financial obligations arising from the operation and maintenance of the Tunnel and repayment of principal and interest on the funds it borrowed for the design and construction of the Tunnel.

Following the guidelines set out in NSW Treasury Policy Paper 06-08 *Accounting for Privately Financed Projects*, RTA has accounted for the Sydney Harbour Tunnel and related ERS Agreement as a finance lease arrangement in accordance with the requirements of AASB 117 *Leases*.

The carrying amount of the Sydney Harbour Tunnel finance lease liability has been calculated based on the present value of the minimum lease liability, discounted at the interest rate implicit in the ERS Agreement.

Contingent lease payments include increases in the ERS liability resulting from fluctuations in the weighted index component of the ERS Agreement (eg CPI fluctuations) and adjustments to the amount payable resulting from ERS clause 4.1(a) renegotiations such as GST on the Tunnel tolls. Contingent lease payments are charged as expenses in the period they are incurred and amounted to \$1.058 million for the period ending 31 October 2011 (30 June 2011: \$4.604 million).

18. Events after the reporting period

Transfer of net assets

The *Transport Legislation Amendment Act 2011* abolished the Roads and Traffic Authority and its Division on 31 October 2011. It established two new entities: Roads and Maritime Services (RMS) and Roads and Maritime Services Division. Net assets transferred to Roads and Maritime Services on 1 November 2011 were:

	\$'000
Cash	201,423
Other Current Assets	261,660
Non-current Assets	60,775,680
Current Liabilities	(1,095,088)
Non-current Liabilities	(2,242,279)
	57,901,396

19. Contingent assets and contingent liabilities

AASB 137 *Provisions, Contingent Liabilities and Contingent Assets* adopts a "prudent" approach and requires disclosure of each class of contingent liabilities and contingent assets.

There are several significant contractual disputes with an estimated total contingent liability of \$34.1 million (30 June 2011: \$28.590 million). Compulsory property acquisition matters under litigation have an estimated contingent liability of \$69.397 million (30 June 2011: \$79.969 million).

The RTA has certain obligations under contracts with private sector parties with the performance of these obligations guaranteed by the State. The current guarantees outstanding are for the Sydney Harbour Tunnel, the M2 Motorway, the Eastern Distributor, the Cross City Tunnel, the Western Sydney Orbital and the Lane Cove Tunnel. The RTA has no reason to believe that these guarantee clauses will be exercised in the foreseeable future.

20. Native title

The Commonwealth's legislation (Native Title Act) and the New South Wales statute (Native Title (New South Wales) Act) have financial implications for New South Wales Government Agencies generally. The RTA has undertaken an assessment of the impact of this legislation on its financial position. This assessment indicates that as at 31 October 2011, there were no Native Title claims which had been initiated against the RTA (2011: nil).

21. Administered income and expenses

	Consolidated		Parent	
	October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000
Administered Income				
Consolidated Fund				
– Taxes, Fees and Fines	168,121	479,218	168,121	479,218
– Stamp Duty	195,646	587,977	195,646	587,977
– Motor Vehicle Weight Tax and Fines	526,444	1,477,927	526,444	1,477,927
– Other	15,234	39,687	15,234	39,687
Total Administered Income	905,445	2,584,809	905,445	2,584,809
Total Administered Expenses	–	–	–	–
Administered Income less Expenses	905,445	2,584,809	905,445	2,584,809

22. Administered assets and liabilities

	Consolidated		Parent	
	October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000
Administered Assets				
Remitting account, cash in transit and cash on hand	18,725	20,600	18,725	20,600
Total Administered Assets	18,725	20,600	18,725	20,600
Administered Liabilities				
Holding accounts (current/non-current liabilities other)	18,725	20,600	18,725	20,600
Other *	312,158	294,873	312,158	294,873
Total Administered Liabilities	330,883	315,473	330,883	315,473

* The amount of multiple licence fees issued in the current year is approximately \$41.870 million (30 June 2011 \$160.331 million). The maximum period of licence is 5 years. First year licences are not deemed to be a liability. The outstanding liability above represents the remaining 4 years. Refer to note 1(e) for further details.

The holding accounts and remitting account balances above represent fees collected by RTA motor registries that have not been remitted to the third party they are being administered for (generally NSW Treasury).

23. Reconciliation of cash flows from operating activities to surplus for the year from continuing operations

Reconciliation of cash flows from operating activities to the Statement of Comprehensive Income.

	Consolidated		Parent	
	October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000
Net Cash from operating activities	845,337	2,702,489	845,337	2,702,489
Adjustments For Revenues & Expenses Not Involving Cash:				
Net Gain on Disposal of Plant and Equipment	4,994	6,887	4,994	6,887
Right to Receive on PSPI	51,138	138,026	51,138	138,026
Roads and Bridges Transferred from Councils	–	98,305	–	98,305
Roads and Bridges Transferred to Councils	–	(45,379)	–	(45,379)
Assets Written Down (note 4(b))	(28,104)	(111,161)	(28,104)	(111,161)
Revaluation of Land Under Roads (Note 1(v))	(681,267)	–	(681,267)	–
Depreciation/Amortisation	(286,899)	(849,155)	(286,899)	(849,155)
Non Cash Personnel Services	–	–	(167,419)	(1,682)
Other	(9,444)	–	(9,444)	–
	(949,582)	(762,477)	(1,117,001)	(764,159)
Adjustments for Cash Movement in Operating Assets and Liabilities				
Increase/(Decrease) in Receivables	28,089	(12,676)	28,089	(12,676)
Increase/(Decrease) in Inventories	(1,185)	1,620	(1,185)	1,620
(Increase)/Decrease in Creditors	105,819	5,511	105,819	5,511
(Increase)/Decrease in Provisions*	(14,598)	(12,398)	(14,598)	(12,398)
	118,125	(17,943)	118,125	(17,943)
Surplus for the period/year from continuing operations	13,880	1,922,069	(153,539)	1,920,387

* Excludes non-cash adjustments of \$167,419 million (30 June 2011: \$1,682 million) relating to superannuation actuarial losses against employee provisions.

24. Non cash financing and investing activities

Asset transfers and movements in asset valuations result in non-cash revenue and expense transactions. The financial effects of these transactions are listed below:

	Consolidated		Parent	
	October 2011 \$'000	June 2011 \$'000	October 2011 \$'000	June 2011 \$'000
Non-Cash Revenue and Expenses				
Transfers from Councils	–	98,305	–	98,305
Transfers to Councils	–	(45,379)	–	(45,379)
Assets Recognised for the First Time	–	193,781	–	193,781
Assets Written Down	(709,371)	(111,161)	(709,371)	(111,161)
Asset Revaluation Increment/Decrement	(2,625,239)	(591,677)	(2,625,239)	(591,677)
Right to Receive on PSPI	51,138	138,026	51,138	138,026

For further details on the assets recognised for the first time, see note 9(c).

End of audited financial statements



INDEPENDENT AUDITOR'S REPORT

Roads and Traffic Authority Division

To Members of the New South Wales Parliament

I have audited the accompanying financial statements of the Roads and Traffic Authority Division (the Division), which comprises the statement of financial position as at 31 October 2011, the statement of comprehensive income, the statement of changes in equity and the statement of cash flows for the period 1 July to 31 October 2011, notes comprising a summary of significant accounting policies and other explanatory information.

Opinion

In my opinion, the financial statements:

- give a true and fair view of the financial position of the Division as at 31 October 2011, and of its financial performance and its cash flows for the period 1 July to 31 October 2011 in accordance with Australian Accounting Standards
- are in accordance with section 41B of *Public Finance and Audit Act 1983* (the PF&A Act) and the Public Finance and Audit Regulation 2010.

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

Chief Executive's Responsibility for the Financial Statements

The Chief Executive is responsible for the preparation of the financial statements that give a true and fair view in accordance with Australian Accounting Standards and the PF&A Act, and for such internal control as the Chief Executive determines is necessary to enable the preparation of the financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

My responsibility is to express an opinion on the financial statements based on my audit. I conducted my audit in accordance with Australian Auditing Standards. Those standards require that I comply with relevant ethical requirements relating to audit engagements and plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgement, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal controls relevant to the entity's preparation of the financial statements that give a true and fair view in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal controls. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by the Chief Executive, as well as evaluating the overall presentation of the financial statements.

I believe the audit evidence I have obtained is sufficient and appropriate to provide a basis for my audit opinion.

Independent audit report (page 2)

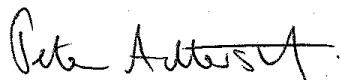
My opinion does *not* provide assurance:

- that it has carried out its activities effectively, efficiently and economically
- about the effectiveness of internal control
- about the security and controls over the electronic publication of the audited financial statements on any website where they may be presented
- about any other information, which may have been hyperlinked to/from the financial statements.

Independence

In conducting my audit, I have complied with the independence requirements of the Australian Auditing Standards and other relevant ethical pronouncements. The PF&A Act further promotes independence by:

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



Peter Achterstraat
Auditor-General

2 April 2012
SYDNEY

Statement by the Chief Executive and the Director, Finance and Corporate Services

ROADS AND TRAFFIC AUTHORITY DIVISION

FOUR MONTH PERIOD ENDED 31 OCTOBER 2011

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

1. The accompanying financial statements and notes thereto exhibit a true and fair view of the Division's financial position as at 31 October 2011 and financial performance for the four month period then ended
2. The statements have been prepared in accordance with the provisions of applicable Accounting Standards (which include Australian Accounting Interpretations), the Public Finance and Audit Act 1983, the Public Finance and Audit Regulation 2010, and the Treasurer's Directions.

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



Peter Duncan
Chief Executive
30 March 2012



Paul Hesford
Director, Corporate
30 March 2012

Statement of comprehensive income for the four months ended 31 October 2011

	October 2011 \$'000	June 2011 \$'000
Revenue		
Personnel Services	436,732	751,657
Total Revenue	436,732	751,657
Expenses		
Salaries and Wages (including recreation leave)	212,643	628,431
Long Service Leave	21,137	21,500
Superannuation – defined benefit plan	6,272	17,387
Superannuation – defined contribution plan	12,423	35,221
Workers Compensation Insurance	2,711	10,349
Payroll Tax and Fringe Benefits Tax	12,184	35,731
Redundancy	1,943	1,356
Total Expenses	269,313	749,975
Surplus for the period/year	167,419	1,682
Other Comprehensive Income for the period/year		
Superannuation actuarial (losses)	(167,419)	(1,682)
Total Comprehensive Income for the period/year	–	–

The accompanying notes form part of these financial statements

Statement of financial position as at 31 October 2011

	Notes		
Assets			
Current Assets			
Receivables	2(a)	1,213,419	1,015,508
Total Current Assets		1,213,419	1,015,508
Total Assets		1,213,419	1,015,508
Liabilities			
Current Liabilities			
Payables	3(a)	119,488	103,595
Employee Benefits Provisions	3(b)	291,495	279,908
Total Current Liabilities		410,983	383,503
Non-Current Liabilities			
Employee Benefits Provisions	3(c)	802,436	632,005
Total Non-Current Liabilities		802,436	632,005
Total Liabilities		1,213,419	1,015,508
Net Assets		–	–
Equity			
Accumulated Funds		–	–
Total Equity		–	–

The accompanying notes form part of these financial statements.

Statement of changes in equity for the four months ended 31 October 2011

	Notes	October 2011 \$000	June 2010 \$000
Balance at beginning of the period/year		–	–
Surplus for the period/year		167,419	1,682
Other Comprehensive Income			
Superannuation Actuarial (Losses)		(167,419)	(1,682)
Total Comprehensive Income for the period/year		–	–
Balance at end of the period/year		–	–

The accompanying notes form part of these financial statements.

Statement of cash flows for the four months ended 31 October 2011

	Notes		
CASH FLOWS FROM OPERATING ACTIVITIES			
Payments			
Employee Related		–	–
Total Payments		–	–
Receipts			
Sale of Personnel Services		–	–
Total Receipts		–	–
NET CASH FLOWS FROM OPERATING ACTIVITIES		–	–
CASH FLOWS FROM INVESTING ACTIVITIES		–	–
CASH FLOWS FROM FINANCING ACTIVITIES		–	–
NET INCREASE/(DECREASE) IN CASH		–	–
Opening Cash and Cash Equivalents		–	–
CLOSING CASH AND CASH EQUIVALENTS		–	–

The accompanying notes form part of these financial statements.

Notes to and forming part of the Financial Statements of the Roads and Traffic Authority Division for the four months ended 31 October 2011

I. Summary of significant accounting policies

(a) Reporting entity

The Roads and Traffic Authority Division (The Division) is a division of the Government Service of NSW, established pursuant to Part 2 of Schedule 1 of the *Public Sector Employment and Management Act 2002* as amended. It is a not-for-profit entity as profit is not its principal objective. It is consolidated as part of the NSW Total State Sector Accounts and also the Department of Transport and Roads and Traffic Authority (RTA) accounts. It is domiciled in Australia and its principal office is at 101 Miller Street North Sydney NSW.

The Division's objective is to provide personnel services to the Roads and Traffic Authority of NSW (RTA) and other Transport entities.

These financial statements have been authorised for issue by the Chief Executive of the Roads and Maritime Services (RMS) date that the accompanying statement under s.41C(1C) of the *Public Finance and Audit Act 1983* was signed.

(b) Basis of preparation

The Division's financial statements are general purpose financial statements which have been prepared in accordance with:

- Applicable Australian Accounting Standards (including Australian Accounting Interpretations);
- The requirements of the *Public Finance and Audit Act 1983* (PF&AA);
- *The Public Finance and Audit Regulation 2010*;
- Specific directions issued by the Treasurer.

In the event of any inconsistency between accounting standards and legislative requirements, the latter are given precedence.

Generally, the historical cost basis of accounting has been adopted and the financial report does not take into account changing money values or current valuations. However, certain provisions are measured at fair value. See note 1(g).

Judgements, estimates and associated assumptions about carrying values of assets and liabilities that are not readily apparent from other sources are based on historical experience and various other factors that are believed to be reasonable under the circumstance. Actual results may differ from these estimates. The estimates and underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognised in the period in which the estimate is revised. Judgements, estimates and assumptions made by management are disclosed in the relevant notes to the financial statements.

The Transport Legislation Amendment Act 2011 abolished the Roads and Traffic Authority and its Division on October 31 2011. It required transfer of net assets to new entities created under the Act. The new entities are Roads and Maritime Services (RMS) and Roads and Maritime Services Division (RMS Division). These financial statements have been prepared as per the requirements of s43A, PF&AA, which requires abolished entities to prepare final financial statements as at the abolishment date. The Roads and Traffic Authority Divisions final financial statements are for the period 1 July 2011 to 31 October 2011.

Accounting policies are selected and applied in a manner which ensures that the resulting financial information satisfies the concepts of relevance and reliability.

Unless otherwise stated all amounts are rounded to the nearest one thousand dollars (\$'000) and are expressed in Australian currency.

(c) New Accounting Standards and Interpretations

Australian Accounting Standards and Interpretations that have recently been issued or amended but are not yet effective have not been adopted for the financial reporting period ended 31 October 2011. The Division's assessment of the impact of these new standards and interpretations is set out below:

Standard	Summary of key requirements/changes	Applicable to Financial year commencing on	Impact on RTA Division's Financial Statements
AASB 13 Fair Value Measurement	This Standard: (a) defines fair value; (b) sets out in a single Standard a framework for measuring fair value; and (c) requires disclosures about fair value measurements.	1 July 2013	The amendments have no major impact on reporting requirements.
AASB 2009-11 Amendments to Australian Accounting Standards arising from AASB 9	Amendments address the classification, measurement and derecognition of financial assets and liabilities and use a single approach to determine whether a financial asset is measured at amortised cost or fair value replacing the previous 4 classifications in AASB 139. Financial liabilities are measured at amortised cost or fair value through profit or loss.	1 July 2013	Preliminary assessment is that classification and measurement for cash and cash equivalents and most receivables currently held by the RTA Division is not likely to change under the new requirements.
AASB 1053 Application of Tiers of Australian Accounting Standards and AASB 2010-2 Amendments to Australian Accounting Standards arising from reduced disclosure requirements	Establishes a differential financial reporting framework: "Tier 1" entities are to be fully compliant with AAS whilst "Tier 2" entities have reduced disclosure requirements.	1 July 2013	No impact as the RTA Division is expected to maintain current full compliance practice with AASB.
AASB 2011-3 Amendments to Australian Accounting Standards – Orderly Adoption of Changes to the ABS GFS Manual and Related Amendments [AASB 1049]	This Standard makes amendment to AASB 1049 Whole of Government and General Government Sector Financial Reporting, including clarifying the definition of the ABS GFS Manual, facilitating the orderly adoption of changes to the ABS GFS Manual and related disclosures.	1 July 2012	The amendments have no major impact on reporting requirements.
AASB 2011-4 Amendments to Australian Accounting Standards to Remove Individual Key Management Personnel Disclosure Requirements	This Standard makes amendment to AASB 124 Related Party Disclosures to remove individual key management personnel disclosure requirements.	1 July 2013	The amendments have no major impact on reporting requirements.
AASB 2011-8 Amendments to Australian Accounting Standards arising from AASB 13	This Standard provides guidance for amendments to Australian Accounting Standards arising from AASB 13.	1 July 2013	The amendments have no major impact on reporting requirements.
AASB 2011-9 Amendments to Australian Accounting Standards Presentation of items of Other Comprehensive Income	Consequential amendments arising from the issuance of IASB 1.	1 July 2012	The amendments will have no material impact on the financial statements.
AASB 119 Employee Benefits	Requires gains and losses arising from defined benefit plans to be reported in the period in which those gains or losses arise.	1 July 2013	The amendments will have no material impact on the financial statements.
2011-10 Amendments to Australian Accounting Standards arising from AASB 119	Consequential amendments arising from the revision of AASB 119.	1 July 2013	The amendments will have no material impact on the financial statements.

The Division has also reviewed the following accounting standards and interpretations and concluded that they are not applicable to the Division's financial statements.

- AASB 2010-8 Amendments to Australian Accounting Standards – Deferred Tax: Recovery of Underlying Assets
- AASB 2010-10 Further Amendments to Australian Accounting Standards – Removal of Fixed Dates for First-time Adopters
- Interpretation 19 Extinguishing Liabilities with Equity Instruments
- AASB 2011-6 Amendments to Australian Accounting Standards – Extending Relief from Consolidation, the Equity Method and Proportionate Consolidation – Reduced Disclosure Requirements
- AASB 2011-7 Amendments to Australian Accounting Standards arising from the Consolidation and Joint Arrangements Standards
- AASB 10 Consolidated Financial Statements
- AASB 11 Joint Arrangements
- AASB 12 Disclosure of Interests in Other Entities
- AASB 127 Separate Financial Statements
- AASB 128 Investments in Associates and Joint Ventures

(d) Income recognition

Income is measured at the fair value of the consideration received or receivable. Revenue from the rendering of personnel services is recognised when the service is provided and only to the extent that the associated recoverable expenses are recognised.

(e) Receivables

A receivable is recognised when it is probable that the future cash inflows associated with it will be realised and it has a value that can be measured reliably. It is derecognised when the contractual or other rights to future cash flows from it expire or are transferred.

Receivables are recognised initially at fair value, usually based on the transaction cost or face value. Subsequent measurement is at amortised cost using the effective interest method, less an allowance for any impairment of receivables. Short-term receivables with no stated interest rate are measured at the original invoice amount where the effect of discounting is immaterial. An allowance for impairment of receivables is established when there is objective evidence that the Division will not be able to collect all amounts due. The amount of the allowance is the difference between the asset's carrying amount and the present value of estimated future cash flows, discounted at the effective interest rate. Bad debts are written off as incurred.

(f) Payables

Payables include accrued wages, salaries, and related on costs (such as payroll tax and workers' compensation insurance) where there is certainty as to the amount and timing of settlement.

A payable is recognised when a present obligation arises under a contract or otherwise. It is derecognised when the obligation expires or is discharged, cancelled or substituted.

Payables are recognised initially at fair value, usually based on the transaction cost or face value. Subsequent measurement is at amortised cost using the effective interest method. Short-term payables with no stated interest rate are measured at the original invoice amount where the effect of discounting is immaterial.

(g) Employee benefit provisions and expenses

(i) Salaries and Wages, Annual Leave, Sick Leave and On-costs

Liabilities for salaries and wages (including non-monetary benefits), annual leave and paid sick leave that fall due wholly within 12 months of the reporting date are recognised and measured in respect of employees' services up to the reporting date where it is probable that settlement will be required and where they are capable of being measured reliably on an undiscounted basis on the amounts expected to be paid when the liabilities are settled.

Long term annual leave that is not expected to be taken within twelve months is measured at present value in accordance with AASB 119 *Employee Benefits*. Market yields on 10 year government bonds are used to discount long-term annual leave.

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

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

(ii) Long Service Leave and Superannuation

The Division assumes the long service leave liability for all employees and all superannuation liabilities. These liabilities are recognised in the Statement of Financial Position. Long service leave is measured at present value in accordance with AASB 119 *Employee Benefits*. This is based on the application of the valuation ratio at the 10 year Commonwealth Government Bond rate at the reporting date, using current rates of pay. This ratio is determined based on an actuarial review to approximate present value.

In accordance with AASB 101 *Presentation of Financial Statements*, all annual leave and unconditional long service leave are classified as current liabilities, even where the authority does not expect to settle the liability within 12 months. This does not necessarily align with the distinction between short-term and long-term employee benefits under AASB 119 *Employee Benefits*.

Defined Contribution Plans

Contributions to defined contribution superannuation plans are expensed when incurred.

Defined Benefit Plans

For defined benefit plans, actuarial valuations are carried out at each reporting date by Pillar Administration and the actuarial superannuation gains and losses are recognised outside operating surplus in the Statement of Changes in Equity in the period in which they occur.

The defined benefit position recognised in the Statement of Financial Position represents the present value of the defined benefit obligation, adjusted for unrecognised past service costs, net of the fair value of the plan assets.

(h) Comparative information

Except when an Australian Accounting Standard permits or requires otherwise, comparative information is disclosed in respect of the previous period for all amounts reported in the financial statements. The previous period is the 12 months ended 30 June 2011 whereas the financial statements are for the 4 months ended 31 October 2011.

(i) critical accounting estimates, judgements and assumptions

In the application of accounting standards, management is required to make judgements, estimates and assumptions about the carrying values of assets and liabilities that are not readily apparent from other sources. The estimates and associated assumptions are based on historical experience and various factors that are believed to be reasonable under the current set of circumstances. Actual results may differ from these estimates.

Management evaluates these judgements, estimates and assumptions on an ongoing basis. Revisions to estimates are recognised in the period in which the estimate is revised if the revision effects only that period or in the period of the revision and future periods if the revision effects both current and future periods.

Significant judgements, estimates and assumptions made by management in the preparation of the financial statements are outlined below:

Employee benefits Note 1 (g) and note 3

2. Current assets

(a) Receivables – current

	October 2011 \$000	June 2011 \$000
Personnel services receivable	1,213,419	1,015,508

3. Current liabilities/non-current liabilities

(a) Payables – current

Accrued expenses	6,877	9,066
Payroll Tax Payable	2,175	2,210
GST Payable	110,436	92,319
	119,488	103,595

(b) Provisions – current

Annual Leave and related on-costs ⁽ⁱ⁾	70,930	70,635
Long service leave and related on-costs ⁽ⁱⁱ⁾	220,565	209,273
	291,495	279,908

(c) Provisions – non-current

Superannuation – provision	787,828	618,647
Superannuation – accrued	529	–
Long Service Leave and related on-costs	14,079	13,358
	802,436	632,005

(d) Aggregate employee benefits and related on-costs

Provisions – current	291,495	279,908
Provisions – non-current	802,436	632,005
Accrued Salaries, Wages and On-Costs	6,877	9,066
	1,100,808	920,979

(i) The value of annual leave, including on costs, expected to be taken within twelve months is \$46.686 million (30 June 2011: \$47.519million) and \$24.244 million (30 June 2011: \$23.116 million) after twelve months.

(ii) The value of long service leave expected to be taken within twelve months is \$22.558 million (30 June 2011: \$21.553 million) and \$212.086 million (30 June 2011: \$201.078 million) after twelve months.

Provision for Superannuation

Superannuation statements include both employer and employee superannuation assets and liabilities as prescribed by AASB 119 *Employee Benefits*.

General description of the plan

The Pooled Fund holds in trust the investments of the closed NSW public sector superannuation schemes:

- State Authorities Superannuation Scheme (SASS)
- State Superannuation Scheme (SSS)
- State Authorities Non-contributory Superannuation Scheme (SANCS).

These schemes are all defined benefit schemes – at least a component of the final benefit is derived from a multiple of member salary and years of membership. All the schemes are closed to new members.

Actuarial gains and losses are recognised in Other Comprehensive Income in the year they occur.

The following information has been prepared by the scheme actuary.

Superannuation position for AASB 119 purposes

	SASS Four months to October 2011 \$'000	SANCS Four months to October 2011 \$'000	SSS Four months to October 2011 \$'000	Total \$'000
Accrued liability	571,512	87,439	1,129,122	1,788,073
Estimated reserve account balance	(421,786)	(61,408)	(517,051)	(1,000,245)
	149,726	26,031	612,071	787,828
Future Service Liability	(52,206)	(23,225)	(34,311)	(109,742)
Net liability recognised in Statement of Financial Position	149,726	26,031	612,071	787,828

	SASS Financial Year June 2011 \$'000	SANCS Financial Year June 2011 \$'000	SSS Financial Year June 2011 \$'000	Total \$'000
Accrued liability	551,011	84,534	1,021,550	1,657,095
Estimated reserve account balance	(433,578)	(65,233)	(539,637)	(1,038,448)
	117,433	19,301	481,913	618,647
Future Service Liability	(50,075)	(23,446)	(29,281)	(102,802)
Net liability recognised in Statement of Financial Position	117,433	19,301	481,913	618,647

All Fund assets are invested by Superannuation Trustee Corporation at arm's length through independent fund managers.

Reconciliation of the present value of the defined benefit obligation

	SASS Four months to October 2011 \$'000	SANCS Four months to October 2011 \$'000	SSS Four months to October 2011 \$'000	Total \$'000
Present value of partly funded defined benefit obligation at the beginning of the period	551,011	84,534	1,021,550	1,657,095
Current service cost	3,688	1,235	1,706	6,629
Interest cost	9,506	1,461	17,812	28,779
Contributions by Fund participants	2,282	–	2,133	4,415
Actuarial losses	17,109	3,299	100,883	121,291
Benefits paid	(12,084)	(3,090)	(14,962)	(30,136)
Present value of partly funded defined benefit obligation at the end of the period	571,512	87,439	1,129,122	1,788,073

	SASS Financial Year June 2011 \$'000	SANCS Financial Year June 2011 \$'000	SSS Financial Year 30 June 2011 \$'000	Total \$'000
Present value of partly funded defined benefit obligation at the beginning of the year	544,593	84,394	1,007,871	1,636,858
Current service cost	11,051	3,733	5,081	19,865
Interest cost	26,938	4,121	51,155	82,214
Contributions by Fund participants	6,847	–	6,399	13,246
Actuarial (gains)/losses	6,134	(967)	(6,067)	(900)
Benefits paid	(44,552)	(6,747)	(42,889)	(94,188)
Present value of partly funded defined benefit obligation at the end of the year	551,011	84,534	1,021,550	1,657,095

Reconciliation of the fair value of fund assets

	SASS Four months to October 2011 \$'000	SANCS Four months to October 2011 \$'000	SSS Four months to October 2011 \$'000	Total \$'000
Fair value of Fund assets at the beginning of the period	433,578	65,233	539,637	1,038,448
Expected return on Fund assets	12,115	1,826	15,194	29,135
Actuarial (losses)	(16,669)	(3,703)	(25,756)	(46,128)
Employer contributions	2,564	1,142	805	4,511
Contributions by Fund participants	2,282	–	2,133	4,415
Benefits paid	(12,084)	(3,090)	(14,962)	(30,136)
Fair value of fund assets at the end of the period	421,786	61,408	517,051	1,000,245

	SASS Financial Year June 2011 \$'000	SANCS Financial Year June 2011 \$'000	SSS Financial Year June 2011 \$'000	Total \$'000
Fair value of Fund assets at the beginning of the year	429,964	63,356	532,388	1,025,708
Expected return on Fund assets	35,264	5,185	44,243	84,692
Actuarial (losses)	(1,633)	(43)	(907)	(2,583)
Employer contributions	7,688	3,482	403	11,573
Contributions by Fund participants	6,847	–	6,399	13,246
Benefits paid	(44,552)	(6,747)	(42,889)	(94,188)
Fair value of fund assets at the end of the year	433,578	65,233	539,637	1,038,448

Reconciliation of the assets and liability recognised in the statement of financial position

	SASS Four months to October 2011 \$'000	SANCS Four months to October 2011 \$'000	SSS Four months to October 2011 \$'000	Total \$'000
Present value of partly funded defined benefits at the end of period	571,512	87,439	1,129,122	1,788,073
Fair value of Fund assets at end of period	(421,786)	(61,408)	(517,051)	(1,000,245)
Net Liability recognised in Statement of Financial Position at end of period	149,726	26,031	612,071	787,828

	SASS Financial Year June 2011 \$'000	SANCS Financial Year June 2011 \$'000	SSS Financial Year June 2011 \$'000	Total \$'000
Present value of partly funded defined benefits at the end of the year	551,011	84,534	1,021,550	1,657,095
Fair value of Fund assets at end of year	(433,578)	(65,233)	(539,637)	(1,038,448)
Net Liability recognised in Statement of Financial Position at end of year	117,433	19,301	481,913	618,647

Expense recognised in surplus for the period

	SASS Four months to October 2011 \$'000	SANCS Four months to October 2011 \$'000	SSS Four months to October 2011 \$'000	Total \$'000
Current service cost	3,688	1,234	1,707	6,629
Interest on obligation	9,505	1,461	17,812	28,778
Expected return on fund assets (net of expenses)	(12,114)	(1,825)	(15,196)	(29,135)
Expense recognised	1,079	870	4,323	6,272

	SASS Financial Year June 2011 \$'000	SANCS Financial Year June 2011 \$'000	SSS Financial Year June 2011 \$'000	Total \$'000
Current service cost	11,051	3,733	5,081	19,865
Interest on obligation	26,938	4,121	51,155	82,214
Expected return on fund assets (net of expenses)	(35,264)	(5,185)	(44,243)	(84,692)
Expense recognised	2,725	2,669	11,993	17,387

Amount recognised in other comprehensive income

	SASS Four months to October 2011 \$'000	SANCS Four months to October 2011 \$'000	SSS Four months to October 2011 \$'000	Total \$'000
Actuarial losses	33,778	7,002	126,639	167,419

	SASS Financial Year June 2011 \$'000	SANCS Financial Year June 2011 \$'000	SSS Financial Year June 2011 \$'000	Total \$'000
Actuarial (gains)/losses	7,766	(924)	(5,160)	1,682

Cumulative amount recognised in other comprehensive income

	SASS Four months to October 2011 \$'000	SANCS Four months to October 2011 \$'000	SSS Four months to October 2011 \$'000	Total \$'000
Actuarial losses	163,027	24,124	361,251	548,402

	SASS Financial Year June 2011 \$'000	SANCS Financial Year June 2011 \$'000	SSS Financial Year June 2011 \$'000	Total \$'000
Actuarial Losses	129,249	17,122	234,612	380,983

Actual return on fund assets

	SASS Four months to October 2011 \$'000	SANCS Four months to October 2011 \$'000	SSS Four months to October 2011 \$'000	Total \$'000
Actual return on fund assets	12,252	1,878	15,197	29,327

	SASS Financial Year June 2011 \$'000	SANCS Financial Year June 2011 \$'000	SSS Financial Year June 2011 \$'000	Total \$'000
Actual return on fund assets	35,572	5,142	44,043	84,757

Fund assets

The percentage invested in each asset class at the balance date:

	October 2011	June 2011
Australian equities	33.40%	33.40%
Overseas equities	29.50%	29.50%
Australian fixed interest securities	5.70%	5.70%
Overseas fixed interest securities	3.10%	3.10%
Property	9.90%	9.90%
Cash	5.10%	5.10%
Other	13.30%	13.30%

Expected rate of return on assets

The expected return on assets assumption is determined by weighting the expected long-term return for each asset class by the target allocation of assets to each class. The returns used for each class are net of investment tax and investment fees.

Valuation method and principal actuarial assumptions at the reporting date

a) Valuation method

The Projected Unit Credit (PUC) valuation method was used to determine the present value of the defined benefit obligations and the related current service costs. This method sees each period of service as giving rise to an additional unit of benefit entitlement and measures each unit separately to build up the final obligation.

b) Economic assumptions

	October 2011	June 2011
Salary increase rate (excluding promotional increases)	3.50%	3.50%
Rate of CPI Increase	2.50%	2.50%
Expected rate of return on assets	8.60%	8.60%
Discount rate	4.56%	5.28%

Historical information

	SASS Four months to October 2011 \$'000	SANCS Four months to October 2011 \$'000	SSS Four months to October 2011 \$'000	Total \$'000
Present value of defined benefit obligation	571,512	87,439	1,129,122	1,788,073
Fair value of Fund assets	(421,786)	(61,408)	(517,051)	(1,000,245)
(Surplus)/Deficit in Fund	149,726	26,031	612,071	787,828
Experience adjustments – Fund liabilities	17,109	3,299	100,883	121,291
Experience adjustments – Fund assets	16,669	3,703	25,756	46,128

	SASS Financial Year June 2011 \$'000	SANCS Financial Year June 2011 \$'000	SSS Financial Year June 2011 \$'000	Total \$'000
Present value of defined benefit obligation	551,011	84,534	1,021,550	1,657,095
Fair value of Fund assets	(433,578)	(65,233)	(539,637)	(1,038,448)
(Surplus)/Deficit in Fund	117,433	19,301	481,913	618,647
Experience adjustments – Fund liabilities	6,134	(967)	(6,067)	(900)
Experience adjustments – Fund assets	1,633	43	907	2,583

	SASS Financial Year June 2010 \$'000	SANCS Financial Year June 2010 \$'000	SSS Financial Year June 2010 \$'000	Total \$'000
Present value of defined benefit obligation	544,593	84,394	1,007,871	1,636,858
Fair value of Fund assets	(429,964)	(63,356)	(532,388)	(1,025,708)
(Surplus)/Deficit in Fund	114,629	21,038	475,483	611,150
Experience adjustments – Fund liabilities	39,694	6,977	71,383	118,054
Experience adjustments – Fund assets	(5,606)	(376)	(7,975)	(13,957)

	SASS Financial Year June 2009 \$'000	SANCS Financial Year June 2009 \$'000	SSS Financial Year June 2009 \$'000	Total \$'000
Present value of defined benefit obligation	491,663	76,059	908,205	1,475,927
Fair value of Fund assets	(407,203)	(60,656)	(508,504)	(976,363)
(Surplus)/Deficit in Fund	84,460	15,403	399,701	499,564
Experience adjustments – Fund liabilities	5,917	3,540	156,888	166,345
Experience adjustments – Fund assets	74,458	12,121	99,929	186,508

	SASS Financial Year June 2008 \$'000	SANCS Financial Year June 2008 \$'000	SSS Financial Year June 2008 \$'000	Total \$'000
Present value of defined benefit obligation	472,399	70,460	740,966	1,283,825
Fair value of Fund assets	(457,610)	(69,275)	(601,445)	(1,128,330)
(Surplus)/Deficit in Fund	14,789	1,185	139,521	155,495
Experience adjustments – Fund liabilities	(23,538)	138	(11,564)	(34,964)
Experience adjustments – Fund assets	57,145	6,081	106,961	170,187

Expected contributions

	SASS Four months to October 2011 \$'000	SANCS Four months to October 2011 \$'000	SSS Four months to October 2011 \$'000	Total \$'000
Expected employer contributions to be paid in the next reporting period	4,838	2,152	640	7,630

	SASS Financial Year June 2011 \$'000	SANCS Financial Year June 2011 \$'000	SSS Financial Year June 2011 \$'000	Total \$'000
Expected employer contributions to be paid in the next reporting period	7,258	3,228	960	11,446

Funding arrangements for employer contributions

The following is a summary of the 31 October 2011 financial position of the Fund calculated in accordance with AASB 25 – Financial Reporting by Superannuation Plans.

	SASS Four months to October 2011 \$'000	SANCS Four months to October 2011 \$'000	SSS Four months to October 2011 \$'000	Total \$'000
Accrued benefits	493,451	77,216	741,086	1,311,753
Net market value of Fund assets	(421,786)	(61,408)	(517,051)	(1,000,245)
Net (surplus)/deficit	71,665	15,808	224,035	311,508

	SASS Financial Year June 2011 \$'000	SANCS Financial Year June 2011 \$'000	SSS Financial Year June 2011 \$'000	Total \$'000
Accrued benefits	495,777	77,719	734,327	1,307,823
Net market value of Fund assets	(433,578)	(65,233)	(539,637)	(1,038,448)
Net (surplus)/deficit	62,199	12,486	194,690	269,375

Recommended contribution rates for the entity are:

SASS	SANCS	SSS
multiple of member contributions	% member salary	multiple of member contributions
1.06	2.07% pa	0.15

Funded method

Contributions are set after discussion between the employer, STC and NSW Treasury.

Economic assumptions

The economic assumptions adopted for the current actuarial review of the Fund were:

Weighted-Average Assumptions	October 2011	June 2011
Expected rate of return on Fund assets backing current pension liabilities	8.30% pa	8.30% pa
Expected rate of return on Fund assets backing other liabilities	7.30% pa	7.30% pa
Expected salary increase rate	4.00% pa	4.00% pa
Expected rate of CPI increase	2.50% pa	2.50% pa

Nature of asset/liability

If a surplus exists in the employer's interest in the Fund, the employer may be able to take advantage of it in the form of a reduction in the required contribution rate, depending on the advice of the Fund's actuary.

Where a deficiency exists, the employer is responsible for any difference between the employer's share of fund assets and the defined benefit obligation.

Provision for Long Service Leave (LSL)

Long service leave is measured at present value in accordance with AASB 119 Employee Benefits. This is based on the application of the valuation ratio at the Commonwealth government bond rate at the reporting date to all employees using current rates of pay. This ratio is determined based on an actuarial review to approximate present value.

The actuarial assessment is based on the accrued long service leave liabilities and employee data of the Division as at 31 March 2011. Long Service leave is accrued at the rate of 4.4 days per annum for the first ten years of service and then at the rate of 11 days per annum.

Employees who exit with less than five years service get no benefits. Those who leave with between five and seven years service have been assumed to only receive benefits if exiting due to death, disability or age retirement. Benefits are paid in service or on exit after seven years service on a pro rata basis.

Assumption:

An allowance has been determined for each relevant on-cost separately to the LSL liability, as their accounting treatment and the adoption of liability is different to the LSL liability. The on-costs to LSL present value liabilities are:

Payroll Tax	5.45%
Superannuation	11.00%
Superannuation accruing while on LSL	4.40%

As workers compensation is determined without direct reference to salary, and does not accrue while an employee is on long service leave there is no future workers compensation expense that will be incurred when currently accrued LSL is taken during future service, and hence there is no corresponding on-cost.

Assumptions about rates of taking leave in service are based on historical details of payments of LSL for calendar years 2005-2007, financial years 2008-2011 (9 months for 2011) and projected future payments are broadly consistent with this data. It has been assumed that 6 days of LSL will be taken per year by employees who are eligible.

General salary increases of 3.5% per annum have been assumed for all future years, consistent with NSW Treasury expectations for the NSW public sector in the medium term.

Promotional salary increases have been assumed at rates based on the Division and NSW public sector promotional salary experience.

The rates of resignation, death, age retirement and ill-health retirement assumed have been adopted from superannuation valuations of NSW public servants. Withdrawal rates for those with less than 10 years of service are based on experience from NSW and other superannuation schemes.

The discount rate is based on the 10 year bond rate at 31 October, but adjusted from a semi-annual rate to an annual rate.

4. Audit fee

During the period to October 2011 an expense of \$7,200 (30 June 2011: \$7,200) excluding GST was incurred by the Division for the audit of the financial statements by The Audit Office of NSW which was fully paid for by the Roads and Traffic Authority of NSW.

5. Related party transactions

(a) Relationship between the Division and the RTA

As a result of the *Public Sector Employment Legislation Amendment Act 2006* (PSELAA), from 17 March 2006 previous employees of the RTA became employees of the RTA Division of the Government Service of New South Wales (the Division).

The Division is a controlled entity of the RTA and provides personnel services to the RTA. Information related to personnel services is as follows:

	October 2011 \$'000	June 2011 \$'000
Personnel Services Provided	436,732	751,657
Receivable due from the RTA	1,213,419	1,015,508

The receivable is unsecured. No provision for doubtful debts relating to the receivable has been raised nor has an expense been recognised during the period in respect of bad or doubtful debts due from the RTA.

6. Events after the reporting period

Transfer of Net Assets

The Transport Legislation Amendment Act 2011 abolished the Roads and Traffic Authority and its Division on 31 October 2011. It established two new entities: Roads and Maritime Services (RMS) and Roads and Maritime Services Division. Net assets transferred to Roads and Maritime Services Division on 1 November 2011 were:

	\$'000
Total Assets	1,213,419
Total Current Liabilities	(410,983)
Total Non-Current Liabilities	(802,436)
	—

End of audited financial statements

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Appendix I. Major works

TABLE AI.1. MAJOR WORKS

Project description	Location	Status	Announced completion date	Announced estimated total cost (\$'000)	1 July–31 Oct 2011 exp (\$'000)	2010–11 year's exp (\$'000)
Sydney						
Alfords Point Bridge northern approach, widen to four lanes	Padstow Heights	Completed	2011	42,000	4,048	13,972
Bangor Bypass Stage 2, Marsden Road to New Illawarra Road	Barden Ridge	Completed	2011	35,000	1,169	12,692
Bringelly Road, Camden Valley Way to The Northern Road (planning)	Bringelly		N/A	N/A	352	1,377
Camden Valley Way, Bernera Road to Cowpasture Road, widen to four lanes	Edmondson Park	Completed	2011	48,000		16,661
Camden Valley Way, Cobbitty Road to Narellan Road, widen to four lanes	Harrington Park		2012	33,000	6,589	8,147
Camden Valley Way, Cowpasture Road to Cobbitty Road, widen to four lanes (planning and preconstruction)	Leppington – Harrington Park		N/A	N/A	5,306	17,057
Erskine Park Link Road, Old Wallgrove Road to Lenore Lane	Eastern Creek		2013	55,000	381	3,809
F5 widening, Brooks Road to Narellan Road (State and Federal funded)	Ingleburn – Campbelltown		2011	116,000	9,706	34,836
General Holmes Drive, remove rail level crossing (planning, Federal funded)	Mascot		N/A	N/A	147	928
Hoxton Park Road, Banks Road to Cowpasture Road, widen to four lanes	Hoxton Park	Completed	2011	62,000	5,023	17,888
M2 enhancements, Windsor Road to Lane Cove Road (State and private sector funded)*	Baulkham Hills – Macquarie Park		2013	550,000	1,080	6,956
M5 Corridor Study (State and Federal funded)	Arncliffe		2011	15,000	2,079	4,885
M5 widening, King Georges Road to Camden Valley Way planning and preconstruction (State and private sector funded)*	Beverly Hills – Prestons		N/A	N/A	961	15,458
The Northern Road, Camden Valley Way to Bringelly Road (planning)	Oran Park		N/A	N/A	1,430	917
Schofields Road, new rail bridge for future westerly extension of Schofields Road	Schofields		2011	13,000	10,316	2,169
Schofields Road, Tallawong Road to Richmond Road (planning)	Schofields		N/A	N/A	502	1,194
Schofields Road, Windsor Road to Tallawong Road, widen to four lanes (planning and preconstruction)	Rouse Hill		N/A	N/A	974	9,050
Showground Road, Old Northern Road to Carrington Road (planning)	Castle Hill		N/A	N/A	184	600

Project description	Location	Status	Announced completion date	Announced estimated total cost (\$'000)	1 July–31 Oct 2011 exp (\$'000)	2010–11 year's exp (\$'000)
Great Western Highway						
Bullaburra to Wentworth Falls, Genevieve Road to Tableland Road, widen to four lanes	Bullaburra, Wentworth Falls		2014	85,000	513	3,252
Bullaburra, Ridge Street to Genevieve Road, widen to four lanes	Bullaburra		2014	N/A	1,091	6,245
Kelso, Ashworth Drive to Stockland Drive, widen to four lanes (planning)	Kelso		N/A	N/A	717	1,039
Lawson, Ferguson Avenue to Ridge Street, widen to four lanes	Lawson		2012	220,000	13,915	47,714
Mount Victoria to Lithgow (State and Federal funded)	Mt Victoria, Hartley		N/A	N/A	6,204	11,090
Wentworth Falls East, Tableland Road to Station Street (widen to four lanes, State and Federal funded)	Wentworth Falls		2012	115,000	11,925	32,021
Woodford to Hazelbrook, Station Street to Ferguson Avenue (widen to four lanes, State and Federal funded)	Woodford, Hazelbrook		2012	160,000	17,639	27,310
Hume Highway						
Holbrook Bypass, dual carriageways (State and Federal funded)	Holbrook		2013	247,000	16,443	18,457
Tarcutta Bypass, dual carriageways (Federal funded)	Tarcutta		2011	290,000	38,780	138,311
Woomargama Bypass, dual carriageways (Federal funded)	Woomargama		2011	265,000	26,049	116,797
Pacific Highway						
Ballina Bypass, dual carriageways (State and Federal funded)	Ballina		2012	640,000	29,283	472,607
Banora Point Upgrade, including Sexton Hill (State and Federal funded)	Banora Point		2012	359,000	46,997	57,348
Bulahdelah Upgrade, dual carriageways (State and Federal funded)	Bulahdelah		2012	315,000	23,211	79,549
Coffs Harbour (Sapphire) to Woolgoolga, dual carriageways (State and Federal funded)	Woolgoolga		2014	705,000	57,211	119,591
Coffs Harbour Bypass (planning, State and Federal funded)	Coffs Harbour		N/A	N/A	476	37,411
Devil's Pulpit Upgrade, dual carriageways (State and Federal funded)	Tabbimoble		2013	77,000	1,362	6,015
Failford Road to Tritton Road (planning)	Failford		N/A	N/A	467	1,059
Frederickton to Eungai (planning and preconstruction, State and Federal funded)	Clybucca		N/A	N/A	3,643	1,306
Glenugie Upgrade, dual carriageways (State and Federal funded)	Glenugie		2011	60,000	9,836	31,771

Project description	Location	Status	Announced completion date	Announced estimated total cost (\$'000)	1 July–31 Oct 2011 exp (\$'000)	2010–11 year's exp (\$'000)
Hérons Creek to Stills Road (State and Federal funded)	Hérons Creek		2012	60,000	5,392	5,355
Kempsey Bypass, Dual Carriageways (Federal funded)	Kempsey		2013	618,000	80,674	142,725
Moorland to Herons Creek, Dual Carriageways (State and Federal funded)	Kew		2010	378,000	413	948
Oxley Highway to Kempsey (planning and preconstruction, State and Federal funded)	Port Macquarie – Kempsey		N/A	N/A	3,535	3,221
Tintenbar to Ewingsdale (State and Federal funded)	Bangalow		2014	N/A	8,022	66,393
Warrell Creek to Urunga, planning and preconstruction (State and Federal funded)	Nambucca Heads		N/A	N/A	4,735	16,090
Woolgoolga to Ballina planning and preconstruction (State and Federal funded)	Grafton, Maclean		N/A	N/A	2,824	13,696
Princes Highway						
Bega Bypass (State and Federal funded)	Bega		2013	N/A	1,088	2,970
Berry to Bomaderry Upgrade (planning)	Berry, Bomaderry		N/A	N/A	95	560
Dignams Creek Realignment (planning)	Dignams Creek		N/A	N/A	320	2,603
Foxground and Berry bypasses (planning and preconstruction)	Berry		N/A	N/A	6,777	14,077
Gerringong Upgrade, Mount Pleasant to Toolijooa Road	Gerringong		2015	N/A	3,536	8,518
South Nowra Duplication, Kinghorne Street to Forest Road	Nowra		2013	62,000	2,905	4,341
Victoria Creek realignment	Central Tilba		2013	45,000	4,106	1,179
Central Coast						
Central Coast Highway, Brisbane Water Drive, Manns Road intersection upgrade (planning and preconstruction)	West Gosford		N/A	N/A	4,501	22,194
Central Coast Highway, Carlton Road to Matcham Road, widen to four lanes	Erina Heights		2012	75,000	7,979	32,142
Central Coast Highway, Matcham Road to Ocean View Drive, widen to four lanes	Wamberal		2013	80,000	9,672	19,780
Central Coast Highway, Wisemans Ferry Road intersection upgrade (planning)	Kariong		N/A	N/A	311	1
F3 Freeway, Wyong Road interchange upgrade (planning and preconstruction)	Tuggerah		2013	N/A	353	1
Pacific Highway, Wyong town centre upgrade (planning)	Wyong		N/A	N/A	204	1,630
Pacific Highway, Wyong Road Intersection Upgrade (planning)	Tuggerah		N/A	N/A	133	96
Pacific Highway, Lisarow to Ourimbah, Railway Crescent to Glen Road, widen to four lanes (planning)	Lisarow		N/A	N/A	513	6,287

Project description	Location	Status	Announced completion date	Announced estimated total cost (\$'000)	1 July–31 Oct 2011 exp (\$'000)	2010–11 year's exp (\$'000)
Pacific Highway, Narara to Lisarow Upgrade, Manns Road to Railway Crescent (planning)	Narara – Lisarow		N/A	N/A	253	5,291
Terrigal Drive improvements	Erina – Terrigal		N/A	N/A	1,006	2,928
Hunter						
Hunter Expressway (F3 to Branxton) (State and Federal funded)	Seahampton – Branxton		2013	1,700,000	158,804	296,963
Newcastle Inner Bypass, Shortland to Sandgate	Sandgate		2013	133,000	14,069	24,548
Thornton railway bridge	Thornton		2012	16,000	2,734	2,496
Upgrade of roundabouts on the New England Highway at Maitland (planning)	Maitland		N/A	45,000	2	Nil
Nelson Bay Road (Stage 3) Bobs Farm to Anna Bay, Port Stephens widen to four lanes (planning, Hunter Infrastructure Investment Fund)	Anna Bay		N/A	63,000	132	2
North Coast						
Oxley Highway, upgrade from Wrights Road to the Pacific Highway	Port Macquarie		2011	115,000	14,086	28,143
Summerland Way, additional crossing of the Clarence River at Grafton (planning)	Grafton		N/A	N/A	1,248	3,835
South Western NSW						
Barton Highway safety improvements, Gounyan Curve realignment (Federal funded)	Murrumbateman		2012	22,000	4,898	9,422
Barton Highway upgrade including Murrumbateman Bypass (planning, Federal funded)	Murrumbateman		N/A	N/A	37	373
Olympic Highway, Kapooka Bridge and approaches (planning)	Kapooka		N/A	N/A	529	100

* Does not include private sector expenditure.

Appendix 2. Threatened Species Recovery Plans

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

TABLE A2.1. 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).	RTA staff to visit site and identify existing and potential threats to the population.	N/A	Site visited and extent of population mapped in 2000. Sites have been included on the roadside corridor management plans.
Develop and implement a threat and habitat management program for the above population.	RTA to develop a threat and habitat management program for incorporation into the maintenance plan for the M5.	N/A	Interlink Roads incorporated species threat and habitat management in landscaping management plans for the M5.
Regularly monitor the above population, assess the effectiveness of threat and habitat management programs.	RTA to conduct at least an annual inspection of the population, compare inspection records and initiate corrective action if required.	\$620	RTA inspected site September 2010. No corrective action required.
Assess development activities with reference to the recovery plan, the Environmental Impact Assessment (EIA) guidelines for <i>A. pubescens</i> and future advice from the National Parks and Wildlife Service (NPWS).	RTA staff 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	<i>A. pubescens</i> populations and recovery plan considered in the Environmental Assessment (EA) for M5 West widening project. Office of Environment and Heritage (OEH) consulted about removing <i>A. pubescens</i> as part of the proposal. This also considered in the EA.
Prepare or review any relevant environmental policies or management plans with reference to the recovery plans and future advice from NPWS.	References to the <i>A. pubescens</i> recovery plan to be included in the Maintenance Environmental Management Plan for the M5.	N/A	Management plans implemented.
Forward to NPWS information on all planning decisions affecting populations of <i>A. pubescens</i> , including decisions that protect habitat and those leading to reduction of habitat/individuals.	RTA to forward the information to NPWS as required.	N/A	OEH officers consulted about the need to remove 40 per cent of planted <i>A. pubescens</i> within the motorway corridor as part of the M5 West widening project. These were planted during the original motorway construction. Potential offset and translocation measures being discussed.

Measures	Action taken to implement measures	Estimated annual cost	Status
<i>Grevillea caleyi</i> (Caley's Grevillea) Threatened Species Recovery Plan			
Control drainage runoff from Ryland Track in Ku-ring-gai Chase National Park.	Investigations to determine controls of runoff from opposite side of road.	Nil	No further action required at this time.
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> included on roadside corridor management plans.
<i>Microtis angusii</i> (Angus Onion Orchid) National Recovery Plan			
Consider impact of activities undertaken in areas controlled by the RTA that are known to contain <i>M. angusii</i> or are potential habitat.	RTA to advise project manager of this requirement during the development of projects if aware of the proposed activity before the EIA process. Environmental assessor to take this requirement into account when preparing decision reports.	N/A	Ongoing.
Liaise with OEH, Warringah, Pittwater and Ku-ring-gai councils to achieve and maintain a permanent record of the location of <i>M. angusii</i> populations and potential habitats.	RTA to share information with other recovery team members and update records accordingly.	In-kind support.	Ongoing RTA involvement in recovery team.
Ensure roadwork and road maintenance at the known location at Ingleside will not cause destruction or degradation of any part of a <i>M. angusii</i> population, its habitat or potential habitat.	RTA to advise relevant project manager of this requirement prior to 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 all environmental personnel are familiar with the location of <i>M. angusii</i> .	RTA to establish central database for sensitive sites, including known and potential locations of <i>M. angusii</i> . RTA to brief Environmental Services Branch on location of populations and potential habitat.	N/A	Locations of sensitive sites included in the roadside corridor management plans. Relevant RTA staff briefed on the location of the <i>M. angusii</i> population.
Ensure all site personnel familiar with the location of <i>M. angusii</i> populations and potential habitat.	RTA to provide information to maintenance contractors regarding identification of <i>M. angusii</i> , its known and potential locations and preferred weed control methods.	N/A	Maintenance contractors advised of location, potential habitat and preferred weed control in population locations.
Prepare a site management strategy for the Ingleside population (Warringah Council, in consultation with RTA and experts).	Warringah Council has engaged a specialist to develop a management strategy. RTA recovery team member to provide management strategy to maintenance contractors.	One-off cost of \$2,500.	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 identified by RTA.
Warringah Council and RTA will monitor the population of <i>M. angusii</i> at Ingleside.	Warringah Council developing a monitoring procedure and management actions.		Warringah Council undertaking the monitoring program to guide management of the sites. The population count indicates numbers are increasing.

Measures	Action taken to implement measures	Estimated annual cost	Status
<i>Isodon obesulus</i> (Southern Brown Bandicoot) Recovery Plan			
Endorse the <i>I. obesulus</i> Threatened Species Recovery Plan.	Formal notification to National Parks and Wildlife Service (NPWS).	N/A	RTA has endorsed plan.
Liaise with NPWS, Hornsby, Warringah, Pittwater and Ku-ring-gai councils to manage areas with known <i>I. obesulus</i> populations.	RTA 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 (EIA) surveys conducted between May and October.	RTA to advise relevant project manager of this requirement prior to activity that may impact on this species. Project manager to advise EIA consultant of this requirement.	N/A	Ongoing.
<i>Phascolarctos cinereus</i> (Koala) Recovery Plan			
OEH to approach the RTA to align its policy and practice with the NSW Koala Recovery Plan; exchange information and work on producing plans, given that koalas move across roads/highways; and ensure the RTA has an active program for implementing engineering solutions and other public measures to reduce adverse impacts of vehicles on koalas.	RTA works closely with OEH to manage and research the impacts of roads on koalas. The RTA implements mitigation measures to reduce adverse impacts of vehicles on koalas on relevant road projects	N/A	Ongoing exchange of information.
Cumberland Plain Threatened Species Recovery Plan			
Where impacts on the threatened biodiversity listed in Table 1 are unavoidable, as part of any consent, approval or licence that is issued, ensure offsets undertaken in priority lands where practicable. (Offsets for impacts in growth to be in accordance with the Growth Centres Biodiversity Certification Order.)	Project teams working in areas containing Cumberland Plain Woodland advised of this measure.	No additional cost.	No offsets required or identified July–Oct 2011.
State and Australian government agencies will manage, to best practice standards, lands they own or for which they have care, control and management and: <ul style="list-style-type: none"> Contain any of the threatened biodiversity listed in Table 1 Are located within priority conservation lands or, if outside, have conservation as a primary management objective. 	RTA will identify relevant lands under its care and control and manage in accordance with best practice standards.	No additional costs identified.	RTA has identified relevant land. It will review management to meet best practice standards.

Appendix 3. Senior Executive Service performance statements

TABLE A3.1. SES NUMBERS 2006–07 TO 31/10/11

SES Level	2006–07	2007–08	2008–09	2009–10	2010–11	31/10/2011
CEO under S.11A*	1	1	1	1	1	1
Level 6	5	5	6	4	5	5
Level 5	2	2	2	4	3	3
Level 4	10	11	8	9	10	10
Level 3	19	24	20	19	18	18
Level 2	7	3	0	0	0	0
Level 1	0	0	0	0	0	0
Other	1	0	0	3+	0	0
Total	45	46	37	37	37	37

Note: The number of SES positions occupied by women in the current period was five. The number of SES positions occupied by women in 2010–11 was five.

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

+ Two additional positions were created as shadow positions and one was an unattached position.

The Roads and Traffic Authority was abolished on 31 October 2011, the individual statements below relate to the organisational structure as at the end of October 2011.

Michael Bushby was the Chief Executive of the Roads and Traffic Authority until 28 October 2011. During his time in the position he directed a range of policy and infrastructure activities in support of the NSW Government priorities. Mr Bushby also oversaw the delivery of the initiatives and significant achievements as outlined below to contribute to a safe, sustainable and efficient road transport system.

Individual statements

Name:	Ann King
Position:	Deputy Chief Executive & Director Customer Service
Level:	Level 6
Period:	1 July 2011 to 31 October 2011
Total remuneration package:	\$103,098

Significant achievements 1 July 2011 to 31 October 2011

- Provided real time traffic information to motorists for the F3 and M7 motorways via variable message signs and Smartphone applications.

- Implemented the F3 Pilot Critical Incident Alert project ('opt-in' customer messaging services) to the NSW public. Customers receive incident alerts through multiple channels (email, SMS and text to voice). Subscription as at 31 October 2011 is 10,440 people, including 22 inactivate accounts.
- Implemented capability to order replacement driver licences at myRTA.com.
- Launched the easy-to-use, interactive Safer Roads website to encourage motorists and pedestrians to report dangerous or confusing sections of roads for repair. This included a capability for subscribers to obtain an email alert in relation to changed speed zones in their nominated region.
- Partnered with Tourism NSW in finalising new rest area signs and display structure templates, achieving consistency across NSW for the first time.
- Deployed the Queue Management System with electronic Workforce Management (eWFM) production environment to provide an integrated resource management system. All motor registries have successfully migrated to remediate eWFM.
- Partnered with Southern Region Road Safety to launch the first ever online forum to engage Braidwood residents and Kings Highway users in offering their ideas and opinions concerning roadside hazards. More than 100 online comments were made.

Name:	Richard Boggon
Position:	Director Commercial Services
Level:	Level 6
Period:	1 July 2011 to 31 October 2011
Total remuneration package:	\$95,660

Significant achievements | July 2011 to 31 October 2011

Performance

- Delivered more than \$437 million of services for the community.
- Continued to embed a safety first culture, achieving a 20 per cent reduction in lost time injuries against the same period in 2010.
- Secured \$212 million of external income across all businesses in the Directorate.
- Delivered a contribution of \$53 million to road safety, development and maintenance programs.
- Strengthened our management system by commencing a program to embed governance and risk management.
- Maintained a strong performance delivery culture through weekly, monthly, quarterly and annual operational and strategic reviews.

Road and Fleet Services

- Successfully extended the accreditation by the federal Safety Commission to deliver federally-funded projects to 2014.
- Delivered two state-of-the-art line-marking vehicles to the Queensland Department of Transport and Main Roads.
- Completed major repairs to the historic Hampden Bridge in Kangaroo Valley, receiving positive public feedback on the way the project was managed.
- Achieved a significant milestone on the Kariong Underpass project with a traffic switch to the new carriageway.
- Ensured safety first by stopping all RTA asphalt works across NSW for one day in late August to allow asphalt contractors to 'Stop and Reset' their safety systems following a serious incident.
- Received an ACT Engineering Excellence Award with the Tharwa Bridge project being 'highly commended'.
- Developed an environmentally-sound recycling program for bridge timber in consultation with the RTA's Legal and Environment branches, ending seven years of timber stockpiling across NSW in the absence of an approved disposal program.

Tolling

- Continued to expand the 1.1 million customer base through the progressive implementation of a program to improve the customer experience.
- Released a new customer-friendly website update which has reduced telephone enquiries and improved the customer experience.
- In partnership with Avis and Budget rental companies, introduced a national tolling solution for rental car customers to make using the Sydney Motorway Network and other Australian Toll Roads much easier for tourists and travellers, as well as reducing administrative costs for industry.
- Upgraded the video recognition system for the Sydney Harbour Bridge and Tunnel to improve automation accuracy and reduce manual intervention in number plate validation.
- Improved the process of issuing account statements which reduced the period of time for customers to receive quarterly statements by five days.

Commercial Development

- Launched a program to simplify special number plate pricing to make it easier for customers to understand pricing for special number plates.
- Achieved a 75 per cent clearance rate at auctions of surplus property, compared to a market average of 57 per cent, while maintaining value for the RTA.
- Expanded Sydney Coordinated Adaptive Traffic System (SCATS) penetration of the United States market through the sale of 50 intersections to San Jose.
- Implemented camera testing of new number plate products at the Crashlab facility, reducing costs and eliminating the need to close roads and inconvenience motorists.
- Renewed the myPlates agreement with the McGrath Foundation until July 2012, building on a donation to date of more than \$150,000.

Name:	Geoffrey Fogarty
Position:	Director Infrastructure Services
Level:	Level 6
Period:	1 July 2011 to 31 October 2011
Total remuneration package:	\$95,660

Significant achievements | July 2011 to 31 October 2011

- Delivered a program of works worth \$1.1 billion.
- Managed network enhancement works and delivered several key projects and milestones.

These included:

- Pacific Highway Upgrade:
 - Glenugie Upgrade – northern section of four-lane motorway and southern southbound carriageway traffic switch in October 2011.
 - Sapphire to Woolgoolga Upgrade – Hoys Road Bridge completed in September 2011.
 - Devil's Pulpit Upgrade – contract awarded July 2011.
 - Tintenbar to Ewingsdale Upgrade – contract awarded October 2011.
 - Woolgoolga to Ballina – preferred option announced (Tyndale to Maclean) August 2011.
- Hunter Expressway:
 - Precast super T girders successfully installed on bridges BW002 and BW003 over the F3 Northbound carriageway in October 2011
 - South Maitland Rail connection work completed on 14 October 2011.
- Hampden Bridge – major rehabilitation works completed in October 2011.
- Hume Highway duplication – completion of works on Woomargama and Tarcutta bypasses which opened to traffic in November 2011.
- Barton Highway upgrade at Gounyan Curves – official opening by Federal Member Andrew Leigh and State Member Katrina Hodgkinson.
- HW10 Pacific Highway San Remo passing lanes completed 25 August 2011.
- Eight projects completed under the Pinch Point Program in Sydney at a total value of \$16.5 million.
- RTA's Corporate Plan priority of expanding bus priority measures delivered with three strategic bus corridor treatments completed.
- Delivered major road safety projects across the State. These include four significant speed limit reviews on the Sydney road network, progressive delivery of the safety program on the Newell Highway, completion of safety works on the first stage of Nambucca to Urunga on the Pacific Highway and a range of works under the Road Toll Response Package.
- Completed significant pavement reconstruction and rehabilitation works in regional and metropolitan areas, including slope and wall stability improvements and culvert strengthening. Flood damage assessments were completed for 26 LGAs and the Unincorporated Area of far Western NSW.
- Delivered important traffic management initiatives across the State, including installation of intelligent warning signs on the Princes Highway, signing of memoranda of understanding with Jerilderie, Narrandera, Murrumbidgee, Carrathool and Wagga Wagga councils for the provision of Emergency Traffic Incident Management Plans for the Newell, Sturt and Mid Western highways and multi-agency incident debriefs.

- Completed the M5 East Tunnel air filtration trial in September 2011. A technical evaluation report of the filtration trial was well advanced.
- The Directorate's performance continued to be recognised through external awards:
 - The Hume Highway Mine Subsidence Management project team won the 'Infrastructure' category at the 2011 Premier's Public Sector Awards.
 - The Adelong Creek Bridge replacement project was a finalist in the 2011 Engineers Australia – Engineering Excellence Awards.

Name:	Paul Hesford
Position:	Director Finance & Corporate Services
Level:	Level 6
Period:	1 July 2011 to 31 October 2011
Total remuneration package:	\$98,535

Significant achievements 1 July 2011 to 31 October 2011

- SAP Multi-tenancy implemented for Sydney Ferries, includes payroll, ESS/MSS and identity management.
- Aboriginal Employment Strategy and Aboriginal Employment DVD launched at NAIDOC week on 7 July 2011.
- Human Resource Strategy Metrics Team won the 2011 Return on Integration Award at the Asia Pacific Successfactors Conference for their work on developing and integrating HR Metrics and analytic insights for their stakeholders.
- Staff Awards — this annual event provides an opportunity to acknowledge and reward staff who have made an outstanding contribution to the organisation. The Sydney Harbour Bridge Asset Management team won the 2011 staff award for occupational health and safety (OHS).
- Implemented DRIVES Help Desk back-up site for Newcastle Contact Centre.
- Continued support to the working parties of the top seven OHS high risk activities.
- Successfully completed the Global Corporate Challenge. The RTA was awarded a trophy for its achievements and overall 4th rank in Australia.
- Achieved an unqualified audit report from the Audit Office of NSW for the year ended 30 June 2011.

Name:	Soames Job
Position:	Director Centre for Road Safety
Level:	Level 5
Period:	1 July 2011 to 31 October 2011
Total remuneration package:	\$94,876

Significant achievements 1 July 2011 to 31 October 2011

- Began issuing additional crash data information to local government on an opt-in basis relating to fatal crashes in their area.
- Published the revised *NSW Speed Zoning Guidelines* in October 2011. The review of the guidelines was a key initiative of the audit with the objective to develop new policies that support a simpler speed limit regime and reduce the number of speed limit changes.
- Trialled a wide, audio, tactile centre line designed to improve safety on undivided carriageways, publishing the results on the RTA website. The trial originated from a safety review of the Newell Highway.
- Training in the new database to capture all speed zone information began July 2011.
- Established the full program of engineering safety works for 2011–12 and started implementation of 65 projects across NSW. A statewide crash cluster analysis was completed to develop programs for 2012–13.
- Introduced new practices for road safety auditing and published new practice guidelines and supporting information sheets.
- Initiated a safety review of 38 decommissioned camera locations, following the Auditor General's report on the effectiveness of speed cameras, to identify safety issues and develop alternative treatments where appropriate.
- Conducted quantitative research on drivers' attitudes to speeding.
- Conducted a tender evaluation process to engage program manager/s to manage, administer and operate the NSW Alcohol Interlock Program.
- A Bill was introduced to Parliament amending the *Crimes (Sentencing Procedure) Act 1999* to create an aggravating factor where a child under the age of 16 is a passenger in a motor vehicle.
- Completed a pilot to trial a proposed new delivery model for the Local Government Program. In the pilot 14 NSW councils carried out 13 local road safety projects.
- Involved the Centre for Road Safety as a research partner in a University of NSW led project to investigate rollover safety and develop a suitable consumer test that can discriminate rollover protection safety between vehicles.

Name:	Stephen O'Gorman
Position:	General Counsel
Level:	Level 5
Period:	1 July 2011 to 31 October 2011
Total remuneration package:	\$86,601

Significant achievements 1 July 2011 to 31 October 2011

- Provision of strategic and independent legal advice to the Chief Executive and the RTA Executive.
- Managed the provision of quality, cost effective and timely legal services to the RTA including:
 - The delivery of in-house legal services by RTA Legal Branch.
 - Engaging external legal services from the RTA Legal Services Panel.
- Managed the provision of legal services to support the RTA's delivery of significant projects across each of the Legal Branch portfolio areas of environment and property, infrastructure, road transport law and corporate law.
- Continued development of RTA Legal Branch capability as a high performing legal team, including operating as informed purchasers of external legal services, consistent with best in-house legal service practice.

Name:	Mike Veysey
Position:	Director Network Services
Level:	Level 6
Period:	1 July 2011 to 31 October 2011
Total remuneration package:	\$98,535

Significant achievements 1 July 2011 to 31 October 2011

- Opening of the four lanes from Bernera to Cowpasture roads, Camden Valley Way to traffic July 2011.
- Completion of the tidal flow removal and two lanes in each direction on the northern approach on the Alford's Point Bridge which opened to traffic August 2011.
- Completion of works for Lawson Stage 1 project, Great Western Highway when new Town Centre carpark opened on August 2011.
- F5 widening:
 - Campbelltown Road off-ramp opened to two lanes August 2011.
 - Traffic switches on ramps Narellan Road, southbound and northbound August 2011
 - Traffic switch to median lanes from Raby Road to Narellan Road August 2011.

- Beginning of work September 2011 on Woolgoolga to Ballina, Pacific Highway.
- Intersection of Terrigal Drive and Bellbird Avenue opened to traffic September 2011.
- Completion of pedestrian bridge at Hazelbrook, Great Western Highway, September 2011.
- Wentworth Falls East, Great Western Highway – two-way traffic switched onto the new westbound carriageway between Dalrymple Avenue east and Station Street in September 2011.
- Construction contract awarded for Great Western Highway, Bullaburra West, September 2011.
- Completion of design and scoping for ANZAC Bridge Refurbishment Phase 1.
- Hoxton Park Road opened to traffic October 2011.
- Beginning of Erskine Park Link Road construction October 2011.
- Start of construction work October 2011 to realign the M4 lanes at the old toll plaza.
- Glenugie Upgrade, Pacific Highway opened to traffic October 2011.
- Delivery of the Network Services Directorate Staff Awards Program, culminating in a presentation ceremony attended by about 120 staff in July 2011.

Name:	Peter Wells
Position:	Director Regulatory Services
Level:	Level 5
Period:	1 July 2011 to 31 October 2011
Total remuneration package:	\$83,510

Significant achievements 1 July 2011 to 31 October 2011

- Provided leadership to the Regulatory Services Directorate.
- Maintained a strong performance delivery culture through reporting and tracking of key performance indicators.
- Represented the RTA on a range of high level committees.
- Launched the 'P' Driver project in NSW on 18 October 2011. The project aims to improve the behaviour of young drivers through an innovative education program.
- Implemented changes to Authorised Vehicle Stations online which will allow electronic processing of blue slips for unregistered light vehicles, pink slips for heavy vehicles, brown slips for unregistered heavy vehicles and defect notice clearance.
- Continued the management of the camera enforcement network and progressed the implementation of key camera systems including point-to-point and safety cameras.

- Published Aboriginal community information on the RTA website. This provides a range of information on registration and licensing with links to specific areas of the RTA website.
- Upgraded Botany Rider Training facility to increase capacity by 3,800 applicants per annum.
- Enrolled more than 250 individual high risk cranes in the Intelligent Access Program.
- Published two Livestock Loading calculators for the B-double 9 axle and 6 axle single trailer combinations on the RTA website in mid July.
- Progressed work to replace the current Engineering Certification Scheme with the Vehicle Safety and Compliance Certification Scheme.
- Progressed work on the National Heavy Vehicle Regulator implementation, coordinating work across the RTA and linking to Transport NSW.
- Began Stage 1 of the operational pilot of Electronic Work Diaries including nine transport operators, 27 vehicles, 10 suppliers of pilot systems and around 20 enforcement officers from the RTA, NSW Police, VicRoads and Victoria Police.
- Continued to implement a program of legislative changes and undertake investigation and prosecutions to ensure compliance including 21 chain of responsibility investigations.
- Assisted the Auditor General in the review and audit of the camera enforcement program and deactivated cameras in line with the Auditor General's findings.
- Facilitated participation of RTA staff in the NSW Police Prosecutor Education Program. The program will enhance skills for RTA Court Advocates to undertake complex prosecutions.
- Implemented hay bale exemptions in August to allow vehicles transporting baled hay and/or straw to exceed the statutory limit of 2.5m.
- Implemented changes to the Class 2 B Notice removing the requirement to carry the notice, therefore reducing the burden on industry and simplifying the process required to comply with road transport law.
- Participated in Operation SAFERIDE, a joint project with NSW Police Force targeting taxi safety.
- Successfully upgraded the Vehicle Emissions Enforcement System resulting in improved performance. A strategy briefing is being prepared assessing the feasibility of expanding the system to other tunnels or on-road sites.

Appendix 4. Industrial relations and policy

Communication and consultation

Communications and consultation on award-related employment matters were optimised through regular forums with salaried and wages staff, unions and professional associations.

The Single Bargaining Unit was the main negotiation and consultation forum for wages staff. It met once between July and October 2011.

The Peak Consultative Committee was the primary point of consultation between the RTA and the salaried staff associations. The committee met on four occasions during the period.

Movements in salaries, wages and allowances

RTA staff received a pay increase of 2.5 per cent from the first pay period after 1 July 2011.

Industrial Relations Commission

The RTA was involved in one dispute lodged with the Industrial Relations Commission (IRC) that was settled in conciliation.

A previous decision that found in the RTA's favour was appealed with the decision pending as at 31 October 2011.

Two unfair dismissal applications were lodged in the IRC and were ongoing as at 31 October 2011.

From 1 July 2010 the Government and Related Appeals Tribunal was abolished and public sector appeals processes were transferred to the IRC. Two promotional appeals were lodged with the IRC. One was withdrawn before the compulsory conference and the other remains pending.

Lost time due to staff participation in industrial action

The number of days lost because of staff participation in industrial action in the period was 90.8.

TABLE A4.1. TOTAL EFFECTIVE FULL-TIME EMPLOYEES BY CATEGORY

Year	Salaried staff	Wages staff	Casual staff	Total staff
2005–06	5,150	1,750	22	6,922
2006–07	5,173	1,718	33	6,924
2007–08	5,395	1,496	38	6,929
2008–09	5,359	1,743	21	7,123
2009–10	5,502	1,742	22	7,266
2010–11	5,744	1,762	17	7,523
As at 31 Oct 2011	5685	1731	17	7433
Variances to last year	-59	-31	0	-90

TABLE A4.2. EMPLOYMENT CATEGORY GROUPS

Employment category groups	
Salaried staff	Wages
Cadets	Apprentices
Graduates	School Crossing
Salaried	Wages
Senior executive staff	Wages – trainees
Trainees	
exclude casual	exclude casual

Casual = casual status

Appendix 5. Equal Employment Opportunity

Diversity and equity in the RTA

Equal Opportunity Employment (EEO) is about ensuring that all employees have equal access to the opportunities available at work. The RTA actively worked to ensure that the mix of staff within the organisation reflected that of the communities we served.

The RTA's Diversity and Equity Framework had six key focus areas:

- Developing female RTA staff for more senior management positions.
- Encouraging women to undertake engineering careers.
- Increasing the employment and development of Aboriginal people at all levels of responsibility.
- Increasing the employment of people with a disability.
- Encouraging our youth towards tertiary studies in engineering and related technical fields where there are skill shortages.
- Continuing the inclusion of skilled migrant workers within RTA project teams.

Towards gender equity

Improving female participation in the RTA workforce was critical to ensure the continued growth of the future workforce. Gender balance was monitored and reported monthly to directors and general managers. Women made up 35.2 per cent of our workforce (31 October 2011), with a strong presence in frontline customer service roles of up to 70.7 per cent (31 October 2011). The organisation had programs in place to develop and support women in management roles.

A Women in Trades project has begun to attract women into the non-traditional construction trades. Application numbers increased slightly (to two per cent), however, selection is not yet complete for the 2012 intakes. It is expected that continued work with local schools may yield notable results in future years.

Professional skills development of female staff was facilitated by active participation in:

- e+ Chartered status accreditation for engineers.
- 'Lucy' mentoring program to facilitate short-term work placement of tertiary students in non-traditional engineering and information technology degrees.
- Top Steps programs to establish career pathways and individual development for women in middle management.
- Women Moving Forward Program to provide a distance learning option for career development to reach our regional staff.
- Formal voice training to build confidence and clarity in verbal communication and influencing skills.
- Leadership and formal presentation roles at sponsored events.
- Seminars and training run by the Institute of Public Administration Australia, including formal certified training in project management.
- Financial assistance and study leave provisions to support female staff in postgraduate study.

Ongoing professional development was facilitated through networking activities including:

- The Spokeswomen's Program – accessible to all RTA female staff to help them reach their full potential through the provision of information days and activities.
- The Professional Women's Network – hosting lunch meetings with motivational speakers for senior female staff across the organisation.

The RTA maintained active membership of NSW Equal Employment Opportunity Practitioners' Association, with regular presentations from our human resource team.

The RTA strengthened its strategic partnerships with NSW universities, TAFE colleges, commercial training providers and other government agencies to remain informed and connected with best practice initiatives to build gender equity.

Increasing the number of women in engineering

The RTA provided guest speakers to schools and sponsored key Women in Engineering events to actively increase female enrolments at NSW engineering faculties. The organisation's female engineering graduates and paraprofessionals presented interactive learning workshops at these events, building their own confidence and formal presentation skills, and acting as role models.

The following events occurred in the July to October period:

- Great Engineering Challenge at University of New South Wales (2 August).
- Great Engineering Challenge at Dubbo (3 August).
- Hands On Engineering day at the University of Technology Sydney (12 August).

The RTA established female student participation quotas (40 per cent) as part of our sponsorship at Great Engineering Challenge events in partnership with Engineers Australia. These events raise the awareness of senior high school students, their parents and teachers of the pathways into and reward gained from non-traditional roles.

Increasing the employment and development of Aboriginal people

The Aboriginal Employment Strategy set a strategic framework for improving recruitment, development and retention of Aboriginal people across the RTA. The strategy was officially launched at the 2011 NAIDOC celebrations. The dedicated position of Aboriginal Employment Officer was created to deliver the Aboriginal Employment Strategy.

The strategy was supported by the 'Walk the road with our mob' DVD, which profiled current Aboriginal staff, their roles and services provided to community. This resource will be widely distributed and is to be used by school careers advisors, at career fairs and Indigenous career expos. The RTA participated in Indigenous career expos and sponsored the Indigenous Engineering Summer School in January annually.

In partnership with the Aboriginal Education Consultative Group NSW, the RTA is supported six secondary scholarships for Aboriginal Year 11 and 12 students studying maths and science subjects (both engineering pre-requisites). The recruitment campaign for 2012 school year commencement has attracted a diverse pool of candidates. Of our three HSC scholars graduating in 2011, one gained early entry into civil engineering and one will begin a business degree. The third candidate is developing an initial career in professional soccer.

Targeted recruitment campaigns and a dedicated email address reached NSW communities and helped to improve Aboriginal employment, career development and retention rates across salary levels at a rate similar to non-Aboriginal staff. Aboriginal_Jobs@rta.nsw.gov.au received regular inquiries from individuals and job service centres and acted as a distribution network for Aboriginal identified roles.

The Elsa Dixon 2011 grant submissions for two limited-duration Aboriginal policy intern roles were confirmed, and recruitment began. One female Aboriginal archaeology cadet has started under the National Indigenous Cadetship Program and will undertake work placement within RTA Environment and Aboriginal Programs branches throughout her degree studies.

Relationships with secondary and tertiary institutions and the Department of Premier and Cabinet were strengthened to help ensure the availability of suitable Aboriginal graduates, cadets and trainees. Increased numbers in our target areas are evidence of the partnerships' success. Fifteen traineeship/apprenticeship positions were identified and recruitment for February 2012 intakes has begun.

The RTA Aboriginal Cultural Education Training Program was evaluated, revised and re-introduced to meet the needs of all staff, including project managers, motor registry staff and selection panel members.

Increasing employment and participation of people with a disability

The RTA sought to ensure it was supporting staff with disabilities equitably, building its 'disability confidence' as an employer and facilitating any workplace adjustments that may be required. Some 3.6 per cent of staff identified as having a disability and are actively supported with workplace adjustments.

The RTA attracted technically skilled staff to the organisation through the 'Stepping into' limited duration internship program for university students with disabilities. Interns in policy and engineering disciplines maintained part-time employment while completing their final year studies. RTA projects formed the basis for some engineering thesis.

The RTA supported five Australian Paralympian staff members who balanced their sporting commitments with part-time work. Our entry level programs in 2011 attracted candidates with a range of disability-related needs. Support included disability-specific training for supervisors and introduction of technological software tools to ensure accessibility to project work. The RTA ensured that new or renovated premises comply with the National Access to Premises legislation and made Transport Access Guides available to the public for key RTA locations.

The RTA held staff celebrations in Grafton, Wollongong and North Sydney locations for the 2011 International Day of Disability. Staff diversity was promoted with an organisation-wide themed screen saver. We have provided short-term work placement trials for many external people returning to work following injury or illness. The RTA maintained Gold membership of the Australian Network on Disability and assisted with development of the new publication, *Employers Guide to Partnering with Disability Employment Services*.

Please refer to Appendix 7 for details of the Disability Action Plan.

Increasing the integration and retention of young people

In total, 7.46 per cent (31 October 2011) of RTA staff were aged under 25 years. The RTA continued to manage over 650 young people involved in entry level programs. Its roles included student support, tertiary institution liaison and proactive participant placement for the RTA's range of targeted pathways.

An increasing number of engineering scholars and cadets transitioned into our Graduate Program with advanced knowledge of RTA systems and processes. This provided a link between the entry level programs and reduces recruitment costs.

The RTA Young Professionals Network was an active forum for staff aged under 35 years. It offered a range of social and business networking events in key locations and presented regular profiles of members via 'The Young Ones', a regular feature in the Momentum staff newsletter.

An internal Graduate Committee of 10 members was established as an extra-curricular group providing feedback on Employment Program procedures. The Graduate Committee also devised and facilitated the annual Graduate Development Day for some 300 graduates, cadets and scholars and RTA presence at selected careers fairs.

Increasing the participation of staff members with a multicultural background

The RTA's workforce came from a wide cross-section of cultural and ethnic backgrounds with greater than 18 per cent speaking a first language other than English. Twelve community languages were spoken by 27 frontline staff statewide, directly supporting customer service. The Community Language Allowance scheme was reviewed biennially.

The RTA was a member of the Community Relations Commission and provided input to a new practitioners' resource in support of the Multicultural Policies and Services Program framework.

Our Multicultural Plan was drafted in consultation with all directorates.

Forward initiatives for workplace diversity and equity in 2012

Initiatives under the RTA's Diversity and Equity Framework focused on increasing the employment and development of women in engineering, women in management, Aboriginal people, people with disability, youth and staff from multicultural backgrounds.

The key initiatives were to:

- Support employee disclosure of special needs to facilitate proactive workplace adjustments, build diversity awareness for managers and improve retention and development of all our staff.
- Establish internal networking groups for equity profile staff including an Aboriginal network, disability network and women in engineering network
- Encourage employee engagement, especially those from minority group backgrounds, through participation in projects, development opportunities, networking and mentoring.
- Promote the Aboriginal Employment Strategy and deliver culturally appropriate projects and programs
- Recruit and develop identified Aboriginal roles at all levels to achieve our 2.6 per cent employment target.
- Expand and evaluate the Women in Trades project to attract and retain female apprentices.
- Partner with the Leadership Practice to develop gender specific projects evolving from executive talent reviews.
- Provide input to the Transport for NSW Disability Action Plan, then implement of the agency Disability Action Plan in consultation with stakeholder groups.
- Finalise the RTA Reasonable Adjustment Policy and support managers and staff in its implementation.
- Implement the RTA Multicultural Plan, including a pilot of retreat spaces at key locations for use by staff for religious purposes or return to work health requirements.

TABLE A5.1. TRENDS IN THE REPRESENTATION OF EEO GROUPS

EEO GROUP	Benchmark	% of total staff			
		RTA 2009	RTA 2010	RTA 2011	As at 31 Oct 2011
Women	50	35.2	34.7	35.2	35.2
Aboriginal people and Torres Strait Islanders	2.6	1.7	3.7	3.5	3.07
People whose first spoken language as a child was not English	19	17.6	17.8	18.7	16.9
People with a disability	N/A	8.8	8	7.5	7.09
People with a disability requiring work-related adjustment	1.5	2.8	2.6	2.3	2.52

Appendix 6. Multicultural Policies and Services Program

The RTA developed a plan to reflect the revised Multicultural Policies and Services Program framework and participated in the Community Relations Commission project to publish a supporting practitioners' resource. The program framework covered cultural and language inclusion, innovative delivery of culturally appropriate services, the monitoring of diverse customer needs, and evaluation of benefits derived from public sector programs.

Key activities included the following:

Planning and performance measurement

The RTA planned to implement and report on the plan in partnership with line management and customer services. The strategic planning process was to include all diversity groups across the NSW community.

Consultation and feedback

The RTA continued to consult with communities and address issues raised via public feedback mechanisms, research and analysis. The organisation continued to use staff expertise in community languages and geographic areas to deliver RTA services to NSW.

Leadership

All staff training was linked to the leadership framework, encouraged by individual work and development planning and accessible to all staff. The RTA was a technical leader in road safety, infrastructure, network management and related engineering fields. Our technical teams provided and sourced personnel from across the world and undertook professional development to augment their cultural competencies.

Human resources

The RTA's recruitment strategies encouraged applicants from diverse backgrounds, with both short and long-term development opportunities offered across the organisation. Promotion of RTA employment opportunities is through intranet, internet, public sector notices, newspapers and recruitment agency avenues.

Community Language Allowance Scheme (CLAS) accredited staff offered 12 languages and enhanced customer service, particularly within motor registries. The RTA provided selected work placements for overseas qualified engineers to build their local experience, practical knowledge and professional networks.

The RTA planned to pilot the provision and use of retreat spaces at key locations for staff to access for religious purposes or return to work health requirements.

Access and equity

The RTA Diversity Advisor monitored changes in language and cultural group locations based on 2011 census data to ensure RTA services were accessible to all. Written driver licensing information was available in nine key community languages, with instructions at assessment phase reinforced by hand signals and universal signage.

Communication

The RTA authenticated and distributed critical identity and licence documentation on behalf of the NSW Government. The RTA translated key documents and assessment tools into a range of community languages. CLAS officers were part of this information and communication network. Communication of road safety messages included captioning on specified television programs and the use of native speakers on selected radio channels.

Social and economic development

The RTA contracted service providers through approved government panels or via public tender processes. Evaluation and appointment of providers was based on the published criteria, including the core knowledge, skills and experience required of the contractor. The RTA requested specific cultural diversity outcomes in areas including Aboriginal participation in construction.

Community Language Allowance Scheme

In 2011 the RTA had 27 CLAS officers offering 12 spoken languages to facilitate frontline customer services. Annual surveys record the usage and frequency of CLAS interactions within the work place. Most CLAS officers used their community language daily for an average of 30 minutes during direct customer service interactions. Many also assisted via the phone customers visiting other locations or calling the RTA Contact Centre. The spread of languages offered supported prompt, quality customer service.

Appendix 7. Disability Action Plan

Disability action planning is underpinned by the *Disability Services Act 1993* (NSW) and the *Disability Discrimination Act 1992* (Cwlth).

The RTA together with disability providers, communities and other transport agencies are developing a Transport for NSW Disability Action Plan. RTA disability employment strategies contribute to the employability program targets set by NSW Department of Premier and Cabinet and the Ready, Willing and Able program target set by Transport for NSW. Currently 3.6 per cent of our staff identify as having a disability requiring workplace adjustment.

The RTA monitors and reviews staff who have disclosed disability to ensure the organisation is removing barriers and providing suitable workplace practices and adjustments.

The RTA has attracted skilled applicants by offering limited duration internships to final year university students with a disability. Interns recruited in 2011 are from mechatronics, civil engineering and business degree strands. Placements include a physical site visit and a written accessibility report by an external provider for the given location. The RTA also supports a work placement program for Paralympic athletes. The RTA will continue to increase employment with these disability specific entry pathways.

We celebrated our inclusion of staff with disability at an International Day of Disability events (5 October 2011 in Wollongong) with a Paralympian master of ceremonies, two past interns and a local carer as key speakers. Staff diversity was promoted with an organisation wide themed screen saver. We have provided short-term work placement trials for many external people returning to work following injury or illness. The RTA maintains Gold membership of the Australian Network on Disability and assisted with development of the new publication, *Employers Guide to Partnering with Disability Employment Services*.

Proposed initiatives for 2012 include:

- Establishing an internal disability network.
- Taking an electronic subscription to Link magazine to increase staff awareness of new technology and research.
- Making an input to development and implementation of the Transport for NSW Disability Action Plan, in consultation with stakeholder groups.
- Finalising the RTA Reasonable Adjustment Policy and supporting managers and staff in its implementation.

It is a legal requirement to have disability included in the Diversity and Equity Plan, which is covered in Appendix 5.

Appendix 8. Overseas travel by RTA officers

Between 1 July 2011 and 31 October 2011, officers of the RTA travelled overseas on seven occasions to undertake official duties for the RTA and the NSW Government. Details are presented in the table below.

TABLE A8.1. OVERSEAS TRAVEL BY RTA OFFICERS 1 JULY 2011 TO 31 OCTOBER 2011

At no cost to the RTA		
Position	Countries/cities visited	Purpose of visit
Executive Manager Transport Strategy & Systems	Singapore	Sydney Coordinated Adaptive Traffic System (SCATS) VAX Services Migration Agreement.
Senior Engineer Ventilation and Fire Safety	Auckland, New Zealand	Assist in tender process for Waterview Connection Project (road tunnel).
Part or all costs met by the RTA		
Position	Countries/cities visited	Purpose of visit
Director Commercial Services	Hong Kong, Beijing, Shanghai, and Guangzhou, China	Represent the RTA's commercial operations in China, specifically the Sydney Coordinated Adaptive Traffic System (SCATS), as part of the Premier's Business Delegation to China.
Commercial Manager Traffic Systems, Manager Traffic Algorithm Development, and Executive Manager Transport Strategy & Systems	Orlando, USA	Present to the 18th World Congress on Intelligent Transport Systems.
Manager Safer Roads Systems, NSW Centre for Road Safety	Rotorua, New Zealand	Attend the 2011 Australasian Road Marking Conference and Exhibition.
Senior Bridge Engineer Senior, and Surveillance Officer	Xiegang Town, Dongguan and Shenzhen, China	Assess the technical competency of steel fabricator for the Hunter Expressway project and monitor steel fabrication for it.
Deputy Chief Executive/Director Customer Service	Edmonton, Canada	Present at the Transport Association of Canada (TAC) Annual Conference on the Australian road situation and attend conference sessions. Address the TAC Executive at their annual general meeting.

Appendix 9. Access to government information

Program for the release of government information

The RTA made a significant amount of information available to members of the public and published many brochures, information sheets and technical documentation about its various functions. These documents were widely available through a variety of means.

For example:

- Publications on driver licensing, vehicle registration and road safety were available free from motor registries.
- Technical and AUSTRROADS publications were available for sale from the RTA Library Services at Level 3, 27 Argyle Street, Parramatta NSW 2150, telephone: 8849 2913.

The RTA's library's collection of books, journals and CD-ROMs included extensive coverage in the areas of road and bridge engineering, road safety, environment and management.

The agency was constantly preparing and reviewing information which it made available to the public through these, and other means, details of which are contained in the current Publication Guide 2011.

A list of information which the RTA proactively released was available on the RTA website.

Access applications

In the period 1 July to 31 October 2011 the RTA received 872 requests for information under the *Government Information (Public Access) Act 2009* (the GIPA Act). Of these requests, 75 were initially invalid, with 51 remaining invalid at the end of the reporting period.

Conclusive presumption against disclosure

Of the 821 access applications dealt with under the GIPA Act, there was only one in which access was refused. This was because the application was for disclosure of information for which there was a conclusive presumption of overriding public interest against disclosure.

Statistical information

Below is the statistical information as specified in Schedule 2 of the Government Information (Public Access) Regulation 2009.

TABLE A. NUMBER OF APPLICATIONS BY TYPE OF APPLICANT AND OUTCOME*

	Access granted in full	Access granted in part	Access refused in full	Information not held	Information already available	Refuse to deal with application	Refuse to confirm/deny whether information is held	Application withdrawn
Media	3	0	0	0	0	0	0	0
Members of Parliament	1	0	0	0	0	0	0	0
Private sector business	188	185	145	35	8	3	0	7
Not-for-profit organisations or community groups	0	0	29	24	0	0	0	3
Members of the public (application by legal representative)	27	8	13	10	4	1	0	4
Members of the public (other)	54	20	24	17	1	1	0	8

* More than one decision can be made in respect of a particular access application. If so, a recording must be made in relation to each such decision. This also applies to Table B.

TABLE B. NUMBER OF APPLICATIONS BY TYPE OF APPLICATION AND OUTCOME*

	Access granted in full	Access granted in part	Access refused in full	Information not held	Information already available	Refuse to deal with application	Refuse to confirm/deny whether information is held	Application withdrawn
Personal information applications*	6	4	2	0	1	0	0	1
Access applications (other than personal information applications)	270	210	209	86	12	5	0	21
Access applications that are partly personal information applications and partly other	3	1	0	0	0	0	0	0

* A personal information application is an access application for personal information (as defined in clause 4 of Schedule 4 to the Act) about the applicant (the applicant being an individual).

TABLE C. INVALID APPLICATIONS

Reason for invalidity	No of applications
Application does not comply with formal requirements (section 41 of the Act)	75
Application is for excluded information of the agency (section 43 of the Act)	0
Application contravenes restraint order (section 110 of the Act)	0
Total number of invalid applications received	75
Invalid applications that subsequently became valid applications	24

TABLE D. CONCLUSIVE PRESUMPTION OF OVERRIDING PUBLIC INTEREST AGAINST DISCLOSURE: MATTERS LISTED IN SCHEDULE 1 OF ACT

	Number of times consideration used*
Overriding secrecy laws	0
Cabinet information	0
Executive Council information	0
Contempt	0
Legal professional privilege	1
Excluded information	0
Documents affecting law enforcement and public safety	0
Transport safety	0
Adoption	0
Care and protection of children	0
Ministerial code of conduct	0
Aboriginal and environmental heritage	0

* More than one public interest consideration may apply in relation to a particular access application and, if so, each such consideration is to be recorded (but only once per application). This also applies in relation to Table E.

TABLE E. OTHER PUBLIC INTEREST CONSIDERATIONS AGAINST DISCLOSURE: MATTERS LISTED IN TABLE TO SECTION 14 OF ACT

	Number of occasions when application not successful
Responsible and effective government	1
Law enforcement and security	1
Individual rights, judicial processes and natural justice	419
Business interests of agencies and other persons	1
Environment, culture, economy and general matters	0
Secrecy provisions	0
Exempt documents under interstate Freedom of Information legislation	0

TABLE F. TIMELINESS

	Number of applications
Decided within the statutory timeframe (20 days plus any extensions)	774
Decided after 35 days (by agreement with applicant)	14
Not decided within time (deemed refusal)	48
Total	836

TABLE G. NUMBER OF APPLICATIONS REVIEWED UNDER PART 5 OF THE ACT (BY TYPE OF REVIEW AND OUTCOME)

	Decision varied	Decision upheld	Total
Internal review	0	3	3
Review by Information Commissioner*	0	0	0
Internal review following recommendation under section 93 of Act	0	1	1
Review by Administrative Decisions Tribunal	0	0	0
Total	0	4	4

* The Information Commissioner does not have the authority to vary decisions, but can make recommendations to the original decision-maker. The data in this case indicates that a recommendation to vary or uphold the original decision has been made by the Information Commissioner.

TABLE H. APPLICATIONS FOR REVIEW UNDER PART 5 OF THE ACT (BY TYPE OF APPLICANT)

	Number of applications for review
Applications by access applicants	5
Applications by persons to whom information the subject of access application relates (see section 54 of the Act)	0

Appendix 10. Ombudsman complaints

Complaints received by the RTA grouped by subject:

TABLE A10.1. COMPLAINTS RECEIVED BY SUBJECT

Subject	Number of complaints
Speed cameras/speeding infringements	0
Licensing	8
Tolling and E-tags	3
Registration	7
Miscellaneous	7
Total	25

July 2011

Concerns raised by RTA staff about safety and cleanliness issues when a driving instructor conducted lessons with a dog in the vehicle. These issues are currently being investigated.

August 2011

Number plates were stolen and inappropriately used on another vehicle. The customer's concerns were investigated and new number plates issued.

A customer received a penalty notice for 'driving unaccompanied on a learner licence'. The customer also held an overseas driver licence but did not, however, disclose details of that licence when applying for a NSW learner licence. The matter was investigated and advice provided to the Ombudsman.

Complaint regarding information about proof of identity (POI) shown on the RTA website. The customer raised concerns regarding the POI documents required to apply for a NSW photocard. These concerns were investigated and resolved when a photocard was issued.

Complaint about the level of service provided when a customer attended a motor registry and contacted the E-Toll business centre. The issues the customer raised have been investigated and resolved.

September 2011

Complaint about the registration of a written-off vehicle and the delay in responding. The registration of a repairable writeoff has been investigated and the issue resolved.

Customer applied for replacement number plates online, but was not able to surrender both existing number plates when he attended the motor registry, in line with RTA policy. The customer's concerns were investigated and resolved, and the number plates issued.

Tolling fees could not be debited from a customer's expired credit card. In addition, the customer experienced difficulties with the tag not working properly. This issue is currently being investigated.

October 2011

Complaint about the renewal of vehicle registration. An administrative error resulted in registration not being renewed and the customer received penalty notices for driving an unregistered and uninsured vehicle. Representations were made to the Local Court on the customer's behalf. The RTA subsequently withdrew the penalty notices.

Complaint regarding the name shown on a mobility parking authority card. The customer's concerns were investigated and resolved, and a card was subsequently issued.

Appendix II. Consumer response

RTA policy is to enter all customer complaints 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 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.

TABLE AII.1. NUMBER OF COMPLAINTS RECEIVED

Issue	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	1 July – 31 Oct 2011
Clearway towing	596	534	479	260	341	565	163
Customer service	214	170	199	220	324	431	142
Driver licensing	401	399	348	269	320	381	131
Road safety	476	300	417	266	242	234	27
Vehicle registration	195	79	152	130	165	212	79
Business systems	9	4	7	62	113	158	36
Transport efficiency	32	50	31	39	25	55	10
Organisational direction – management	19	20	26	23	15	31	1
Road asset provision – environment	3	17	20	9	15	20	5
Noise	296*	12	19	21	10	17	4

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

Appendix 12.

Legal change

Legislation administered by the Minister for Roads

(Act then Regulation)

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 2008

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 2008

Road Transport (General) Act 2005 No. 11

Road Transport (General) Regulation 2005

Road Transport (Mass, Loading and Access) Regulation 2005

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

Road Transport (Safety and Traffic Management) Regulation 1999

Road Rules 2008

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 1988 No. 111

Tow Truck Industry Regulation 2008

Transport Administration Act 1988 No. 109 (Part)

Transport Administration (General) Regulation 2005 (Part)

Transport Administration (Staff) Regulation 2005 (Part)

*The Campbelltown Presbyterian Cemetery Act 1984 No. 19 was repealed by Schedule 4 of the Statute Law (Miscellaneous Provisions) Act 2011 on 8 July 2011.

New legislation from 1 July – 31 October 2011

New Acts

None during period

New Regulations

1. Driving Instructors Amendment (Fees) Regulation 2011

The Regulation started on 1 July 2011 and increased certain fees payable in connection with the administration of the *Driving Instructors Act 1992*. The fee increases were generally in line with movements in the Consumer Price Index.

2. Photo Card Amendment (Fees and Penalty Notice Offences) Regulation 2011

The Regulation started on 1 July 2011 and amended the Photo Card Regulation 2005 and increased fees for the issue of a new Photo Card (from \$45 to \$46) as well as increasing the penalties for certain offences under section 34 of the *Photo Card Act 2005* for contraventions of certain provisions of that Act and a provision of the Photo Card Regulation 2005. The fee and penalty notice offence increases were generally in line with movements in the Consumer Price Index.

3. Road Transport (Driver Licensing) Amendment (Fees) Regulation 2011

The Regulation started on 1 July 2011 and increased certain fees payable under the *Road Transport (Driver Licensing) Act 1998*. The fee increases were generally in line with movements in the Consumer Price Index.

4. Road Transport Legislation Amendment (Penalty Levels and Fees) Regulation 2011

The Regulation started on 1 July 2011 and amended the Road Transport (General) Regulation 2005 to increase the penalty levels for penalties for motor vehicle offences that are dealt with by penalty notices issued under Part 5.3 of the *Road Transport (General) Act 2005*; the fees for access for information; the daily fee for the storage of an impounded motor vehicle; and the fees for the clamping of vehicles. Amendments were also made to the Road Transport (Mass, Loading and Access) Regulation 2005 to increase the fees for the issue of a Class 1, 2 or 3 permit, or a permit under Division 6 or 7 of Part 2 of that Regulation, the issue of a permit exempting a person from the operation of any of the provisions of clause 53 (1) of that Regulation relating to the protection of loading or equipment of vehicles, and an application to be accredited under a Mass Management Accreditation Scheme. Except for penalties for motor vehicle speeding offences, the penalty level and fee increases were generally in line with movements in the Consumer Price Index.

5. Road Transport (Safety and Traffic Management) Amendment (Tow-away Charge) Regulation 2011

The Regulation started on 1 July 2011 and amended the Road Transport (Safety and Traffic Management) Regulation 1999 to increase from \$169 to \$174 the tow-away charge for the removal of unattended motor vehicles or trailers. The tow-away charge increase was generally in line with movements in the Consumer Price Index.

6. Road Transport (Vehicle Registration) Amendment (Fees and Heavy Vehicle Registration Charges) Regulation 2011

The Regulation started on 1 July 2011 and amended the Road Transport (Vehicle Registration) Regulation 2007 and increased certain registration fees and renewal of registration fees payable under the *Road Transport (Vehicle Registration) Act 1997* for motor vehicles and trailers and increased certain fees payable for services provided by the RTA. The fee increases were generally in line with movements in the Consumer Price Index. The Regulation also sets the annual registration charges for chargeable heavy vehicles for the 2011–12 financial year (consistent with the provisions of the *Model Heavy Vehicle Charges Act* set out in the National Transport Commission (Model Heavy Vehicle Charges Act) Regulations 2008 of the Commonwealth).

7. Roads Amendment (Penalty Notice Offences) Regulation 2011

The Regulation started on 1 July 2011 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 Regulation 2008. The increases were generally in line with movements in the Consumer Price Index.

8. Tow Truck Industry Amendment (Maximum Fees) Regulation 2011

The Regulation started on 1 July 2011 and amended the Tow Truck Industry Regulation 2008. The Regulation increased the maximum fees in line with movements in the Consumer Price Index that could be charged by the holder of a tow truck operator's licence or a tow truck driver's certificate. The fee increases related to the towing, salvage or storage of a motor vehicle that had been involved in a crash or that had been stolen (or for any service that is related to the towing, salvage or storage of such a motor vehicle).

9. Road Transport (Driver Licensing) Amendment (Release of Photographs to Identify Security Strike Team) Regulation 2011

This Regulation started on 1 July 2011 and amended the Road Transport (Driver Licensing) Regulation 2008 to allow the RTA to release certain photographs or photographic images that it stores to the Identity Security Strike Team (Sydney). The relevant photographs relate to driver licences, 'proof of age' cards and licences and permits under the *Firearms Act 1996*, the *Security Industry Act 1997*, the *Weapons Prohibition Act 1998* and (from 7 January 2011) the *Commercial Agents and Private Inquiry Agents Act 2004*.

Significant judicial decisions

RTA v Australian National Car Parks Pty Ltd – The Supreme Court refused to grant the RTA leave to appeal from a judgment of the Local Court. The Local Court had ordered the RTA to release to Australian National Car Parks Pty Ltd the names and addresses of registered vehicle operators pursuant to an application for preliminary discovery.

Appendix 13. 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 NSW Government policy. Proceeds from property sales are used to support and improve the State's road network infrastructure.

In the four months ended 31 October 2011 contracts were brought to account for the sale of 27 properties for a total value of \$11.276 million. Of these, five properties were valued at more than \$500,000 each, to a total value of \$7.971 million. Major sales included properties in Riverview Road, Earlwood (\$3.5 million and \$1.675 million), Schofields Road, The Ponds (\$1.5 million), Ramsgate Road, Ramsgate (\$691,000) and Palmdale Road, Ourimbah (\$605,000).

No properties were sold to people with a family or business connection to the person responsible for approving the disposal. All documents relating to the disposal of properties are available under the *Government Information (Public Access) Act 2009*.

Appendix 14. Payments to consultants

TABLE AI4.1. CONSULTANTS PAID MORE THAN \$50,000

Project description	Consultant	Amount (\$)
Commercial businesses strategy	Ernst & Young	155,100
Overtime management	Third Horizon	57,143
Asset management systems review	GHD	105,614
Customer focus	PWC	442,009
Total		759,866

TABLE AI4.2. CONSULTANTS PAID LESS THAN \$50,000

Total number of engagements	3
Total	68,969
Total cost	828,834

Appendix 15.

Reporting of RTA contracts with private sector entities

Under Part 3 of the *Government Information (Public Access) Act 2009*, the RTA was required to maintain a register of government contracts that records information about each government contract to which the RTA is a party that has (or is likely to have) a value of \$150,000 or more.

Also, the Premier's Memorandum No 2007-01 mandates the disclosure of particular information about invitations to tender.

The RTA's government contracts register and tender disclosure information was available on the Department of Services, Technology and Administration eTender website at tenders.nsw.gov.au.

The RTA also maintained a separate register of government contracts which was on its website and available for view by class of contract.

Any inquiries about the RTA's tender of contract disclosure can be directed to, Manager, Compliance, Government Information and Privacy Branch on telephone 02 8588 4990.

Appendix 16

Accounts Payment Performance

TABLE A16.1. AGEING OF AMOUNTS UNPAID AT MONTH END

Quarter	Current (\$)	<30 days overdue (\$)	30–60 days overdue (\$)	60–90 days overdue (\$)	>90 days overdue (\$)
Sep 11	44,329,920.83	13,847,487.06	1,899,477.65	569,529.60	646,135.82
Dec 11	43,196,179.28	7,449,952.48	295,403.07	57,526.73	71,197.76

TABLE A16.2. ACCOUNTS PAYABLE PAYMENT PERFORMANCE – TRADE VENDORS

Quarter	Total accounts paid on time			
	Target %	Actual %	\$	Total (\$)
Sep 11	86	92.91	312,627,819.80	330,020,159.55
Dec 11	86	92.96	67,844,876.12	84,449,749.44

Accounts payable payment performance exceeded the performance target for each quarter.

Dec 11 quarter only captures the October month data as RTA amalgamated to RMS.

Appendix 17.

Funds granted to non-government community organisations

TABLE A17.1. FUNDS GRANTED TO NON-GOVERNMENT COMMUNITY ORGANISATIONS | JULY TO 31 OCTOBER 2011

Directorate/Region	Name of recipient organisation	Amount of grant (\$)	Program area as per Budget Paper	Nature and purpose of the project including aims and target audience
Sustainable Transport Traffic Management, Network Services	Bicycle NSW	240,000	Road use	Sponsorship of the '2011 Government Spring Cycle'
Regulatory Services	National Motor Vehicle Theft Council	172,125	Road use	Theft reduction strategies
Northern	Australian Drug Foundation	12,500	Road use	Support of the 'Good Sports' program
Northern	New Italy Museum	1,430	Road use	Contribution to 'Driver Reviver' site management
Western	Greenethorpe Soldiers Memorial Hall Committee Inc.	4,356	Road use	Community bike ride event for Bike Week
Western	Kristy Faris	1,855	Road Use	Community bike ride for Bike Week
Western	Mudgee Bicycle User Group	183	Road use	Bike Week associated activities
Sydney	Art Cycle Inc Windsor Cycling Inc.	780 1,550	Road use	Bike Week promotion
Hunter	Hawks Nest Tea Gardens Progress Assoc Inc.	1,289	Road use	Bike Week event – Tea Gardens
South West	Bicycle Wagga Wagga Inc.	7,400	Road use	Promotion of Bike Week – Wagga Wagga
South West	Australian Drug Foundation	3,332	Road use	'Good Sports' – Drink Drive Campaign
South West	Birchbrook Court P/L TA Albury Bicycle Superstore	1,600	Road use	Promotion of Bike Week – Wagga Wagga
South West	Narbug Inc.	1,500	Road use	Promotion of Bike Week – Narrandera

Appendix 18. Privacy Management Plan

The RTA complies with the *Privacy and Personal Information Protection Act 1998 (the Act)*. Section 33(3) of the Act requires the RTA to provide a statement of action taken in complying with the requirements of the Act. The RTA is also required to supply statistical details of any review conducted by or on behalf of the agency under Part 5 of the Act.

The RTA statement of action in complying with requirements of the Act is outlined in its Privacy Management Plan, which was in its second edition and available on the RTA website.

The agency continued to do the following:

- 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 are appropriately trained to apply the information protection principles.

During the period 1 July to 31 October 2011 the RTA received two requests for review of conduct under Part 5 of the Act.

One of these applications was from an RTA customer who wished to challenge the cancellation of their NSW driver licence. While the investigation found that there was no indication of any breach of the information protection principles, the customer has applied to the NSW Administrative Decisions Tribunal for a review of the decision.

The other review of conduct was in respect of suspected improper access to the customer's personal information by a third party who has access to RTA records. A review of the RTA's records failed to identify any evidence which supported the suspicion that there had been any improper access to the customer's personal information and found no breach of the information protection principles.

Appendix 19. Research and development

The RTA has a research and development program which identifies and develops innovative solutions to materials, products, equipment, systems and processes to achieve business improvements as well as a range of research projects focussing on road safety.

Between 1 July and 31 October 2011, more than \$1.3 million was spent on such activities throughout the RTA.

Specialist RTA staff undertake the work, some in collaboration with universities or outsourced to specialist research groups. There has been an increased focus on research into the performance of roads and bridges to assist planning of long-term maintenance needs and programs.

The RTA and the University of Technology Sydney continued development of a grit-blasting assistive device maintenance unit for blast cleaning of steel. The grit-blasting assistive device, based on a new lightweight 22kg robot, is scheduled for final testing in January 2012.

The RTA also contributes to research and development work funded by Austroads in conjunction with other road authorities to apply new technologies nationally or to assist with filling knowledge gaps on the impact of increasing vehicle loadings on existing infrastructure.

Some of the specific research and development activities undertaken during the period 1 July to 31 October 2011 were as follows:

Pavements

- Development of supplements Part 4I – Earthworks Materials and Part 4F – Bituminous Binders to Austroads technical guidelines on roads.
- Review of the final draft of research report on the Melbourne warm asphalt mix trial.
- Continued development of a guide for design of concrete pavements under differential settlement.
- Continued development of the Specification R73 'Construction of Plant Mixed Heavily Bound Pavement Course'.

Bridges

- Monitoring of sacrificial cathodic protection systems now in place on bridge concrete structures.
- Continued on-site testing of the grit-blasting assistive device to ensure its productive and safe operation.

Geotechnical

- Completion of a research report on the current status of fibre optical Bragg gratings technology for use in pavements, geotechnical and bridge structures.
- Continuation of remote wireless monitoring of slope sites using SCADA.
- Addition of a new module to the RTA Refract software enabling analysis of the quality of the raw seismic data produced by consultants.
- Completion of a revised RTA Earthworks Specification (R44).

Materials technology

- Upgrading of nine pavement material test methods.
- Continued research on alternative power and communications for ITS installations. This is to investigate and produce a guide document on possible technologies for the provision of power and communications to Intelligent Transport System sites and their advantages, disadvantages and whole-of-life-cycle costs.
- Continued development of an LED in-pavement light. Stage 1 is to conduct preliminary design and prepare a design feasibility report with recommendations for further action, namely further work or project termination.
- Evaluation of radar-based vehicle detection to determine whether a non-intrusive (above-ground) vehicle detection system (radar) can be a suitable alternative to in-road loop detectors in terms of accuracy and reliability of the vehicle detection data.

Safer road users

- Research carried out to determine the profile of the drug driving population from roadside drug testing. The report was presented at the Road Safety Research, Policing and Education Conference 2011.
- Research project carried out to examine the usage rates of in-vehicle driver distractions. The project aimed to quantify the prevalence and current usage patterns of in-vehicle and portable devices by car drivers and light and heavy commercial vehicle drivers in NSW.
- Collaboration between the Centre for Road Safety and Regulatory Services Directorate on inclusion of questions to examine the usage and deterrence of mobile phones in a larger research study.
- Conduct of quantitative research on drivers' attitudes to speeding which found significant support for speed cameras and that around one in four drivers speed all or most of the time.
- Conduct of annual speed surveys to measure trends in speeding across NSW.
- Presentation of a research paper at the national road safety conference which documents the development of a tool which translates speeding identified in speed surveys into a risk measure.

Safer roads

- Trial of an innovative, wide, audio tactile centre line designed to improve safety on undivided roads, with the results published on the RTA website.
- Review and subsequent revision of the *NSW Speed Zoning Guidelines*.

Safer vehicles

- Completion of research into crashworthiness of repaired vehicles to support the recently introduced Written-Off Vehicle Regulations.
- Initiation of projects with the Australian National Crash In-depth Study to ensure cases of raised/modified 4WD and RV/SUV are included, to determine the increased crash risk associated with certain modifications (especially raised suspension).
- Initiation of a project with Monash University Accident Research Centre via the Vehicle Safety Research Group to estimate the increased risk of crashing associated with larger A pillar dimensions which can obscure the driver's vision in critical directions.
- Continued research into heavy vehicle safety features.
- Participation in the development of Australian Standards for child restraint accessories.
- Completion of research into the safety of children under the age of seven years when positioned on additional (third row) seats.

Business strategy and strategic projects

Road Toll Response Package

- Completion of a literature review by Queensland University of Technology into how fatigue is likely to affect motorcycle rider behaviour, its probable contribution to motorcycle crashes and the associated crash risk, including proven successful countermeasures and further research requirements.
- Completion of a literature review by Queensland University of Technology on 'returning riders' to understand if this is a potential motorcycling crash risk category that requires attention in the NSW Motorcycle Safety Strategy.
- Engagement of the University of NSW to conduct literature review into repeat traffic offenders to inform the development of a repeat offenders strategy.
- Initiation, in conjunction with Austroads, of a three-year, in-depth motorcycle crash study as part of the NSW Motorcycle Safety Strategy. Neuroscience Research Australia will lead the study.
- Undertaking of the Motorcycle Attitudinal Quantitative Research Study to underpin the communications activities proposed as part of the NSW Motorcycle Safety Strategy.
- Receipt of the final report from Monash University Accident Research Centre on the review of road safety benefits associated with Pedestrian User Friendly Intelligent crossings technology.
- Development of the general evaluation framework for the Road Toll Response Package.

Appendix 20.

Driver and vehicle statistics

TABLE A20.1. NUMBER OF VEHICLES REGISTERED IN NSW AS AT 30 SEPTEMBER 2011 BY YEAR OF MANUFACTURE

Year of manufacture	No. of vehicles
1900–59	9,200
1960–64	7,859
1965–69	15,838
1970–74	45,400
1975–79	85,756
1980–84	133,185
1985–89	288,191
1990–94	455,091
1995–99	939,897
2000–04	1,392,665
2005	330,362
2006	322,675
2007	354,304
2008	347,199
2009	325,895
2010	364,186
2011	208,603
Unknown	23
Total	5,626,329

Note: data is extracted quarterly therefore figures are based on most recent figures obtained

TABLE A20.2. NUMBER OF VEHICLES REGISTERED IN NSW AS AT 30 SEPTEMBER 2011 BY VEHICLE TYPE

Vehicle type	No. of vehicles
Passenger vehicles	2,887,844
Off-road vehicles	950,653
People movers	71,077
Small buses	16,386
Buses	15,221
Mobile homes	6,061
Motor cycles	167,072
Scooters	13,747
Light trucks	547,243
Heavy trucks	79,963
Prime movers	23,047
Light plants	3,030
Heavy plants	6,436
Small trailers	521,027
Trailers	317,405
Other vehicles	117
Total	5,626,329

Note: data is extracted quarterly therefore figures are based on most recent figures obtained

TABLE A20.3. NUMBER OF VEHICLES REGISTERED IN NSW AS AT 30 SEPTEMBER 2011 BY VEHICLE USAGE

Vehicle usage	No. of vehicles
Private	3,899,323
Pensioner concession	735,905
Primary producer concession	104,747
Business general	819,750
Taxi	6,986
Public bus and coach	7,156
FIRS	4,556
Other vehicle usages	47,906
Total	5,626,329

Note: data is extracted quarterly therefore figures are based on most recent figures obtained

Appendix 21. Insurance

TABLE A20.4. NSW LICENSED DRIVERS AND RIDERS AS AT 31 OCTOBER 2011

By sex	No. of licence holders	% of total
Female	2,386,349	48.5%
Male	2,538,378	51.5%
Total	4,924,727	100.0%

Licence holders by age	No. of licence holders	% of total
16–19	281,431	5.7%
20–24	393,542	8.0%
25–29	429,046	8.7%
30–34	449,779	9.1%
35–39	477,413	9.7%
40–44	476,191	9.7%
45–49	467,973	9.5%
50–54	453,651	9.2%
55–59	400,166	8.1%
60–64	364,452	7.4%
65–69	278,188	5.6%
70–74	198,620	4.0%
75–79	130,342	2.6%
80–84	84,313	1.7%
85+	39,620	0.8%
Total	4,924,727	100.0%

TABLE A20.5. NSW DRIVER AND RIDER LICENCES ON ISSUE AS AT 31 OCTOBER 2011

By licence class	No. of licences	% of total
C	4,375,546	80.5%
LR	85,404	1.6%
MR	126,426	2.3%
HR	201,410	3.7%
HC	111,595	2.1%
MC	20,359	0.4%
R	514,190	9.5%
Total	5,434,930	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.

Principal arranged insurance

The RTA continued to provide principal arranged insurance via its broker AON. The program covers its contractors and sub-contractors for all construction and maintenance for roads and bridges for contract works and third party liability. A similar program for real estate is now in place for all building construction, maintenance and repair contract works and third party liability.

Treasury Managed Fund

The Treasury Managed Fund is a NSW Government arranged indemnity scheme (operated by The NSW Treasury), which provides indemnity cover for workers compensation, motor vehicle, property damage, legal liability, fidelity guarantee and travel.

Workers compensation

Insurance premiums are calculated on an annual basis. 2011-12 premiums are not available as at 31 October 2011. Consequently premium rates for 2010-11 indexed by the September 2011 CPI have been applied for the period July to October 2011.

Motor vehicle

Insurance premiums are calculated on an annual basis. 2011-12 premiums are not available as at 31 October 2011. Consequently premium rates for 2010-11 indexed by the September 2011 CPI have been applied for the period July to October 2011.

Property

Insurance premiums are calculated on an annual basis. 2011-12 premiums are not available as at 31 October 2011. Consequently premium rates for 2010-11 indexed by the September 2011 CPI have been applied for the period July to October 2011.

Liability

Insurance premiums are calculated on an annual basis. 2011-12 premiums are not available as at 31 October 2011. Consequently premium rates for 2010-11 indexed by the September 2011 CPI have been applied for the period July to October 2011.

FIGURE A21.1. WORKERS COMPENSATION PREMIUM COST AND CLAIMS FREQUENCY

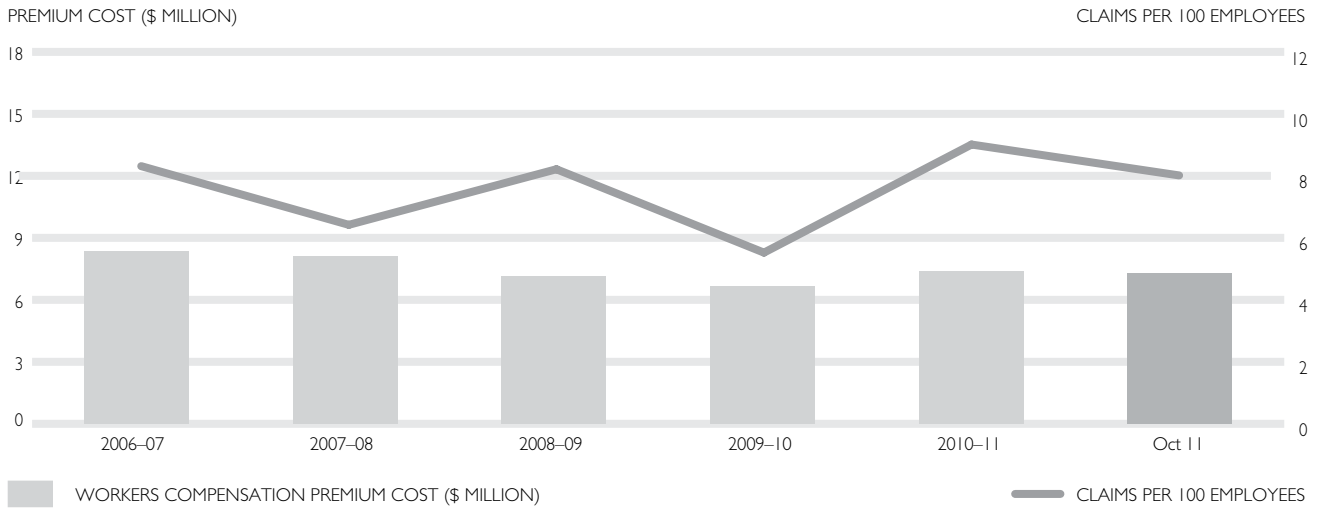


FIGURE A21.2. MOTOR VEHICLE PREMIUM AND MOTOR VEHICLE CLAIMS FREQUENCY

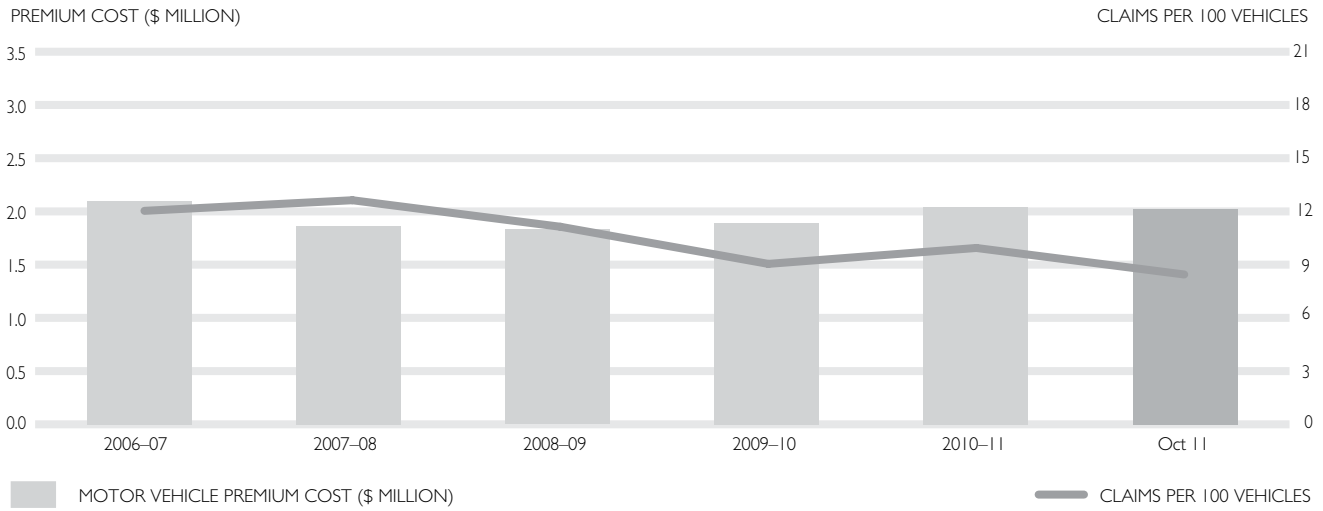


FIGURE A21.3. PROPERTY PREMIUM IN CURRENT DOLLAR

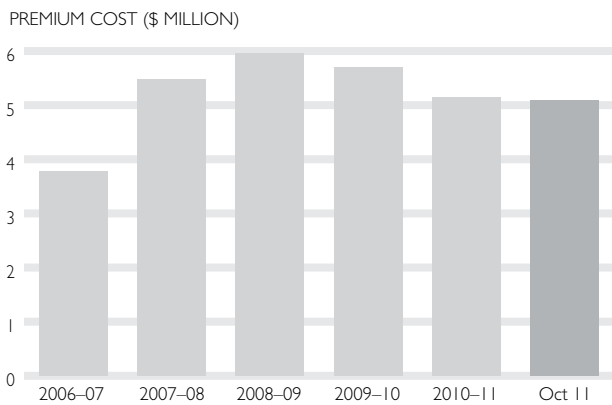
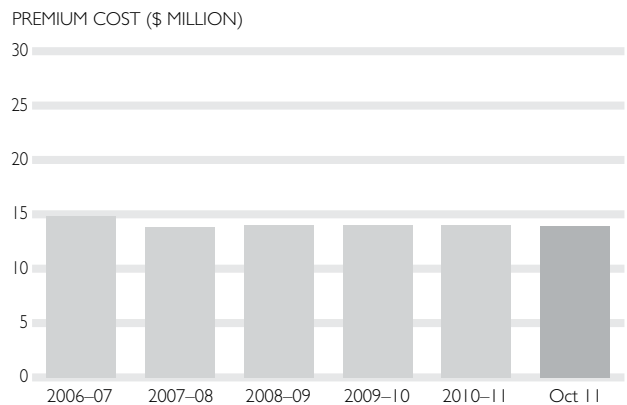


FIGURE A21.4. LIABILITY INSURANCE PREMIUM IN CURRENT DOLLAR



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(Including Compliance index)

The items in **bold** form the 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.treasurynsw.gov.au (click on 'information for agencies' and then 'annual reporting').

The principal entries for each listing are highlighted in *italics*.

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Contact details

General inquiries

13 22 13 (8.30am – 5pm Monday to Friday, 8.30am – noon Saturday)

Traffic inquiries

132 701 (24 hours)

To report traffic conditions, incidents and signal faults

131 700 (24 hours)

RTA Sydney and Regional Offices

131 782

International callers (outside Australia)

+61 2 4920 5500 (8.30am – 5pm Monday to Friday, 8.30am – noon Saturday AEST)

www.rta.nsw.gov.au

myRTA.com customers can conduct registration renewals and transfers, book licensing tests, change their address, check their demerit points, carry out vehicle history checks, contact us, and much more.

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To minimise environmental and financial impacts, the RTA does not produce many hard copies of its annual report. The report is available on the RTA website at www.rta.nsw.gov.au, under 'Publications, statistics and forms'. No CD-ROM version of this report has been produced.

The total external cost of producing this report will be about \$25,000 which includes \$13,000 for design, \$5,000 for printing and \$7,000 for document development and editing services. Final invoices have not been received at time of publication so estimates have been based on revised quotes.



Roads and Traffic Authority of New South Wales

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