ROADS AND TRAFFIC AUTHORITY ANNUAL REPORT 2001

RTA

The Honourable Carl Scully, MP
Minister for Transport
Minister for Roads
Level 34
Governor Macquarie Tower
1 Farrer Place
Sydney NSW 2000

Dear Minister,

I have pleasure in submitting the Annual Report and Financial Statements of the Roads and Traffic Authority for presentation to the Parliament of New South Wales for the financial year ended 30 June 2001. It has been prepared in accordance with the *Annual Reports (Statutory Bodies) Act 1984* and the *Public Finance and Audit Act 1983.*

Yours sincerely,

Paul Forward

Chief Executive

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Front Cover

The RTA's Blue Line was one of the most visible and popular parts of the Sydney 2000 Olympic and Paralympic Games. A special non-reflective, skid-resistant, thermoplastic material, it defined the marathon course from North Sydney to Sydney Olympic Park at Homebush Bay. The Blue Line is an enduring symbol of the RTA's major contribution to transport, traffic management and road events for the Games.

IFC

The Sydney Harbour Bridge featured in Sydney 2000 Olympic Games celebrations.

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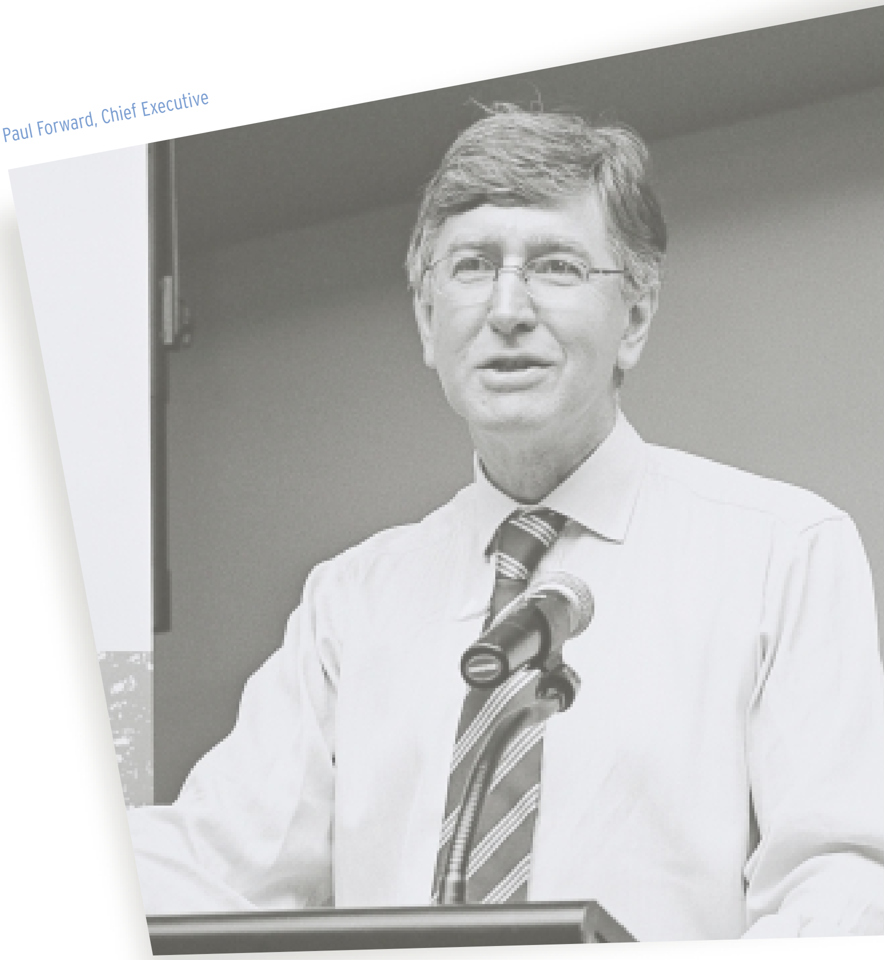
This report and many other publications referred to within it, are available on the RTA website at www.rta.nsw.gov.au

CHIEF EXECUTIVE'S

MESSAGE

Paul Forward, Chief Executive



The last year has been one of proud achievements for the RTA, as well as one of unprecedented challenge.

The RTA's planning and delivery of traffic management and associated needs for the Sydney 2000 Olympic and Paralympic Games was an outstanding success. Staff rose to this enormous challenge and were praised for their efforts by people and organisations from around the world. The Transport Management Centre played a vital role in coordinating traffic, transport and pedestrian management during this demanding period.

Major construction projects were progressed with the aim of improving efficiency and safety for motorists, freight and alternative transport. The new Woronora Bridge and a number of dual carriageway upgrades on the Pacific Highway were opened. The M5 East Freeway is six months ahead of schedule and other major projects to complete the Sydney Orbital Road network have been progressed, including the release of EIS reports for the Cross City Tunnel and Western Sydney Orbital. These projects will make a real difference to the local families and the NSW economy by eliminating blackspots, reducing travel time and improving travel conditions.

The major challenge of halting the growth in vehicle kilometres travelled is ongoing. Traffic efficiency has continued to improve with the use of technology such as electronic tolling as well as extending red Bus Lanes and the cycleway network.

There were some very encouraging trends in the road toll earlier in the year, however the Christmas holiday toll was disappointing. The establishment of the Road Safety Task Force has been constructive in bringing together key agencies and community representatives to formulate further strategies to save lives. All of the Task Force's recommendations have been implemented including increased penalties for not wearing a seatbelt or motorcycle helmet.

The New Graduated Licensing Scheme for new drivers has been implemented to ensure new drivers have extensive supervised learning and experience in all conditions.

A total of 60 timber bridges were replaced or restored by the end of 2000/01 through the Country Timber Bridge Program, to provide rural communities and industries with safe vital links to schools, markets and services.

The RTA's emphasis on customer service and community consultation continued. Further services were made available over the internet to save customers' time and make services more accessible.

Heavy vehicle compliance and safety was enhanced by new inspection initiatives. Significant work has been undertaken to prepare for the implementation of a range of national heavy vehicle reforms.

The RTA's focus on protecting the natural and built environment was pursued vigorously. Extensive research was undertaken on the use of Pacific Highway fauna underpasses, a wading bird habitat was constructed at Kurnell in association with the M5 East, and significant work was performed on heritage bridges. The pursuit of urban design excellence continued, with pleasing results.

The RTA has seized the challenges and opportunities it faced on many fronts. The often competing needs and demands for funding from the community, interest groups and individuals will continue to be finely balanced. Looking ahead, a key focus will be the measurement of performance, which is integral to meeting community needs.

The RTA has commenced a number of important initiatives which will benefit our future performance. The findings of the study commissioned by the Road Safety Task Force into road user behaviour will be analysed to determine effective road safety improvement strategies. The Hazard Perception Test will be introduced as part of the Graduated Licensing Scheme to more comprehensively test the skills of new drivers.

I especially extend my thanks to all RTA staff for their professionalism, hard work and dedication to make the successes of the past year possible. I would like to thank the Minister for Roads, the Hon. Carl Scully, for his continued interest, support and encouragement. I also thank the RTA's other stakeholders and commercial partners for their contributions.

Paul Forward
Chief Executive

PROFILE OF THE RTA

Construction of the highly complex M5 East Freeway tunnel on the bed of the Cooks River requires a temporary dam enclosure.

Statutory framework

The RTA is a NSW statutory authority established under the *Transport Administration Act 1988*. It administers the *Transport Administration Act 1988, Roads Act 1993, Road Transport (General) Act 1999, Road Transport (Safety and Traffic Management) Act 1999, Motor Vehicles Taxation Act 1988, Road Transport (Heavy Vehicles Registration) Act 1995, Road Transport (Driver Licensing) Act 1998, Road Transport (Vehicle Registration) Act 1999* and *Driving Instructors Act 1992*.

Responsibilities

The RTA is the NSW State Government agency responsible for:

- Providing road planning, construction and maintenance solutions for the NSW community, with an emphasis on meeting community, environmental, regulatory and economic needs.
- Improving road safety, through better road user behaviour, vehicles and roads to save lives and reduce injuries.
- Managing the use of the road network to achieve consistent travel times, particularly during peak periods, by reducing congestion and delays and helping the community use the road system more effectively.
- Testing and licensing drivers, and registering and inspecting vehicles.

In delivering and managing a safe, reliable and efficient road network, the RTA consults with the community and coordinates with other transport and planning agencies to develop the most effective transport system to meet the needs of the people of NSW and contribute to the continued economic development of NSW in an environmentally responsible manner.

The technical expertise and professionalism of RTA staff is widely acknowledged and valued and we will continue to foster this.

The RTA manages the operation, maintenance and enhancement of 17,655km of State Roads, including 3,105km of National Highways. This includes traffic facilities such as traffic lights, roundabouts, signs and linemarking. It also manages nearly 3,000km of Regional Roads and Local Roads in the unincorporated area of NSW where there are no local councils. It assists local councils in managing 18,423km of Regional Roads and, to a limited extent, Local Roads, through funding and other support.

Roads in which the RTA has an interest also take in 4,350 bridges, including major culverts and tunnels, and nine vehicular ferries.

History

The Roads and Traffic Authority (RTA) was established on 16 January 1989 under the *Transport Administration Act 1988* through an amalgamation of the former Department of Main Roads, Department of Motor Transport and the Traffic Authority.

Assets

The written down value of the road, bridge and traffic infrastructure the RTA manages is almost $48 billion, including the value of land under roads. Property, plant, equipment, private sector provided infrastructure and other non-current assets are valued at $3.3 billion.

Funding

Annual funding for the Roads Program is about $2.3 billion, derived principally from road user charges and Government appropriations.

Our people

The RTA employs approximately 6,500 staff in more than 200 offices throughout NSW, including 130 motor registries.

Customers

The RTA has a vast range of customers, including individuals, corporations, community and road transport groups, local councils and State and Federal Government agencies.

The 4.2 million drivers and owners of 4.4 million vehicles in NSW generate about 380,000 roads-related transactions and 49,500 phone calls per week.

RTA VISION, MISSION AND PRIORITIES

Workers construct the twin 4km M5 East road tunnels - Australia's longest.

Our Vision

A continually improving and increasingly safe roads and traffic system, meeting community, environmental and economic needs, as a key part of transport in New South Wales.

Our Mission

Delivery of the best transport outcomes, balancing the needs of public transport passengers, cyclists, pedestrians, motorists and commercial operators by:

- Maintaining a strong customer focus
- Working with innovation, openness and integrity
- Achieving value for money
- Being environmentally responsible

Government Priorities for the RTA

Meeting transport needs

- Manage and develop the State Road network and its use in a way that balances the needs of public transport passengers, bicycle riders, pedestrians, motorists and commercial operators.
- Develop and maintain efficient and reliable passenger and freight transport corridors between regional centres, capital cities and ports.
- Serve regional and rural communities by improving the country road network and effective access to services.
- Maintain roads and bridges to ensure reliability, safety and retained value.
- Continuously improve road safety on NSW roads.
- Provide leadership in national land transport reform to deliver efficiency, productivity and safety benefits to NSW.
- Provide fair and consistent licence and registration administration to promote responsible road use.
- Implement *Action for Transport 2010* in partnership with other transport agencies.

Meeting customers' needs

- Facilitate ease of access to RTA's essential customer services by providing a range of outlets, including via the internet.
- Improve incident response and provide timely, quality road and traffic information through the Transport Management Centre.
- Continue to develop a customer focus in all areas of traffic management, registry services and community consultation.

Protecting and enhancing our environment

- Minimise impacts on the natural and built environment from road use and RTA activities.
- Working with other agencies, move towards a more sustainable transport system.

Providing best value for money

Actively pursue the best value for money in the performance of activities and the delivery of services.

The Journey Ahead

The Journey Ahead is the RTA's strategic plan, which builds on the organisation's achievements and outlines the vision for the future. It sets out direction and priorities, and reflects the initiatives and challenges of implementing the NSW Government's *Action for Transport 2010* - An Integrated Transport Plan for NSW.

This Annual Report includes information on the RTA's performance and achievements against The Journey Ahead, its objectives, initiatives and performance measures.

MANAGEMENT STRUCTURE

Chief Executive
Paul Forward

Road Safety and Road User Management	Road Network Infrastructure	Traffic and Transport	Client Services	Operations
Director Sue Sinclair	Director Mike Hannon	Director Chris Ford	Director David Stuart-Watt	Director Ulf Fraser
Funder	Funder	Funder	Purchaser	Provider

Road Safety and Road User Management

- Reduce road trauma.
- Assess and licence drivers and motorcyclists.
- Educate road users.
- Assess and register vehicles.
- Maintain vehicle standards.
- Maintain high standard of customer service.

Road Network Infrastructure

- Maintain State Roads and bridges.
- Develop the State Road network.
- Contribute to integrated transport planning.
- Manage National Highway and the Roads of National Importance programs.

Traffic and Transport

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

Client Services

- Manage the provision and procurement of road transport services to ensure best value for money.
- Provide professional advice in the development and delivery of integrated road transport solutions.
- Ensure consistency of practice across the State and integration of local Government and community needs.

Operations

- Provide comprehensive road, bridge, traffic and driver and vehicle services across NSW.
- Act as the RTA's principal service provider and deliver services to agreed levels of time, cost and quality on a commercial basis.

Environment and Community Policy
General Manager
Jay Stricker

Finance
A/Director
Noel Hancock

Corporate Services
Director
Rod Tout

Communications
Director
Paul Willoughby

Corporate Support

Environment and Community Policy

- Develop the RTA's environmental management system and community consultation processes.
- Provide policy advice and guidance on various environmental and planning issues.
- Ensure comprehensive environmental impact assessment, community consultation, environmental management and compliance across the RTA.

Finance

- Maintain contemporary financial and commercial management framework and manage the RTA's finance functions.
- Monitor, evaluate and report on the financial performance of the RTA in all key result areas.

Corporate Services

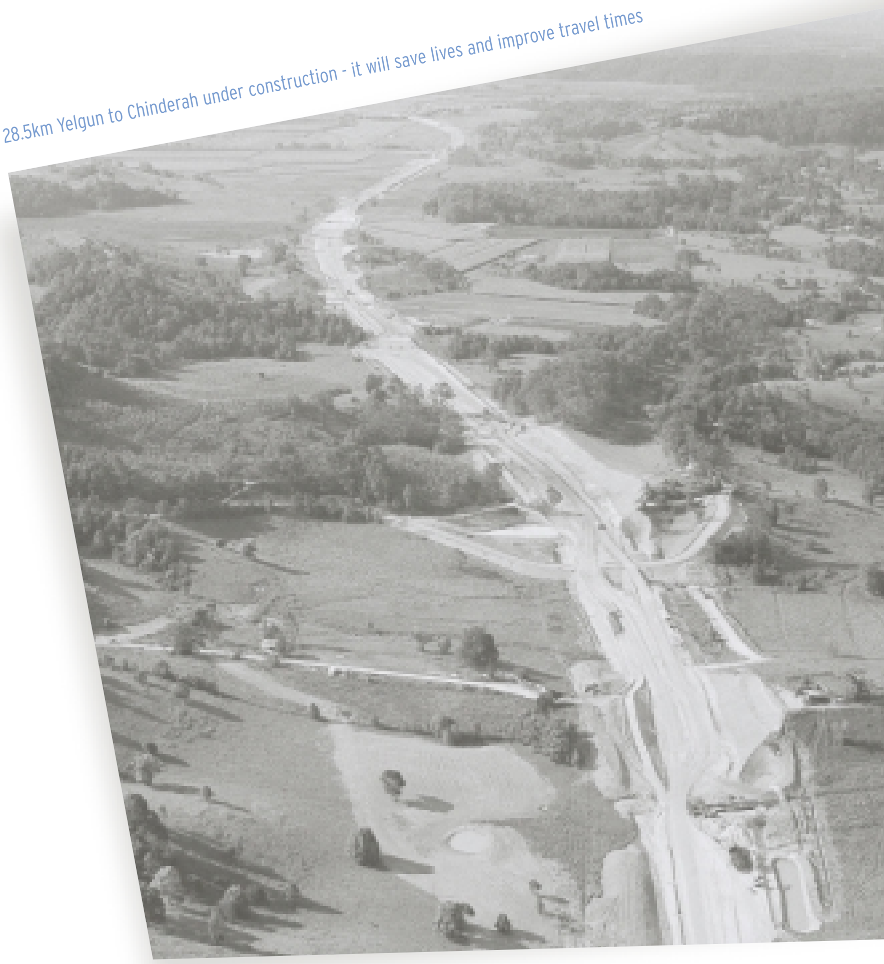
- Develop and implement strategic human resource plans and policies.
- Plan and manage the deployment of information technology resources across the RTA.
- Provide legal and business services to the RTA.
- Lead corporate strategic planning and performance monitoring.

Communications

- Manage internal and external communications in support of RTA core programs.
- Manage the corporate identity of the RTA.
- Assist in the management of special events and publication of key internal and external RTA documents.
- Provide communications advice and strategies for the RTA.

PERFORMANCE SUMMARY

28.5km Yelgun to Chinderah under construction - it will save lives and improve travel times



Objective 1:

Develop the State Road Network focusing on strategic routes to: promote economic growth, improve access to rural communities, improve road safety, encourage greater use of public transport, meet environmental targets

How we are measured	Achievements in 2000/01	Outlook 2001/02
Continue Pacific Highway program to 2006, with new dual carriageways, town bypasses and overtaking lanes	Pacific Highway - increased length of dual carriageway, reduced road accidents and saved approximately 35 minutes travelling time (Hexham to Queensland border). Completed projects: Bray St to Arthur St and Lyons Rd to Englands Rd in Coffs Harbour; Raymond Terrace to Karuah upgrade; Ewingsdale Interchange	28.5km Yelgun to Chinderah to open in 2002 to remove worst remaining highway blackspot, dual carriageway construction and overtaking lanes to continue
Complete M5 East Freeway by mid 2002	M5 East Freeway six months ahead of schedule	M5 East Freeway scheduled to open 9 December 2001
Upgrade Princes Highway to four lanes to Kiama by 2010	Princes Highway - North Kiama Bypass started, Oak Flats Interchange partially opened, Helensburgh Interchange on the F6 Freeway opened	Princes Highway Oak Flats Interchange to open, North Kiama Bypass construction to continue
Construct Lane Cove Tunnel by end of 2005	Lane Cove Tunnel - public responses to Overview Report considered and EIS preparations commenced	Lane Cove Tunnel EIS to be exhibited, community submissions considered and Representations Report lodged with DUAP
Construct Cross City Tunnel by end of 2004	Cross City Tunnel EIS released, submissions considered and Representations Report lodged with DUAP. Detailed proposals invited from shortlisted consortia to finance, design, construct, operate and maintain CCT	CCT - award tender for Build Own Operate Maintain contract
Upgrade the Great Western Highway to four lanes to Katoomba by end of 2010	Great Western Highway Upgrade (Penrith to Orange) on schedule - Linden Section 3 and Blaxland completed, Faulconbridge opened to traffic	GWH - Linden Section 5 and Soldiers Pinch to open. Construction will commence at Medlow Bath, Linden Section 4 and Shell Corner. REF to be displayed for Leura to Katoomba and Lawson
Construct Western Sydney Orbital by end of 2007	Western Sydney Orbital EIS released	WSO - award tender, lodge Representations Report with DUAP

Objective 2:

Actively contribute to the 'Whole of Government' approach to land use and transport planning

How we are measured	Achievements in 2000/01	Outlook 2001/02
Achieve zero growth in Vehicle Kilometres Travelled per capita by 2011	Implemented *Action for Transport 2010* to reduce vehicle kilometres travelled and maintain peak travel speeds:	Continue strategies to minimise vehicle kilometres travelled and maintain peak travel speeds:
	› Further red Bus Lanes marked to increase efficiency and attract patrons	› Introduce monitoring for legal use
	› 270km of new cycleways provided	› Continue funding
	› Further staff teleworking centre opened at Penrith	› Continue examining initiatives to reduce car use
	› Implemented the RTA Urban and Regional Design Guidelines to ensure high quality urban design outcomes from road projects	› Complete urban design corridor strategies for Windsor Road, Pacific Highway on upper north coast, Western Sydney Orbital, and Liverpool to Parramatta Bus Transitway

Objective 3:

Maintain State Roads and bridges to be more reliable, durable and safe

How we are measured	Achievements in 2000/01	Outlook 2001/02
› Replace or restore 140 timber bridges by 2003	› 60 bridges restored or replaced by Country Timber Bridge Program by end 2000/01, 80 in progress	› Continue to deliver Country Timber Bridge Program
› 88% of State Roads ride quality rated 'good or better'	› 89.6% of State Roads ride quality rated 'good or better'	› Continue asset management strategy for maintenance and rebuilding
	› $100 million per annum Rebuilding Country Roads Program commitment delivered	› Continue to deliver Rebuilding Country Roads Program

Objective 4:

Reduce the trauma and cost to the community of road deaths and injuries

How we are measured	Achievements in 2000/01	Outlook 2001/02
› Halve the number of fatalities by 2010 based on 1999 figures	› Developed and implemented *Road Safety 2010* Strategy	› Continue to develop and implement effective strategies to reduce road deaths and injuries
	› Lowest (provisional) financial year road toll since 1947/48	
	› Lowest road toll August to October 2000 for these three months since 1946	
	› Pedal cyclist deaths in 2000 lowest on record	
	› A range of road safety initiatives announced based on recommendations of the Road Safety Task Force established following high Christmas/New Year road toll	
	› New Graduated Licensing Scheme for new drivers starts	
	› Crashlab tests large cars, small cars and child restraints to harmonise with European standards	
	› School Zones installed at more than 130 schools in 2000/01	

Objective 5:

Ensure that drivers and motor cyclists are eligible and competent

How we are measured	Achievements in 2000/01	Outlook 2001/02
Maintain licensed driver level above 96.5% in NSW	› Police estimate licensed driver level maintained at 96.5% in NSW	› Continue liaison with police for monitoring
	› Implemented a New Graduated Licensing Scheme for new drivers to extend supervised learning and experience for new drivers	› Introduce Hazard Perception Test July 2001

Objective 6 :

Ensure that vehicles meet roadworthiness, road impact and emissions standards and that they operate safely

How we are measured	Achievements in 2000/01	Outlook 2001/02
Reduce heavy vehicles with serious defects	Revised inspection arrangements for heavy vehicles. Increased use of roller-brake testers to check heavy vehicle brakes and increased targeted enforcement along major corridors and at checking stations	Introduce National Heavy Vehicle Accreditation Scheme and further improve vehicle targeting, with focus on operators with consistent poor roadworthiness
Confirm heavy vehicle compliance using Safe-T-Cam and other innovative technologies	Safe-T-Cam and other innovative technologies being used to confirm heavy vehicle compliance	Continue monitoring of technology
	Successful pilot of mobile communications system with real time information for heavy vehicle inspectors	Expand system to heavy vehicle inspectors across NSW

Objective 7:

Maximise the efficiency of moving people and goods by: better managing the existing State Road network, encouraging people to use alternative forms of transport to the motor car (public transport, cycling and walking)

How we are measured	Achievements in 2000/01	Outlook 2001/02
Achieve improvements in incident response times	Improved incident management through the Transport Management Centre and use of cameras, Variable Message Signs and Traffic Emergency Patrols	Commence full operation of the automatic Incident Management System on M4 Motorway
Increase the use of Bus and Transit Lanes	Planning for a network of Rapid Bus Only Transitways throughout western Sydney	Subject to planning approval, complete Liverpool to Parramatta Transitway in 2003, continue planning other transitways
	Additional red colouring of Bus Lanes and extension of Bus Lanes by 4km	Develop systems for Bus Lane monitoring and bus priority at traffic signals
Maintain average peak travel speeds in Sydney at existing levels	Maintained consistency of peak travel times on Sydney State Roads	Continue strategies to maintain peak travel times on Sydney State Roads
	Electronic toll compatibility between motorway operators in Sydney and interstate, using different suppliers, is a world first	Progress electronic tolling compatibility with other tollways
	Constructed a further 270km of cycleway	Continue to fund cycleway program in *Action for Bikes - BikePlan 2010*
	Worked with ORTA to meet road transport needs for the Sydney 2000 Olympic and Paralympic Games	Continue to work to maximise the legacy of the Games

Objective 8:

Actively participate in the National road transport reform process to achieve National laws which improve efficiency, productivity and safety

How we are measured	Achievements in 2000/01	Outlook 2001/02
Implement agreed national reforms within specified timeframes	NSW introduced national heavy vehicle registration charges (second generation)	Arranging for annual adjustment of heavy vehicle charges on agreed national formula
	Continued work on major reforms progressed by the NRTC such as performance based standards and compliance and enforcement	Implement first stage of compliance and enforcement and continue to research performance based standards
	Preparation work for higher mass limits on Newell Highway	Introduction of higher mass limits 1/7/01
	Preparation work for the National Heavy Vehicle Accreditation Scheme	Introduction of National Heavy Vehicle Accreditation Scheme 1/7/01

Objective 9:

Ensure that driver and vehicle transaction services are accessible and that the high standard of customer service is maintained

How we are measured	Achievements in 2000/01	Outlook 2001/02
Achieve 90% of motor registry customers rating service as 'good' or 'very good'	92% of motor registry customers rated service 'good' or 'very good'	Continue monitoring performance
Reduce average waiting time in motor registries to 5 minutes	Revised registry profiles to better match customer demand	Continue upgrading Registry Service Officer skills
	Introduced Driver Licence photo storage to enhance system integrity	Continue to monitor implementation
	Increased services available in motor registries for other Government agencies	Manage and expand Government Access Centre Program
	Increased access to services through telephone and internet transactions	Continue to expand services offered via telephone and internet

Objective 10:

Enable road users to make more informed travel decisions by providing timely information about routes and traffic through the Transport Management Centre

How we are measured	Achievements in 2000/01	Outlook 2001/02
Improve timeliness and quality of traffic information	Improved traffic reporting and dissemination of information	Improve information services to traffic reporters and provide information directly to drivers through new applications of technology

Objective 11:

The natural environment and heritage protected and enhanced

How we are measured	Achievements in 2000/01	Outlook 2001/02
Achieve zero infringements from State Government environmental regulators	Zero breaches of environmental legislation by RTA	Complete and address recommendations from first Environmental Management System gap evaluation audit
		Establish regular internal reporting against key performance indicators
	Significant heritage work undertaken, particularly on bridges	Continue heritage assessment work
		Complete timber bridge maintenance film
	Major wildlife protection and monitoring initiatives detected new species and previously unknown koala population	Continue investigations into koalas and their interaction with roads
		Continue fauna underpass monitoring on Pacific Highway
		Research effectiveness of wildlife reflectors
	Upgraded Harbour Bridge pylon museum and honour role to workers unveiled	Develop guidelines and procedures for the management of moveable heritage including display of items in pylon museum

Objective 12:

A safe, skilled, motivated and ethical workforce

How we are measured	Achievements in 2000/01	Outlook 2001/02
Reduction in the number and severity of injuries	Workforce claims fell 3.4% against target of 4%. Total claims fell 2.13% over previous year. Incidence per 100 employees fell 3.16% taking four year reduction to 27.54%.	Further reduce occupational injury and disease by implementing new Corporate OHS Management System. Training will continue to improve OHS skills of managers and supervisors to eliminate hazards from the working environment.
Reduction in sick leave absences	Sick leave absences reduced by 6% and now at the all industry benchmark median of 2.7%	Further reduce sick leave by 1% to meet RTA's selected industry group best practice levels by improved management procedures
Human resources benchmarks are within the range for industry groups	Human resources benchmarks remained within the desired range	Develop strategic workforce plans to ensure core knowledge and skill needs are met and that the workforce profile reflects relevant industry benchmarks
Participation in management development activities	Pilot Management Development Centres conducted for 24 middle/senior managers	Continue the implementation of the Management Development Strategy Program and learning options to support it

Objective 13:

Value for money - the best use of resources

How we are measured	Achievements in 2000/01	Outlook 2001/02
Performance compared to benchmarks for:		
project management costs including client service fees	7.75% project management costs achieved - reduced from 8.3% in 1999/00 and 13.4% in 1998/99	Continue to work toward 7.5% target by operating all levels of project management more efficiently
business support services	Preliminary benchmarking conducted on wages and salaries process and processing costs in conjunction with NSW DPWS Benchmarking strategy developed	Benchmarking of payroll, accounts payable, injury management and improvement services (processes and processing costs)
RTA Operations to achieve 10% of Road Services and Fleet Services income from external clients by end of 2003	RTA Operations achieved 4.7% of Road Services and 5.9% of Fleet Services income from external clients at end 2000/01	RTA Operations to achieve 7.5% of Road Services income and 6.25 % of Fleet Services income from external clients by end 2001/02

Objective 14:

Planning, organising, leading and controlling the organisation to achieve outcomes

How we are measured	Achievements in 2000/01	Outlook 2001/02
Integrated Management System Stage 1 implemented by March 2002 and Stage 2 by October 2002	IMS Stage 1 commenced programming and other development Implemented improved management procedures Reviewed and enhanced strategic and business planning, performance monitoring and reporting framework Developed and implemented knowledge management initiatives	Continue to prepare to implement IMS Stage 1 by March 2002, Stage 2 by October 2002

FINANCIAL OVERVIEW

OBJECTIVE

MANAGING THE FINANCES BY FOCUSING ON:

- robust planning, performance monitoring and timely management and statutory reporting
- funding for the RTA's business needs
- complying with the new taxation requirements
- developing an Integrated Management System
- risk management strategies

The Transport Management Centre uses Variable Message Signs to provide real time information to motorists.

ACHIEVEMENTS

- Sound financial management of $2.37 billion funding and expenditure program.
- Administered $42.5 million and processed over 264,000 claims from 143,000 registered customers of the M4/M5 Cashback Scheme.
- Developed e-business delivery channels for property inquiry services.
- Completed scoping for a new Integrated Management System.
- Managed review and consolidation of office accommodation.
- Generated $34 million from sale of surplus property.
- Reduced workers' compensation premiums by 13.9% saving $1.69 million.
- Specified requirements for Principal Arranged Insurance for contractors.
- Made financial systems GST compliant and lodged quarterly Business Activity Statements on time providing net receivables of $121.2 million.
- Evaluated proposed private sector infrastructure projects for financial and economic viability.
- Ensured sound control management regime in place.

Total roads program

The expenditure for the year was $2,375 million ($2,310 million; 1999/00). This was $85 million more than the revised budget. In achieving this result, the RTA met Government commitments to specific initiatives, including *Action for Transport 2010*, the Pacific Highway Upgrading, Western and South Western Sydney Roads, and the Rebuilding Country Roads Program.

Funding sources

Of the total new funds received during the year $1,917 million or 85.2 per cent was contributed by State sources as shown in Figure 1. This was $62 million more than funding provided by State sources in 1999/00. The Federal Government contributed $332 million or 14.8 per cent ($326 million; 1999/00) of the total new funds received in 2000/01, for National Highways in NSW, Roads of National Importance and the Australian Transport Safety Bureau - Blackspot Program.

Goods & Services Tax (GST)

The GST legislation commenced on 1 July 2000. The RTA pays the GST on the goods and services it consumes, and collects and remits to the Commonwealth GST payable on many of the services it provides. In most circumstances the RTA is able to claim back from the Commonwealth the GST it has paid to service providers. The RTA has changed a number of its business processes and systems to cater for the GST.

The Federal Treasurer has exempted certain RTA fees and charges from the GST. These exemptions apply to most motor registry charges. In addition, property inquiry fees, clearway towing fees and contributions towards the cost of roadworks are also exempt from GST.

The net amount of GST recoverable by the RTA during 2000/01 was $121.2 million.

Allocation from the Consolidated Fund

The fuel excise surcharge imposed by the Federal Government ceased and was replaced by GST Revenue Grants and Budget Balancing Assistance payments to the State with effect from 1 July 2000. In total, $656 million was appropriated to the RTA to replace the former fuel excise revenue. This amount was 6.5 per cent higher than the $616 million received in 1999/00 under the former fuel excise charge.

Financial management

Business efficiencies were sought across all RTA operations. Forums were held to communicate business improvement processes and promote best practice. Policies and procedures were developed and issued to provide a contemporary financial management framework. Economic analysis training courses and information sessions on implementation of the new Integrated Management System were provided to staff during the year.

e-Business

Significant efficiency gains were achieved using new technology to conduct business electronically. Examples include use of purchase cards to pay for goods and services, downloading data, such as purchase card usage details, bank statements, and loan account balances from TCorp. Direct debiting of the Sydney Harbour Bridge electronic toll collections was successfully implemented for electronic tags.

Integrated Management System

The RTA is implementing a new computer system (SAP R/3) to replace separate financial and human resources systems. The key benefits of the system will be enhanced management information to support decision making, development and application of uniform business processes, benchmarking capabilities, as well as delivery of more accurate information through integration of systems and data. The system will achieve significant cost savings by reducing interfaces, streamlining and automating business processes, facilitating e-commerce, improving work flow and employee self service capabilities.

The scoping phase of the Integrated Management System project has been completed. The implementation of the new system is due to be completed in 2002.

Risk management

Operating risk

The RTA's continuing investment in the improvement of Occupational Health and Safety (OHS) management resulted in a rebate of $3.68 million received in 2000/01, on the deposit premium of $14 million paid to the Treasury Managed Fund for the 1997/98 premium year. The RTA's focus on improving OHS performance also translated into substantial financial savings of $1.69 million in 2000/01 as the workers compensation deposit premium payment of $10.46 million represented a 13.9 per cent reduction on the previous year. This was the lowest deposit premium levied by the Treasury Managed Fund on the RTA since 1994/95. In total, the OHS improvements realised savings of $5.37 million which were diverted to the Roads Program in 2000/01.

An RTA road safety display.

Commercial risk

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

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

Interest rate risk

Interest rates on the RTA's debt are a mixture of fixed and floating rates. In January 2000, the RTA agreed that TCorp should manage the RTA Debt Portfolio.

In March 1999, the Treasurer approved use of TCorp's Come and Go Facility which will be in place until 31 December 2001. It allows the RTA to use its investment funds to repay debt in the short term and benefit from gains on the margin between investments and borrowing rates. The facility was fully drawn on 30 June 2001.

Savings generated from further efficiencies in the RTA will be used to reduce debt.

Financial Performance Indicators	Notes	Result 97/98	Result 98/99	Result 99/00	Target 00/01	Result 00/01	Target 01/02
Debt Servicing Cost as % of Roads Program.		7.1	5.4	4.4	5.3	3.3	3.6
Asset Sales ($M)	1	31.5	34.5	38.7	29.1	34.4	31.0
Interest earned							
- Hourglass Facility	2	5.0	5.0	5.5	5.5	6.0	5.0
- Other Institutions		5.2	5.0	5.4	5.4	6.0	5.0

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

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

2. Target represents benchmark rate as advised by Treasury Corporation

Maintaining the Sydney Harbour Bridge

Office accommodation

The RTA submits an annual Office Accommodation Strategy Plan to the NSW Government Asset Management Committee. This plan covers 25 major office accommodation sites comprising a total area of approximately 40,000m². The current average utilisation of office space in these sites is approximately 14m²/person, which compares favourably with Government benchmarks.

During 2001, the RTA identified opportunities to consolidate Sydney based staff of Operations, Client Services and Corporate Services Directorates into two main centres at Parramatta and Blacktown. The consolidation of the Directorates later in 2001 will provide enhanced service delivery to the RTA and its clients.

The RTA contributed to the Government's rural employment initiative during 2000/01 by relocating to Dubbo, Glen Innes, Grafton, and Newcastle, a number of activities previously located in Sydney.

Property management

The property portfolio is reviewed regularly. Property surplus to current and future requirements for road construction and related purposes was disposed of in accordance with Government policy. Revenue raised was returned to the Roads Program. Further details regarding land disposal are provided in Appendix 12.

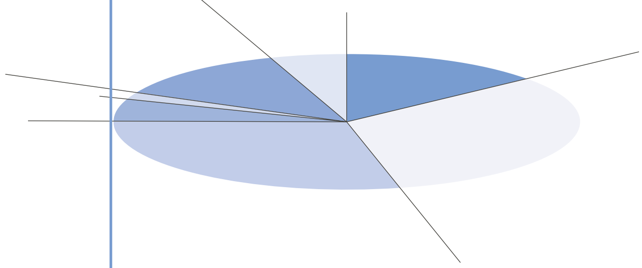
Internal audit

The quality system accredited Control Management Services Branch provided a high quality, cost-effective auditing service across a full range of activities. It also supplied corruption prevention and investigation services and assistance in improving the RTA's control environment. Further details of internal audit and other services are provided in Appendix 6.

Cashback Scheme

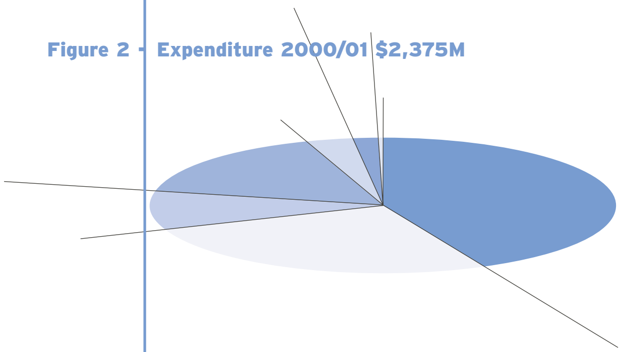
In October 1996, the State Government announced that from 1 January 1997, drivers of NSW privately registered motor vehicles using the M4 and M5 Motorways would be eligible to receive a refund on the tolls paid on these roads under the M4/M5 Cashback Scheme. The scheme is administered by the RTA and refund claims are made quarterly. During 2000/01, 264,127 claims were processed. The total cost of the scheme during 2000/01, including administration, was $42.5 million. At 30 June 2001, there were in excess of 143,000 Cashback accounts registered with the motorway companies. The scheme is funded from Consolidated Revenue.

Figure 1 - Source of Funds 2000/01 $2,375M



- Increase in Liabilities, Reduction in Operational Assets $126M
- RTA Revenue $297M
- M4/M5 Cashback Scheme $41M
- United Commonwealth Road Funding $127M
- Consolidated Fund Allocation $683M
- Motor Vehicle Taxes $769M
- Commonwealth $332M

Figure 2 - Expenditure 2000/01 $2,375M



- Debt Servicing & Repayment $77M
- Road Safety & Road User Management $387M
- Traffic & Transport $217M
- Infrastructure Maintenance $627M
- Network Development $1017M
- Voluntary Redundancies $8M
- M4/M5 Cashback $42M

FUTURE CHALLENGES:

- Further enhance provision of high level financial and economic advice to support strategic business making.
- Ensure adequate funding for core programs.
- Manage risk exposures.
- Implement the Integrated Management System and ensure seamless interfacing of the Project Management modules.
- Implement Principal Arranged Insurance for contractors.


MSA

Sydney Harbour Bridge pylons are cleaned by abseiling RTA riggers.

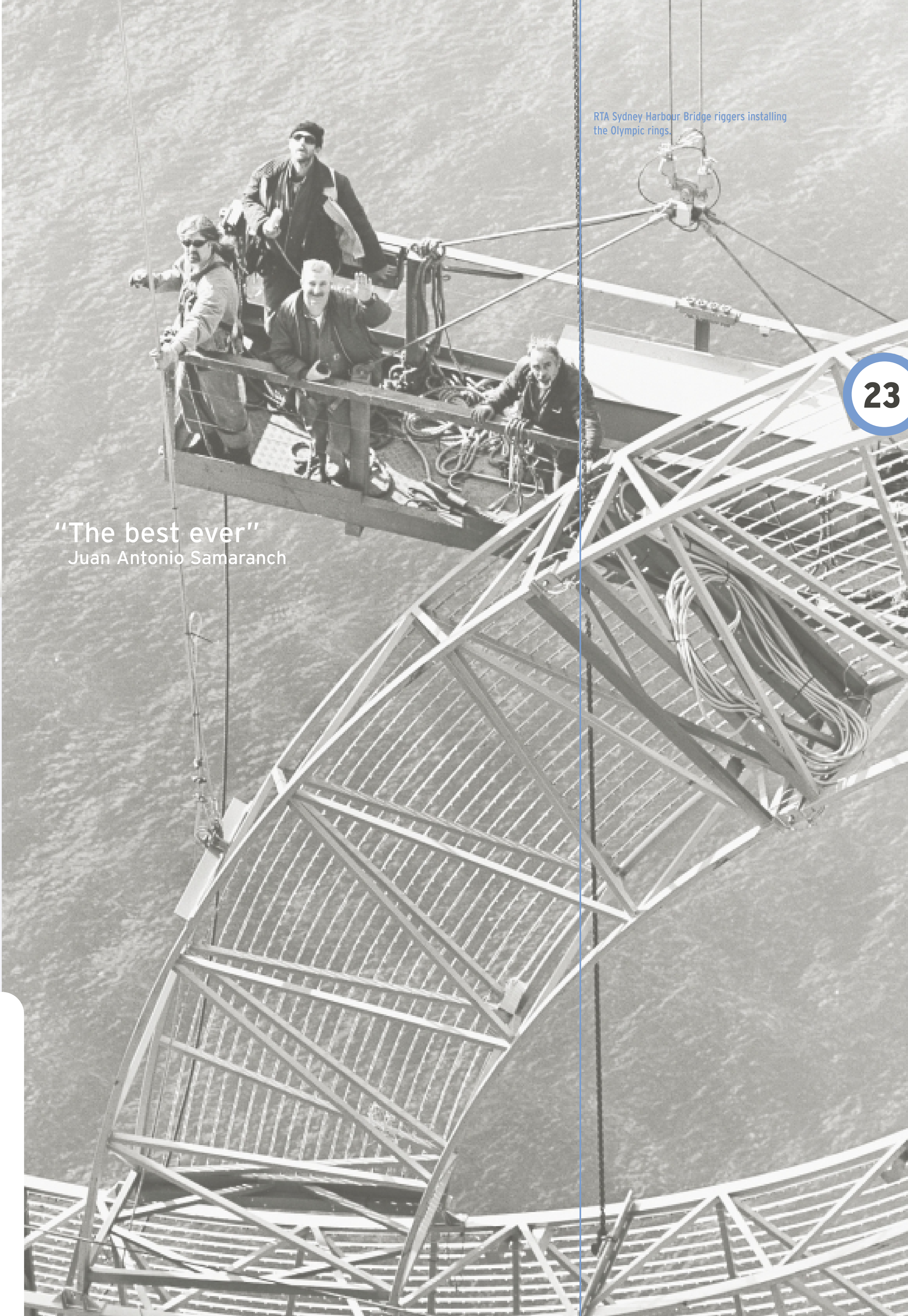
THE 2000 OLYMPIC AND PARALYMPIC GAMES

OBJECTIVE

CONTRIBUTE TO THE SUCCESSFUL DELIVERY OF ROADS AND TRANSPORT SERVICES FOR THE SYDNEY 2000 OLYMPIC AND PARALYMPIC GAMES, INCLUDING TRAFFIC MANAGEMENT, ROAD EVENTS AND COMMAND AND CONTROL FACILITIES THROUGH THE TRANSPORT MANAGEMENT CENTRE

ACHIEVEMENTS

- RTA transport planning and management for the Games a major success.
- RTA Transport Management Centre was the major command centre for the entire Games transport operation.
- RTA successfully managed all Games road events - marathons, triathlons and road cycling.
- Representatives from transport agencies and NSW Police worked closely together at the Transport Management Centre to provide rapid response to incidents.
- Thousands of RTA staff assisted in all areas of the Games.
- Extensive road safety initiatives for the Games had record results.
- RTA staff adopted flexible work practices during the Games.



RTA Sydney Harbour Bridge riggers installing the Olympic rings.

"The best ever"
Juan Antonio Samaranch

The Olympic Transport Operations Centre

The 2000 Olympic and Paralympic Games provided Sydney with the greatest traffic and transport challenge in its history. The RTA played a major role in the successful planning, delivery and management of traffic and transport for the Games and worked closely with the Olympic Roads and Transport Authority (ORTA). The RTA's Transport Management Centre (TMC) was the main command centre for the entire Olympic transport operation.

The task

Transport had to be provided for not only Olympic Family, media, officials, Games workforce and spectators, but also for regular commuters. Part of the transport strategy for the Games was an almost total reliance on spectators using public transport. Over the 16 days of the Games, 6.2 million spectators were carried by public transport with more than 550,000 of these on the largest single day, Saturday 23 September 2000. During the 16 days of the Olympics, more than 38 million trips occurred on Sydney's public transport system. Trips on CityRail increased from the usual 13.8 million to 29.5 million in this period.

The 2000 Olympic and Paralympic Games provided Sydney with the greatest traffic and transport challenge in its history.

More than 40,000 road signs were required for the Olympic and Paralympic Games.

Many traffic management measures were implemented during the Olympics and the Paralympics, to meet the extra demands placed on Sydney's road system.
These measures included:

- Creating more than 500km of Olympic Lanes and Special Event Clearways.
- Erecting more than 40,000 signs.
- Restricting turning movements.
- Implementing parking restrictions around all venues.
- Expanding the number of closed circuit television (CCTV) cameras and Variable Message Signs (VMS) to monitor conditions and communicate with road users.

The Olympic transport task was spread throughout Sydney across more than 60 venues. These included 13 sporting venues, 35 training venues and 14 non-sporting venues. The venues were linked by an extensive network of primary and secondary routes, which carried the Olympic Family fleet as well as regional and shuttle routes for spectator buses. More than 3,500 buses and 2,700 light vehicles were used to undertake this task.

Traffic management

Traffic management on Sydney's road network during the Olympic and Paralympic periods was an unprecedented success. The success was largely due to the range of traffic management measures implemented by the RTA for the Games period and the travel demand strategy implemented by ORTA, which encouraged drivers of private vehicles to minimise trips and change their travelling habits. Data obtained at traffic signal sites indicated average delays dropped by more than 30 per cent in September, compared to August 2000. Vehicle counts on parts of the State Road network reduced by up to 40 per cent, and on average by 15-20 per cent.

Public perception of transport and traffic conditions was also very favourable. Polls taken indicated that 86 per cent of people rated public transport during the Games as good or very good and 76 per cent rated traffic conditions as good or very good.

Initiatives

The success of the systems employed was dependent on coordinated management undertaken by the RTA's TMC at Eveleigh, which also managed an extensive system of CCTVs, arranged incident response and housed the Olympic Transport Operations Centre (OTOC). Senior representatives from the transport agencies and the Police Service were housed within the TMC and the OTOC. This integration of agencies enabled close working relationships to be developed as well as a rapid decision making process and response during incidents.

Rapid response to incidents was an important strategy employed during the Games. The need to minimise delays caused by incidents was highlighted during the early test events. Sixteen RTA Traffic Emergency Patrols, twice the usual number, and up to 19 tow trucks constantly patrolled the Olympic route network, removing broken down or illegally parked vehicles and assisting at incident sites. Together with a high police presence and monitoring through CCTV, delays on the network were greatly reduced.

The Olympics provided the opportunity to implement a number of traffic management measures, which would normally not have occurred due to their extent and impact. Sydneysiders generally wanted the Games to be successful and appeared to tolerate some inconvenience if it was seen to support the Olympics.

The most visible and arguably most successful of the traffic initiatives was the introduction of an extensive network of Olympic Lanes and Special Event Clearways. These lanes were in force for up to 19 hours a day and provided priority passage for public transport and the Olympic Family, while maximising the available capacity for other road users. The removal of other capacity restraints along Olympic corridors, such as 'S' lanes and turning movements, improved traffic flows and helped to minimise the potential for incidents.

Special Event Parking schemes around the various sporting venues and other strategic areas, particularly the Sydney Central Business District, minimised circulating traffic and the generation of unnecessary vehicle movements. High levels of surveillance and advertising successfully encouraged appropriate levels of compliance. The set up and administration of these schemes was very time consuming and labour intensive.

Management of the Olympic route network was greatly enhanced by the coordination of traffic signals through the Sydney Coordinated Adaptive Traffic System (SCATS), to provide priority for the desired routes. The ability to tailor signal operation to suit real time conditions was essential to manage the dramatic changes that occurred to the road system. Large numbers of temporary and permanent VMS effectively communicated these road changes and incident management information to drivers.

Signposting was a major feature of the transport preparations for the Olympic Games. The RTA developed, designed and installed 15,000 guidance and regulatory signs for venues, Olympic Family and regional bus routes, special event clearways, special event parking arrangements, park and ride schemes, and bus and rail interchanges.

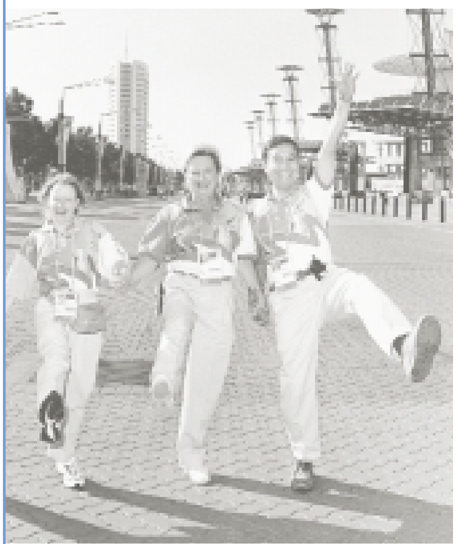
Staff

About 800 RTA staff were integrated into ORTA, particularly in the month prior to the start of the Games. These officers undertook roles which had a significant traffic management component and complemented ORTA staff. The positions included Operations Director, Precinct Managers, Traffic Management Supervisors and pedestrian officers, which operated for up to 24 hours per day. This duration necessitated up to four staff rotating shifts in a position to provide the coverage required.

The Learning and Development (L&D) Section was involved in preparing for the Games for two years. Strategic direction and advice was provided to ORTA on recruitment and training of volunteers and paid workers. L&D also developed much of the training for ORTA volunteer drivers, non drivers and the Bus 2000 workforce. Modules were also developed for delivery through TAFE and distance learning. The RTA's expertise was drawn upon extensively when five OHS staff assisted with risk management activities for Games transport arrangements through ORTA.

Flexible work practices

During the Olympic Games many RTA staff varied their start and finish times, took flexi or other leave, and worked from home or at a nearby telecentre, while maintaining productivity. These options were part of the RTA's workforce planning strategy to address the expected demands on transport. Results of a survey conducted after the Games indicated that 15 per cent of staff teleworked and 27 per cent of staff varied usual working hours to make travelling to work easier.



Thousands of RTA staff played a vital role in the Games.

Lessons learned

The Olympics were valuable in demonstrating a number of important lessons to traffic planners. It was shown that the community is receptive to information and can be educated to change travel habits in the right circumstances. Prior to the Games there was significant scepticism that the public would adopt travel demand strategies if it affected their personal and accepted routines. The drop in private vehicle usage, the changes to when people travelled and the use of public transport during the Games period demonstrated that people will change, provided they are well informed and given a suitable and well managed alternative.

Small sections of the infamous blue line had to be removed after the Games.

The RTA's TMC was the main command centre for the entire Olympic transport operation.

While the drop in traffic volumes was dramatic, the spread of traffic and flattening out of peaks also improved traffic flows significantly. On roads such as Victoria Road where overall traffic volumes stayed relatively constant compared to non-Olympic conditions, a definite trend in drivers travelling to work earlier was observed. While this trend was only in the order of 200-300 vehicles extra per hour before 7am, it added significantly to the improved conditions experienced in the peak periods. More flexible working hours and changes to retail hours are potential opportunities for the trend to continue on a permanent basis after the Olympics.

The Games demonstrated that the implementation of a number of low cost, strategically placed traffic management initiatives could provide a significant benefit to a section of road. For the Games, Olympic routes were examined on a total route basis and coordinated measures to facilitate traffic flow were introduced, removing the need for more expensive options.

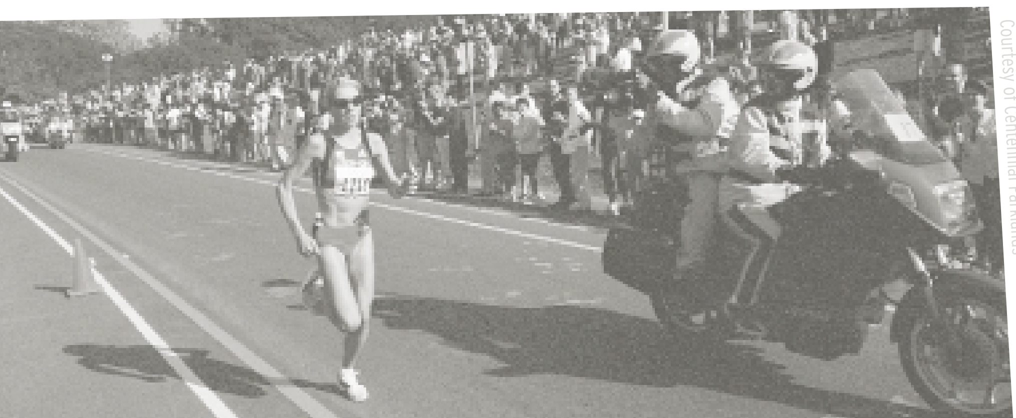
Vehicles

The RTA developed legislation to exempt the need to register small electric vehicles to operate around the Olympic Village.

A special event motor registry was set up in ORTA's North Ryde complex, to process registrations of 2,500 Holden sponsored vehicles for the Sydney Organising Committee for the Olympic Games (SOCOG). The vehicles were issued with the Sydney 2000 Olympic Games commemorative number plates in the special 'OLY' and 'MIL' series. The RTA worked with SOCOG, ORTA and Holden fleet management to ensure expedient and problem free processing.

RTA motor registries located on or near major Olympic thoroughfares were temporarily closed to assist traffic flow during the Games. Alternative service delivery options were provided to ensure that customers, especially high volume customers such as motor dealers, were not disadvantaged by the closures. Customers were encouraged to conduct RTA business early, and renewal notices for registrations, Driver's Licences, Security and Firearms Licences, and Mobility Parking Authorities were sent out early.

The RTA managed Olympic and Paralympic road events.



Courtesy of Centennial Parklands

Road safety

A road safety campaign was introduced for overseas visitors and domestic travel during the Olympic and Paralympic Games. The RTA worked closely with the Games authorities, Motor Accidents Authority, Tourism NSW and other stakeholders in developing strategies. These initiatives contributed to the road toll during the Games period being the lowest for the comparable period (August to October) since 1946.

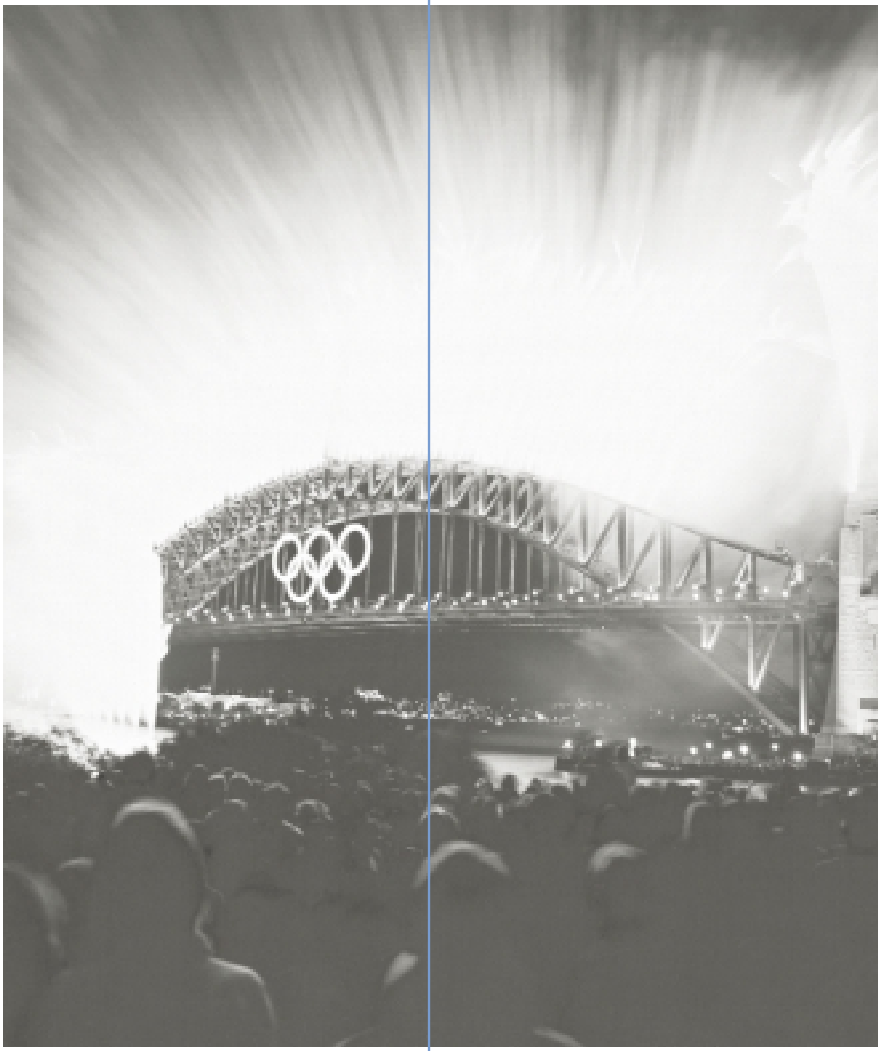
Three key messages were provided for visitors: drive on the left; look right first when crossing the road; and seatbelt/restraint/helmet wearing is compulsory. Many outlets were supplied with road safety information targeting these messages. The Taxi Council and major Sydney hotels incorporated the messages in staff training courses. All the Olympic host programs were sent information, as were regional RTA staff and council Road Safety Officers. Multi-lingual brochures were developed by the RTA and distributed through many outlets, including rental car companies, the NRMA and hotels. Road safety messages were displayed on the official Games map, distributed at the airport and other key Sydney outlets. Overseas visitor road safety information was displayed on the RTA website with links to other relevant internet sites.

All Games related road safety information referred consistently to the Olympic and Paralympic Games and was distributed to Paralympic visitors. Talks were held with the Paralympic Games organisers to ensure the messages were sufficient for less able audiences.

Road safety initiatives for local drivers, including equipment for breath testing, were made available at park and ride centres to counter drink driving. Public education campaigns targeting speeding, fatigue and drink driving were extended throughout the period. Driver Reviver sites and RTA Vehicle Inspector hours were extended. RTA Vehicle Inspectors displayed road safety messages on VMS and undertook courtesy speed checks. During the Olympic and Paralympic Games period, Driver Reviver sites within a 250 kilometre radius of Sydney opened 24 hours a day ensuring travellers had a safe place to stop.

Sydney 2000 Olympic Games number plates

More than 35,700 Standard Olympic number plates were sold following the launch of the Sydney 2000 Olympic Games number plates in July 1998. Premium Olympic number plates were introduced in November 1999 and their total sales reached 7,000. Sales ceased on 31 December 2000.



FUTURE CHALLENGES:

- Continue to work to maximise the roads and transport legacy of the Games.

ENSURING TRANSPORT EFFICIENCY

OBJECTIVE

MAXIMISE THE EFFICIENCY OF MOVING PEOPLE AND GOODS BY:

- better managing the existing road network
- encouraging people to use alternative forms of transport to the motor car (public transport, cycling, walking and teleworking)

Enable road users to make more informed travel decisions by providing timely information about routes and traffic through the Transport Management Centre (TMC)

ACHIEVEMENTS

- Electronic tolling installed on Sydney Harbour Bridge and Tunnel - compatible with Eastern Distributor and M5.
- Electronic toll compatibility between motorway operators in Sydney and interstate, using different suppliers, is a world first.
- Improved incident management through the Transport Management Centre and use of cameras, Variable Message Signs and Traffic Emergency Patrols.
- Maintained consistency of peak travel times on Sydney State Roads.
- Developing a network of Rapid Bus Only Transitways throughout western Sydney.
- Additional red colouring of Bus Lanes and extension of Bus Lanes.
- Improved traffic reporting and dissemination of information.
- Constructed a further 270km of cycleways.
- Liverpool to Parramatta Rail Trail Cycleway opened.
- Penrith teleworking centre opened.

The Transport Management Centre uses the latest technology to monitor and manage the road network.

RTA **initiatives succeeded** in keeping peak travel **speeds consistent** on Sydney's arterial roads.

Electronic toll compatibility between motorway operators in Sydney and interstate, using different suppliers, is a world first.

Increased emphasis is being placed on better managing the road system and its use. Encouraging people to use their cars less and opt to use public transport, bicycles, walking or teleworking is a key challenge for the RTA and other transport agencies.

Better managing the existing road network

In 2000/01, the RTA's initiatives designed to maintain consistent travel times for motorists, particularly during peak hours, have been focused on:

- Addressing causes of congestion and delay.
- Responding more efficiently to incidents to minimise disruption to traffic flow.
- Helping road users navigate the road system more effectively.

Electronic toll compatibility between motorway operators in Sydney and interstate, using different suppliers, is a world first.

More consistent travel times

During 2000/01, RTA programs succeeded in maintaining consistency of peak travel times on the State Road network in Sydney. Average 2000/01 speeds for the overall network were 38 km/h for the AM peak and 40 km/h for the PM peak, which were similar to speeds over the last four years and a slight improvement over 1999/00.

On the seven major routes to and from the Sydney CBD, average speeds in 2000/01 were 33 km/h for the AM peak and 38 km/h for the PM peak. The trends in average speeds for these major routes are presented, together with the growth in traffic volumes on these routes during that same period, in Figure 3. Despite traffic volume growth of around 40 per cent during the past 10 years on the seven major routes, their average peak hour speeds have remained consistent.

Traffic Emergency Patrols manage traffic around major accidents and assist motorists stranded on busy roads by breakdowns.

Transport Management Centre

The importance of managing unplanned incidents and planned community events which impact on the State's roads was prioritised over the past few years, particularly in the lead up to the 2000 Olympic and Paralympic Games. The highly successful traffic and transport management for the Games, as well as other major events before and since, is evidence of how far the RTA's capabilities in this area have developed.

Key to these capabilities is the Transport Management Centre (TMC). It enables innovative and integrated management of the State's road network. The TMC was the command centre for managing the transport task of the Olympic Games. It continues to offer the opportunity for a whole of Government approach in meeting road based transport needs, including public transport, by placing key operators side by side.

The main role of the TMC is to ensure that the road network is available to run to its capacity. This is achieved by managing special events and unplanned incidents, disseminating information and optimising the operation of traffic systems. It is the hub for: identifying and directing the response to incidents such as crashes, breakdowns and spills; passing on information through radio reporters and Variable Message Signs (VMS); fine-tuning coordinated traffic signals and controlling other traffic operations.

Some key initiatives during the year for the management of road incidents were:

- Deployment of Traffic Commanders to assume primary responsibility for traffic management around incident scenes on major roads.
- Deployment of a continual Traffic Emergency Patrol service for motorists along major routes in Sydney.
- Operation of 45 Variable Speed Limit (VSL) signs on the M4 Motorway to allow displayed speed limits to be adjusted in response to prevailing traffic conditions.
- Expansion and operation of the system of 52 VMS across Sydney.
- Expansion and operation of the closed circuit television coverage from more than 300 cameras across Sydney.

Electronic toll collection

A new electronic toll system was installed on the Sydney Harbour Bridge and Sydney Harbour Tunnel, and following trials was introduced to the public on 14 April 2001. Vehicles with the new electronic tags are travelling successfully and smoothly through the tollbooths. By June 2001, approximately 20 per cent of total business day transactions at the Bridge and Tunnel were on electronic tags.

The other privately operated tollways in Sydney (the Eastern Distributor and M2, M4 and M5 Motorways) have installed or are installing systems compatible with the Sydney Harbour Bridge. This interoperability of tags and readers from different suppliers is a world first. The RTA's system is also able to read tags from Queensland tollways and is expected to be interoperable shortly with Melbourne's City Link Motorway.

Electronic toll collection provides motorists with an easier passage through tollbooths. As the number of motorists using the tags increases it will further improve traffic flow as well as reduce air and noise pollution. There is no additional charge for using electronic tolling. Motorists are only charged the standard toll and all deposits and unused balances paid by motorists are fully refundable.

Improved signposting

In partnership with Tourism NSW and the NSW Council of Tourist Associations, the RTA continued to play a lead role in the development of new tourist signposting strategies. Emphasis during 2000/01 was on new Visitor Information Network signposting ('i' signs) and State border 'Welcome' signs, as well as signs for major tourist attractions and new tourist drives.

Awards

The Spatial Information Manager won the Data for Planning and Design category in the Institution of Surveyors NSW Excellence Awards, for developing a computer based system to manage traffic flow disruption on the road network. The Spatial Information Unit won the Project Display Competition at the ESRI User Conference for their Olympic venue mapping to support the TMC.

Encouraging alternative transport use

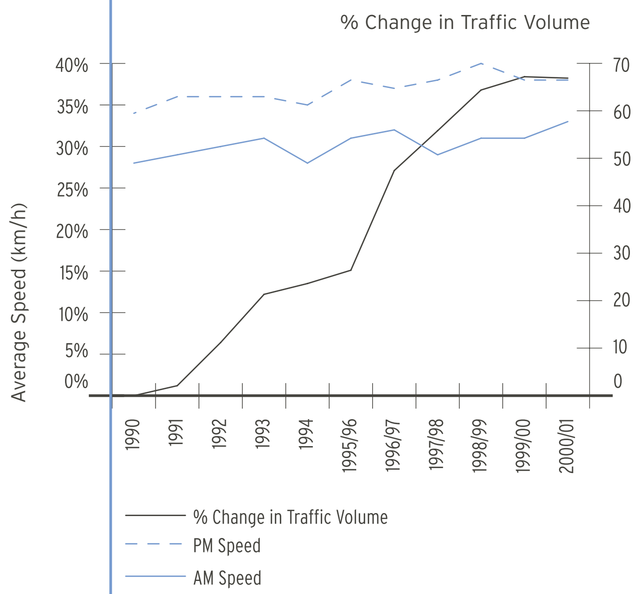
Public transport

In line with the State Government's integrated transport objectives outlined in *Action for Transport 2010*, the RTA is committed to improving priority for buses along major road corridors, on cross regional bus routes and to transport interchanges, through a program of improvements to road based public transport. Bus priority measures improve the efficiency of bus operation and include Bus Lanes, Transit Lanes, priority traffic signals and bus bays along existing major bus corridors as well as Rapid Bus Only Transitways. The red colouring of the Bus Lanes in the city has led to reductions in illegal usage by up to 60 per cent.

In 2000/01, the program achieved:

- An increase in the total length of Bus Lanes by more than 4 kilometres.
- Continued application of red colouring to Bus Lanes, including the Sydney Harbour Bridge and Sydney CBD, to make them easily visible to motorists.
- Introduction of a pilot digital camera based Bus Lane monitoring system on Oxford Street, Sydney to discourage illegal usage.
- Trials of a Public Transport Information and Priority System (PTIPS), to develop real time traffic signal priority for bus movements.
- Upgrading of signposting and linemarking on Transit Lanes in Sydney.
- Progress on the Liverpool to Parramatta Rapid Bus Only Transitway.
- Improved bus stop facilities throughout rural NSW.
- Public education campaigns on choosing to travel by public transport and on the correct use of Bus Lanes.

Figure 3 - Speed and traffic volume trends for seven major routes to and from Sydney CBD



The red colouring of city Bus Lanes has reduced illegal usage by up to 60 per cent.

The completed Concord to City Cycleway

Teleworking

A new RTA telecentre at Penrith has expanded teleworking opportunities for staff, including those with a disability, from western Sydney and the Blue Mountains. It was opened in time for the Olympics and, together with the existing RTA telecentre at West Gosford, meant staff could reduce their travel, helping to free up roads for Olympic related travel. The RTA telecentres have been used as models for the NSW Government Telecentre Program in planning for centres being established by the Premier's Department in Wollongong and Gosford.

The RTA continued to make information on teleworking available to businesses, commuters, other Government agencies and the community through the website. www.rta.nsw.gov.au/telework.htm

The first of several planned ‘rail trail’ cycleways opened, linking Parramatta to Liverpool.

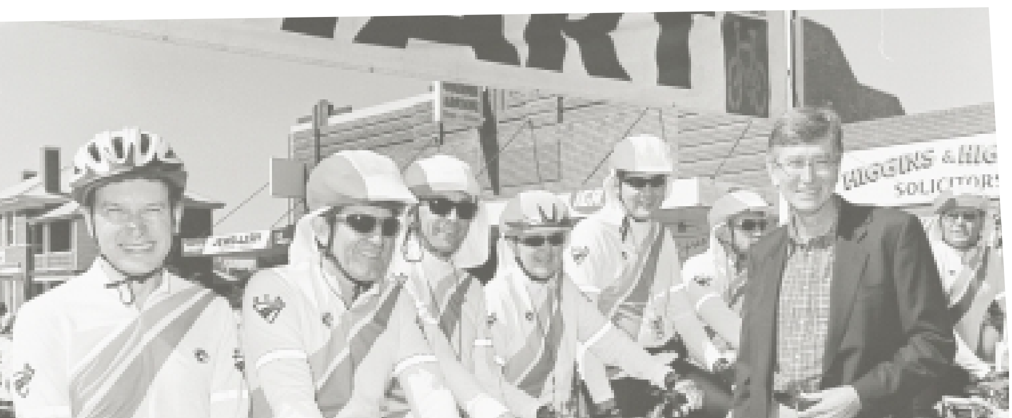
The RTA assisted the Olympic Roads and Transport Authority (ORTA) in promoting teleworking as an alternative to commuting during the Sydney 2000 Olympic and Paralympic Games. This included responding to enquiries from businesses seeking assistance in setting up teleworking programs and alternative office accommodation (telecentres) for the Games period.

The Australian Chamber of Commerce and Industry sponsored the Corporate Work and Family Awards 2000 and awarded the RTA an Outstanding Commendation for its achievements in teleworking and telecentres.

Cyclists

Cycling is a form of transport beneficial to the health of the community and favourable to the environment. In September 1999, the Government released *Action for Bikes - BikePlan 2010*, a strategy designed to improve the bike network, make it safer to cycle, improve personal and environmental health and raise community awareness of the benefits of cycling. The RTA is on track in implementing the plan's actions.

The RTA Safe Cycling Team prepare for the ‘RTA Big Ride’ in Oberon.



Building better cycling networks

The length of on and off road cycleways increased by 270km in 2000/01.

Cycleways completed in Sydney in 2000/01 include:

- The Parramatta to Liverpool Rail Trail.
- Concord to Sydney CBD via Hawthorne Canal Bridge, converted for pedestrian and bicycle use following the City West Link Road opening.
- In East Sydney as part of Eastern Distributor construction.
- Anzac Bridge Cycleway extension and improvements.
- Cowpasture Road from Elizabeth Drive to Edensor Road, Edensor Park.
- The Horsley Drive from Mimosa Road to Cowpasture Road, Bossley Park.

Cycleway projects carried out in rural and regional NSW include:

- The Point Clare underpass (Central Coast).
- Completion of the cycleway from Spring Street to Ryan Street (South Grafton).
- Cycleways in Cooma.
- The Vincentia Bay to Basin Cycleway.
- The Muswellbrook Cycleway.

The RTA continues to provide joint funding in developing and implementing local bike plans. Across NSW, 94 council bicycle projects were funded in 2000/01. In addition to specific programs targeting bicycle initiatives, the RTA undertakes upgrades of facilities for cyclists as part of major road improvements and maintenance works. Examples of opportunities to retain and improve cycling facilities include line marking adjustments to provide wide kerbside lanes, the installation of bicycle-safe grates, signs to support cycling facilities and the elimination of ‘squeeze points’ where the lane widths are too narrow for cyclists to ride safely adjacent to vehicles.

Promoting bicycle safety and use

In 2000/01, initiatives to promote bicycle safety and use included:

- Development of a Statewide education campaign on sharing the road with cyclists.
- Sponsorship of community events encouraging greater use of bicycles and promoting safe cycling, including the RTA Big Ride and RTA Cycle Sydney.
- Organising Bike Week to encourage bicycle use in the local community and to promote bicycle safety issues.
- Road safety education conducted in NSW schools, including bicycle safety.
- Publication of cycleway maps.
- Public awareness campaigns promoting new cycleways.

Pedestrians

Development of Pedestrian Access and Mobility Plans (PAMPs) was undertaken in partnership with local councils, as a major ongoing initiative to improve planning for pedestrians. PAMPs are short to medium term plans recognising the particular needs of commuters, school children, the elderly, people with disabilities, recreational walkers and tourists. The plans identify existing pedestrian facilities and determine where access and mobility need to be improved. PAMPs were developed for Auburn, Bankstown, Blacktown, Bathurst, Bega Valley, Burwood, Campbelltown, Canterbury, Coffs Harbour, Fairfield, Hurstville, Marrickville, North Sydney, Parramatta, Port Macquarie, Newcastle, Tamworth, Tweed Heads, Shellharbour, Shoalhaven, Wollongong and Wingecarribee. The RTA in partnership with local councils, continued implementing pedestrian facilities based on the PAMPs.

The RTA continued to promote walking as an alternative to private car travel for short trips, through continued support of the Pedestrian Council of Australia Limited (PCA). Its annual Walk to Work Day event was held in November 2000. In April 2001, the PCA launched its new Walk Safely to School Day event, to reinforce safe pedestrian behaviour amongst parents, teachers and children, especially when walking to and from school or a school bus stop.

To ensure pedestrian facilities are effective, two new guidelines were developed for the implementation of 'Kerb Ramps with Tactile Indicators' to assist vision impaired pedestrians, and for 'Shared Zones'.

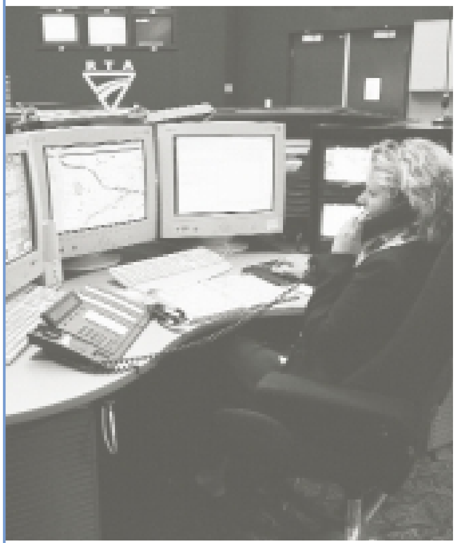
The first stage of a review of pedestrian RTA facility warrants and guidelines was completed. At the end of 2000/01, 63 per cent of traffic signal sites in NSW were fitted with audio-tactile push buttons.

Other programs for pedestrians included:

- Pedestrian bridge program funded by commercial advertising with priority given to providing bridges near schools.
- Installation of audio-tactile push buttons to assist vision and hearing impaired pedestrians.
- Installation of kerb ramps.
- Installation of traffic signals and pedestrian crossings at various locations.

Improving local streets for pedestrians

The RTA's partnership with local councils is central to managing and reducing through traffic in local streets with high pedestrian concentrations, such as residential and town centres. Measures to improve the amenity of these streets included traffic calming treatments such as roundabouts and slow points. Projects completed in 2000/01 included: Lindfield Avenue, Lindfield; Irrubel Road, Newport; Smith Street, Allambie; Empire Avenue, Concord; Frazer Street, Dulwich Hill; Kildare Road, Blacktown; Pages Road, St Marys; and the main streets of Lochinvar and Morpeth.



The Transport Management Centre uses the latest technology to monitor conditions, organise incident response and disseminate information.

FUTURE CHALLENGES:

- Develop and implement further effective initiatives to attract people to use alternative forms of transport.
- Continue to improve information services to traffic reporters and provide information directly to drivers through new applications of technology.
- Commence full operation of automatic Incident Management System on M4 Motorway.
- Trial Bus Lane monitoring and develop systems for bus priority at traffic signals.
- Continue to implement cycleway program outlined in *Action for Bikes 2010*.
- Progress electronic tolling interoperability with other motorways.

DEVELOPING THE ROAD NETWORK

OBJECTIVE

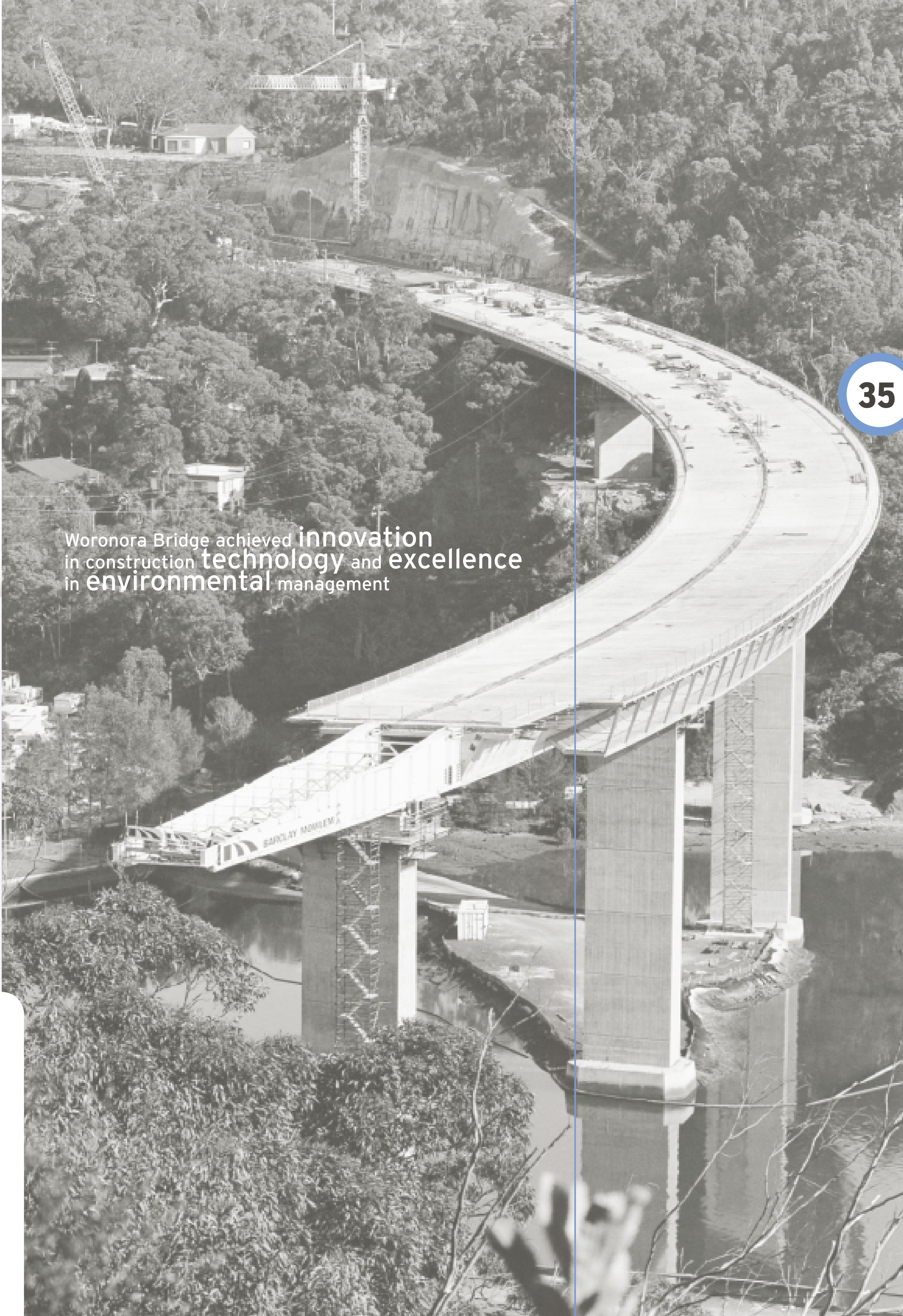
DEVELOP THE STATE ROAD NETWORK FOCUSING ON STRATEGIC ROUTES TO:

- promote economic growth
- improve access to rural communities
- improve road safety
- encourage greater use of public transport
- meet environmental targets

Actively contribute to the 'whole of Government' approach to land use and transport planning

ACHIEVEMENTS

- M5 East Freeway - tunnel breakthrough - work six months ahead of schedule.
- Princes Highway North Kiama Bypass - work started.
- Cross City Tunnel tenderers shortlisted.
- Windsor Road $323m upgrade announced - contract awarded for next stage.
- Woronora Bridge opened.
- Yelgun to Chinderah Freeway - road tunnel breakthrough first in rural NSW.
- Bray Street to Arthur Street Upgrade opened.
- Ewingsdale Interchange opened.
- Lyons Road to England Road Upgrade opened.
- Raymond Terrace to Karuah Upgrade opened.
- West Charlestown Bypass - work started stage 3.
- Eastern Distributor project won the Institution of Engineers' NSW Excellence Award for project management, was co-winner of the Bradfield award, and won the Sir William Hudson award for the best overall project in Australia.
- A Commendation for Excellence in Urban Design from Royal Australian Planning Institute was awarded to the RTA for its urban design principles manual.


Woronora Bridge achieved innovation in construction technology and excellence in environmental management
BARCLAY MOWLEM

An M5 East tunnel under construction

Performance

The RTA makes a vital contribution to the economic development of NSW and to delivering the NSW Government's *Action for Transport 2010*.

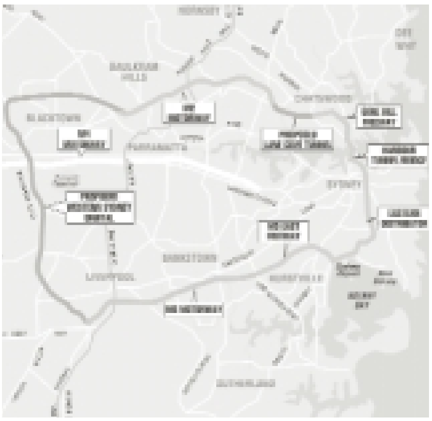
Improvements to the State Road network make movement of goods and people more efficient, which makes industry more efficient, reduces costs and leads to job creation. During 2000/01, several major road projects were completed and opened to traffic, providing significant improvements in efficiency, safety and access for the community. In consultation with regulatory authorities, the RTA continued developing the following projects:

Improving access within Sydney

M5 East Freeway

Work on this $794 million (2001 dollars) project, the largest infrastructure road project to be built under an RTA contract, is six months ahead of schedule. It is expected to open on 9 December 2001. The project is funded by the State Government and will be toll free. The new 10km four-lane dual carriageway will provide a vital link in the Sydney Orbital, directly connecting the M5 at King Georges Road to General Holmes Drive at Sydney Airport and on to the Eastern Distributor. The new freeway will significantly improve travel times, conditions and safety for motorists. The freeway includes twin 4km long tunnels (Australia's longest) under Wolli Creek Valley and adjoining suburbs, as well as a 550 metre long tunnel under the Cooks River.

the new freeway will significantly improve travel times, conditions and safety for motorists



The Sydney Orbital road

The M5 East will save motorists up to 20 minutes between Liverpool and Sydney Airport and avoid 22 sets of traffic lights. Traffic congestion will be reduced and there will be up to 40 per cent less traffic on local residential streets. Heavy trucks will benefit from more efficient access to Port Botany and major industrial areas while reducing their use of local streets. Savings in fuel and vehicle operating costs will be generated. New and safer facilities are being created for pedestrians and cyclists.

Cross City Tunnel

The proposed 2km Cross City Tunnel, between Darling Harbour and Kings Cross, will link the Western and Eastern Distributors. It will remove a substantial proportion of through traffic from city streets, resulting in improved amenity and better conditions for bus passengers, pedestrians and cyclists. Motorists will save up to 20 minutes on a trip across the city and bypass at least 16 sets of traffic lights. It will: improve air quality in central Sydney by reducing congestion; include substantial urban design improvements on some surface routes, particularly William Street, and; create up to 1,600 direct and indirect jobs during construction.

The Cross City Tunnel is estimated to cost $400 million (1999 dollars). It will be a toll road to be delivered as a Build-Own-Operate-Transfer project.

The Environmental Impact Statement (EIS) for the proposal was exhibited between August and October 2000. Representations in response to the EIS resulted in modifications being made. These were detailed in the Preferred Activity Report, released in May 2001, at the time planning approval was sought.

Following an invitation to the private sector to submit Registrations of Interest to finance, design, construct, operate and maintain the project as a toll road, three applicants were shortlisted in January 2001 and invited to submit proposals. Detailed proposals were invited from the shortlisted consortia on 8 June 2001. Funding was included in the 2000/01 State Budget for planning, environmental studies, tender assessment and other pre-construction activities. Subject to planning approval being granted, work will commence in 2002 and be completed in 2004.

Western Sydney Orbital

The proposed Western Sydney Orbital (WSO) will comprise 39km of divided carriageway including 15 grade-separated interchanges between the M5/Hume Highway at Prestons, and the M2 at West Baulkham Hills. It will be part of the National Highway system and therefore is a Commonwealth responsibility. The estimated cost of the tollway project is $1.25 billion (2000 dollars).

The WSO is expected to be the final link in the high standard Sydney Orbital road. The Sydney Orbital will connect all of Sydney's motorways (M5, M4, M2, Eastern Distributor and harbour crossings), provide high standard access for all parts of Sydney, and link major employment and residential areas. The WSO will bypass 56 sets of traffic signals and save up to one hour in travel time between Liverpool and Pennant Hills.

The proposal will: encourage further investment in new industries due to potential savings in transport costs; create up to 1,200 direct jobs during construction; and, by lowering transport costs, encourage more jobs in western Sydney. The EIS was prepared in consultation with the Federal Government and exhibited from 4 January to 5 March 2001.

Lane Cove Tunnel

The Lane Cove Tunnel project between the M2 and the Gore Hill Freeway would complete a missing link in the Sydney Orbital, connecting the north west sector of Sydney with the CBD. The proposal consists of twin, 3.4km long tunnels and would be electronically tolled. It would include widening the Gore Hill Freeway to provide transit lanes for improved bus travel. North facing ramps at Falcon Street on the Warringah Freeway would also be constructed, to reduce traffic currently using local streets to access the freeway.

An Overview Report on the Lane Cove-Gore Hill corridor, which examined the impact of the proposed tunnel on the corridor, was released in December 1999. During 2000/01 the preparation of an EIS was progressed.

Transitways

A network of Rapid Bus Only Transitways for western Sydney was proposed in *Action for Transport 2010*. The Liverpool to Parramatta Transitway (LPT) will be the first of these to be constructed. It will enhance travel choice and reduce travel times for the 500,000 people who live in the Liverpool, Fairfield, Holroyd and Parramatta areas, by linking major residential areas with the employment zones of Smithfield and Wetherill Park.

The 30km long LPT is estimated to cost $203 million. During 1999/00 an EIS was drafted and concept plans prepared. The EIS was released in August 2000. Subject to planning approval, construction will be completed in 2003. During 2000/01, work also progressed on planning the network of other transitways for western Sydney.

Woronora Bridge and Linden Street widening

The new four-lane $47 million Woronora Bridge was opened in February 2001, significantly improving the link from Menai to Sutherland and the Princes Highway. The $8.8 million widening of Linden Street at Sutherland to four lanes, from The Grand Parade to River Road, was completed at the same time. The 521 metre long bridge is 36 metres above the Woronora River. It was constructed using an innovative technique to launch the deck from a specially built casting yard on the western side.

A separate deck has been provided for pedestrians and cyclists underneath the main carriageway of the bridge, with links to adjacent suburbs and the existing network.

The completion of the bridge and the upgrading of Linden Street provides a four-lane road from Bangor to The Grand Parade, Sutherland.

Windsor Road

On 25 March 2001, the Premier announced a $323 million five-year upgrade of Windsor Road and Old Windsor Road to four lanes all the way to Windsor. The strategy will deliver major improvements. A number of works have been completed including:

- Construction of the southbound Old Windsor Road carriageway between Seven Hills Road and Norbrik access, Glenwood, was completed and opened to traffic on 10 April 2001.
- A major upgrade of Windsor Road/Schofields Road intersection, including traffic signals, was opened to traffic on 7 July 2000.

Major upgrading works are underway on:

- Old Windsor Road, between Seven Hills Road and Norbrik access, and between Sunnyholt Road and Windsor Road.
- Windsor Road, between Old Windsor Road and Merriville Road.

Works planned to commence in 2001/02 include:

- Reconstruction of Old Windsor Road northbound between Norbrik access and Celebration Drive.
- Reconstruction of the Seven Hills Road/Old Windsor Road intersection.
- Reconstruction and widening of Windsor Road between Merriville Road and Schofields Road.
- Reconstruction and widening of Windsor Road between Bandon Road and Curtis Road, McGraths Hill.
- Reconstruction of the Windsor Road/Pitt Town Road intersection.

Castlereagh Road, Penrith

In August 2000, the $26 million upgrade of Castlereagh Road to four-lane divided carriageway for 2.7km, between Jane Street and New McCarthys Lane, was completed. The work included new traffic signals, roundabouts, on and off road bicycle facilities and substantial landscaping. The section of Castlereagh Road north of Coreen Avenue, was the major public transport access from Penrith Railway Station to the Olympic 2000 rowing venue at Penrith Lakes.

Heathcote Road, Holsworthy

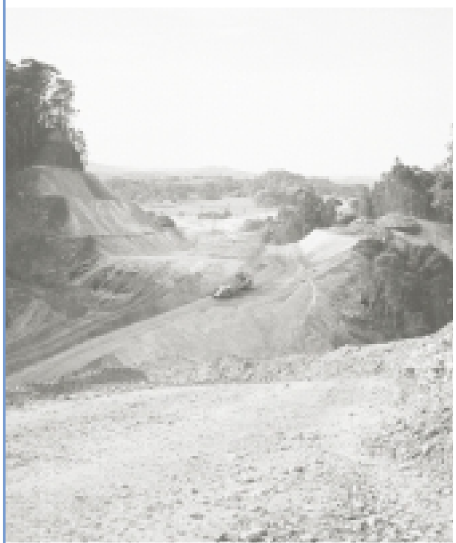
The $12.5 million road widening to four lanes from Nuwarra Road to Infantry Parade was completed in July 2000. The project provided safer access for residents of Hammondville, Holsworthy, Anzac Village and Moorebank. The work included traffic signals at the intersection of Nuwarra Road and Heathcote Road, Holsworthy.

The Horsley Drive Railway Bridge, Carramar

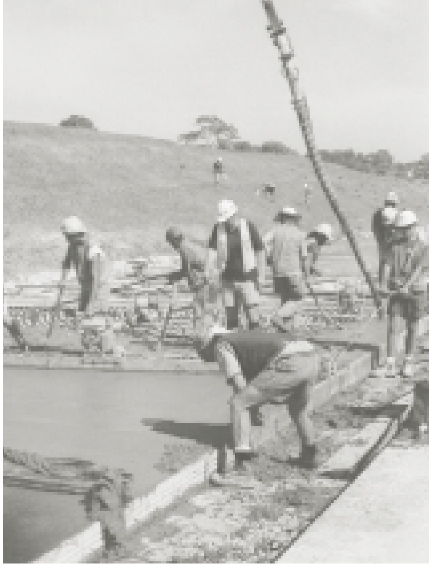
The $20 million project was completed in October 2000. It provided four lanes and greatly improved the alignment of The Horsley Drive over the railway at Carramar, to enhance traffic flow and safety. New traffic signals with pedestrian facilities were also provided. The work included an underpass at Wattle Avenue, which improved local access.

Northern Road, Penrith

The $5.2 million upgrade provided four lanes from the M4 to Smith Street and was completed in July 2000. It provided improved access to the Olympic rowing and kayaking venues at Penrith Lakes, as well increased capacity for north-south traffic in the Penrith area. The construction of intersections controlled by roundabouts or traffic signals has improved road safety.



Yelgun to Chinderah is the largest road project underway in rural Australia



Workers lay M5 East Freeway pavement

Improving access between cities and regions

Upgrading the Pacific Highway

In 1996, the 10-year Pacific Highway Reconstruction Program Agreement was signed by the Commonwealth and NSW Governments. It requires $160 million from the NSW Government and $60 million from the Commonwealth annually.

The $2.2 billion program has achieved many important milestones with 18 major projects and 18 minor projects opened to traffic, construction continuing at 3 sites and 17 projects being planned. Travel times between Hexham and the Queensland border have been reduced by approximately 35 minutes since these projects opened.

Major highlights of the upgrade program during 2000/01 included:
Project Openings: Bray Street to Arthur Street in Coffs Harbour, Ewingsdale Interchange, Raymond Terrace to Karuah, and Lyons Road to Englands Road. (Further details below).

Works in Progress: Coolongolook to Wang Wauk, Tandys Lane, Yelgun to Chinderah, and Ulmarra improvements.

Planning Projects: Bulahdelah Upgrade route options displayed, Moorland to Herons Creek investigations commenced and route options displayed, Halfway Creek dual carriageway supplementary Review of Environmental Factors displayed, Brunswick Heads to Yelgun project design contract awarded, and Karuah Bypass received planning approval.

Bray Street to Arthur Street, Coffs Harbour

The $29.9 million upgrade, fully funded by the State Government, was opened to traffic in August 2000. The project provided major traffic flow, access and safety improvements for a section of the highway that was previously a major bottleneck. Following construction of a new north coast rail overbridge, construction commenced on the roadworks, a grade-separated interchange at Arthur Street, a bridge, pedestrian facilities, cyclist facilities and landscaping.

Ewingsdale Interchange

Construction of the $25.8 million Ewingsdale Interchange commenced in February 1999, after being fast tracked, and was opened to traffic in September 2000. A new grade-separated interchange has been constructed at the Myocum Road/Ewingsdale Road intersection (Byron Bay turn-off). The interchange separates local from highway traffic and significantly improves road safety by eliminating another Pacific Highway blackspot. It provides 1.9km of four-lane dual carriageway from the base of St Helena Hill to the previously completed Ewingsdale to Tyagarah project. The new alignment to the west of the old highway ensured that an avenue of fig trees, as well as the Ewingsdale Hall and

The Pacific Highway Upgrading Program... milestones with 18 major projects and 18 minor projects opened...

Church, were not affected by the upgrade. The project was jointly funded by the State and Federal Governments.

Raymond Terrace to Karuah Upgrade

Construction of the $86 million Raymond Terrace to Karuah Upgrade, fully funded by the State Government, commenced in August 1998 and was opened to traffic in December 2000. Benefits to road users include improved traffic flow, safer travel and continuous overtaking opportunities. The upgrade provides 18km of four-lane dual carriageway conditions and continues north from the previously completed Raymond Terrace Bypass near Rangers Road to 1.5km south of the entrance to the Karuah Golf Club. A new northbound carriageway was constructed to the west of the old highway. The old highway was reconstructed to form the new southbound carriageway.

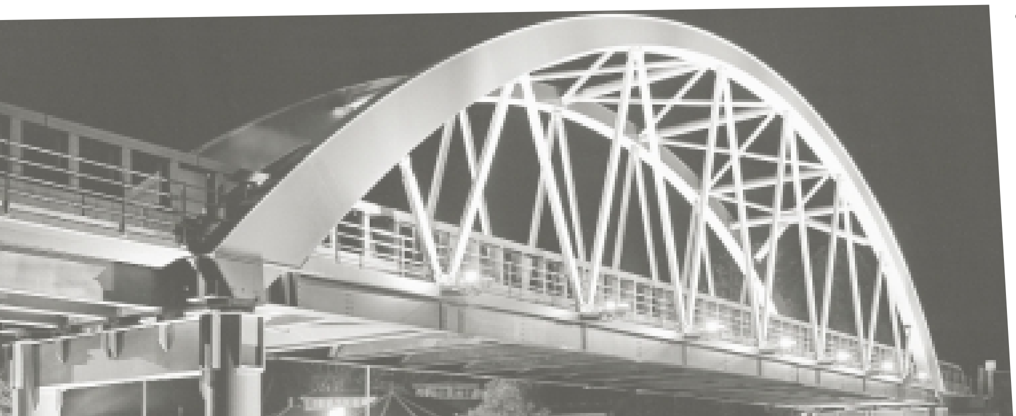
Lyons Road to Englands Road Upgrade

Construction of the $73 million Lyons Road to Englands Road Upgrade commenced in October 1997 and was opened in May 2001. The project has brought significant improvements in road safety and a reduction in travelling time, for both long distance and local motorists. The upgrade provides 5.3km of four-lane dual carriageways between Lyons Road and Englands Road on the southern side of Coffs Harbour. It includes grade-separated interchanges at Lyons Road and Sawtell Road, as well as a large roundabout at Englands Road. A large fauna underpass was constructed in conjunction with the project, to link prime koala habitat on either side of the highway, in an area that had been a koala fatality blackspot. Extensive landscaping and revegetation was undertaken and noise barriers built where appropriate. The project was jointly funded by the State and Federal Governments.

Yelgun to Chinderah

This $348 million freeway is the largest road project underway in rural Australia and the largest undertaken as part of the Pacific Highway Upgrading Program. The 28.5km four-lane dual carriageway will significantly improve safety by removing the worst remaining highway blackspot, the notorious Burringbar Range. It will dramatically reduce travel times, particularly for freight, and provide consistent overtaking opportunities. An estimated 250 direct construction jobs have been created providing a major boost to the local and State economy. In January 2001, breakthroughs occurred in the 134m long twin tunnels - the first road tunnel breakthroughs in rural NSW. The project is scheduled to open in 2002 and is jointly funded by the State and Federal Governments.

The Bray St to Arthur St rail overbridge was designed as a spectacular feature gateway for Coffs Harbour.



Road User Delay Management

The efficient and reliable operation of the Pacific Highway is vital to the economy of the north coast region, NSW and the nation. Therefore, it is essential to minimise delays to road users as much as possible during the extensive upgrading program. The Delay Management Strategy aims to minimise delays at work sites and includes:

- Better information available to road-users about where roadworks are located through a phone hotline, using Variable Message Signs, and faxing updates to radio stations and service centres along the route;
- Better coordination of works;
- Ensuring that roadworks only interfere with traffic flow when it is essential; and
- Special traffic management arrangements for peak holiday times.

Princes Highway

Traffic began using part of the new $28 million Oak Flats interchange in February 2001. Completion of the interchange for east-west traffic is expected shortly and will improve safety and traffic flow for this growing area.

In October 2000, a $35 million contract was awarded for the construction of a bridge over the Minnamurra floodplain as part of the North Kiama Bypass.

The $8.7 million Helensburgh Interchange on the F6 Freeway provided north and south bound on and off ramps, to improve access and travel times for the Helensburgh area. It opened in November 2000.

Great Western Highway

Faulconbridge

The State Government funded, $25 million four-lane divided carriageway upgrade, was opened to traffic in May 2001. A pedestrian bridge was constructed across the Great Western Highway and links with the existing railway pedestrian bridge. Pedestrian and cyclist facilities were provided on both sides of the road. Traffic congestion through Faulconbridge has been greatly reduced. Pedestrian safety has been enhanced by the pedestrian bridge and traffic signals at St Georges Crescent.

Linden Section 3

The $8.9 million four-lane divided carriageway at Linden, between Weemala Avenue to Numantia Road, was officially opened in February 2001. The project included a widened bridge over the railway and improved pedestrian access to Linden Station. The project was funded by the Federal Government. The project forms part of the four-lane upgrade of the Great Western Highway from Penrith to Katoomba, being funded by the State and Federal Governments.

West Charlestown Bypass

The project will bypass the Charlestown CBD, extending from the Pacific Highway at Windale to Charlestown Road at Kotara. Stage 3 is underway and will improve safety and travel times for motorists.

National Highways (Commonwealth funding responsibility)

New England Highway

Rose Valley Creek realignment, 36 to 39km north of Tamworth, upgraded a section of road with poor alignment and an adverse accident history. The work has enhanced safety for all road users and replaced the last narrow (less than 7 metres) bridge between Tamworth and Armidale.

Work continued on the provision of a series of overtaking lanes that will improve traffic flow and safety while reducing driver frustration. During 2000/01 new overtaking lanes were completed at: Everetts Rd 56km north of Armidale; Tilbusters 25km north of Armidale; and Arding Rd 93km north of Tamworth.

Sturt Highway

Work continued on the elimination of all narrow bridges between Narrandera and Mildura. Some of these narrow bridges are less than seven metres wide and their replacement with wider structures will enhance safety for all road users, especially school buses. In 2000/01, bridges were completed at: Gum Creek, 75km west of Narrandera and Coleambally Canal, 40km west of Narrandera.

Figure 4 - Return on Construction Expenditure

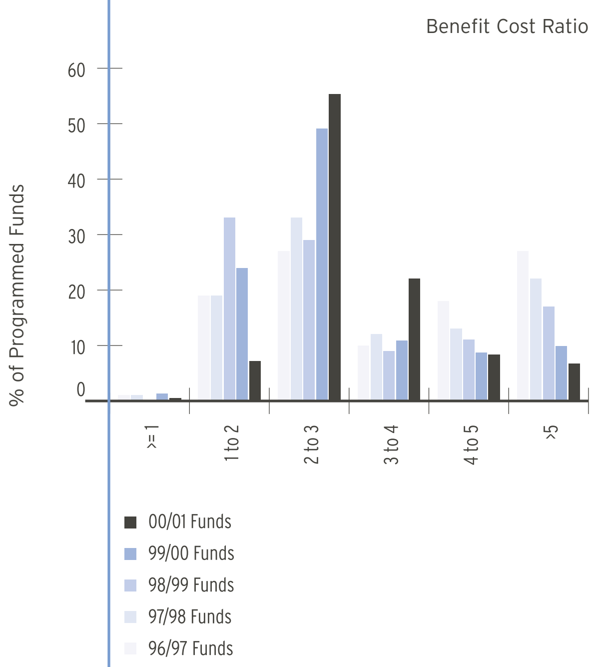


Figure 4 (above) illustrates more than 85 per cent the RTA's 2000/01 construction funding was spent on projects with benefits amounting to more than twice the cost.

Figure 5 - On time and within budget

Project delivery	Number of projects	Total expenditure $ million	% of projects weighted by project cost
Completed within budget or within 10% over budget	19	433.4	82.5
Completed within planned duration or within 10% over planned duration	15	407.2	77.5

The Woronora Bridge's integrated 'bushland' boardwalk for pedestrians and cyclists

Federal Highway

The completion of dual carriageways between the Hume Highway and Canberra has further improved road safety and reduced travel time between Sydney and the ACT, making Canberra and the Snowy Mountains more accessible. The opening of the ACT border to Sutton four-lane dual carriageway upgrade in September 2000 represented the final link.

Hume Highway

The completion of the four-lane dual carriageway Bookham Bypass has further improved road safety and reduced travel times between Sydney, the Riverina and Melbourne.

Revised cost estimates were prepared for the Albury Bypass options, internal and external routes. The Federal Transport Minister announced in February 2001 that the external bypass would go ahead.

Programs with economic returns

The Road Network Development Program expenditure was nearly $760 million in 2000/01 (including State and Federal funding) on major construction projects of more than $1 million each. This expenditure continued to provide the community benefits at least three times greater than its cost - the fifth consecutive year this has been achieved. Figure 4 illustrates the distribution of project benefit/cost ratios from project funding over the past five years.

On time and within budget

During the year, 25 major projects with individual project costs of more than $1 million each were completed. Total expenditure on these projects was $525 million. Project time and budget performance summaries are shown in Figure 5.

Contract management

The RTA is committed to a cooperative approach to contract management and provides input to the NSW Construction Policy Steering Committee to support industry development and improve productivity. There is deliberate focus on continuing to improve the management of occupational health and safety and environmental responsiveness on construction industry contracts. The use of information technology in contract processes is being pursued to improve productivity and reduce costs. The RTA's model specifications and test methods are available on the internet and this is being extended to contract conditions and contract documents. In line with NSW Government policy, requirements for training management and Aboriginal participation in construction were included in RTA contracts.

Integrated land use and transport planning

Urban and regional design

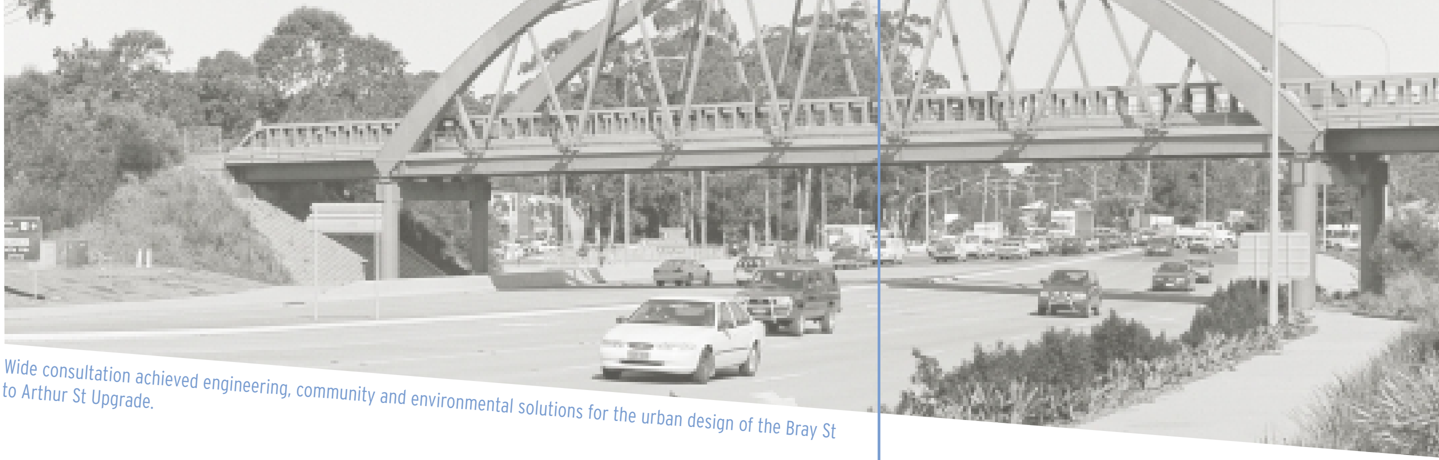
The RTA is a foundation signatory to the Urban Design Charter for New South Wales. The RTA encourages all project teams to apply the principles in its manual: Beyond the Pavement - RTA Urban and Regional Design Practice Notes and to strive to achieve urban design excellence in all road and transitway projects. Staff workshops have explained the principles and how they should be applied at all stages of a project. The Royal Australian Planning Institute awarded the RTA a Commendation for Excellence in Planning, in the Urban Design category, for Beyond the Pavement.

The Chief Executive presented a paper on 'The Urban Design of Road Projects in NSW, Australia' to the International Road Federation World Congress in June 2001.

The RTA has established a new Urban Design Section within the Road Network Infrastructure Directorate to ensure good urban design outcomes result from all road and transitway projects.

The RTA has established: a Register of Urban Design Contractors to give RTA project managers access to appropriate urban design skills; an RTA Urban Design Advisory Panel to provide high level project review and expert advice; and an RTA Noise Wall Panel to review noise wall proposals.

The Eastern Distributor achieved urban design excellence



Wide consultation achieved engineering, community and environmental solutions for the urban design of the Bray St to Arthur St Upgrade.

During 2000/01 major urban design concept work was completed for:

- The Liverpool-Parramatta Bus Only Transitway (completion of urban design precinct plans for 12 proposed station locations as the basis for a station design competition).
- Proposed Cross City Tunnel.
- Proposed Lane Cove Tunnel.
- Proposed Great Western Highway upgrade between Leura and Katoomba.
- Northern Distributor Extension proposal in Wollongong.
- The Old Windsor Road/Windsor Road corridor upgrade.
- Various Pacific Highway projects including the Karuah Bypass.

The Woronora Bridge, with its integrated 'bushland' boardwalk for pedestrians and cyclists, received the RTA Staff Award for Environmental Awareness and Urban Design. It is the result of a conscious urban and landscape approach that departs from the original engineering-only solutions. The bridge achieved innovation in construction technology and excellence in environmental management.

Alliances and partnerships

Local Government

The Chief Executive and key Directors continued to meet at regular intervals with the Presidents of the Local Government and Shires Associations via the RTA Local Government Liaison Committee. The committee's role is to enhance communication and promote cooperation between the RTA and local Government on issues of mutual interest. The committee discussed a range of issues and oversaw the establishment of number of joint committees.

A key issue for the past year was the implementation of Single Invitation Road Maintenance Contracts and benchmarking as part of the road maintenance reform package. To facilitate these initiatives, the RTA and local Government established a Maintenance Contracting Reference Committee with representation from the RTA, local councils, Institute of Public Works Engineers Australia and Municipal Employees Union, supported by a number of technical sub-committees.

Other key issues addressed included: funding assistance for Regional Roads; the 50 km/h urban speed limit; special funding for flood damaged roads; reviews of several traffic and safety polices; expansion of the Council Road Safety Officer Program; traffic management lessons learned from the Olympics; local Government funding campaigns; and a review of funding for Traffic Facilities on Regional and Local Roads.

The traffic facilities review was conducted by a committee of RTA and council representatives and involved consultation with all Sydney councils. As a result of this review, there has been a 40 per cent increase in funding assistance to Sydney councils for 2001/02, a common basis for calculating the grant to each council, and equity in the distribution of available funds to councils. Further review covering rural councils will be undertaken in the coming year.

The RTA encourages all project teams to strive to achieve urban design excellence in all road and transitway projects.

Other initiatives

Many initiatives related to whole of Government transport planning such as Rapid Bus Transitways, Bus Lanes and bus priority measures are described in the chapter 'Transport Efficiency'.

FUTURE CHALLENGES:

- Progress the Sydney Orbital road network by completing M5 East Freeway, awarding Cross City Tunnel and Western Sydney Orbital tenders, and releasing Lane Cove Tunnel EIS.
- Progress Pacific Highway upgrade and complete Yelgun to Chinderah project to remove worst remaining blackspot.
- Progress Princes Highway upgrade and complete Oak Flats interchange.
- Progress Great Western Highway upgrade and complete Linden - Section 3 and Devils Pinch.
- Continue to complete and implement urban design corridor strategies to ensure a whole of Government approach to land use and transport planning.
- Review traffic facilities Block Grant funding for rural councils.

MAINTAINING

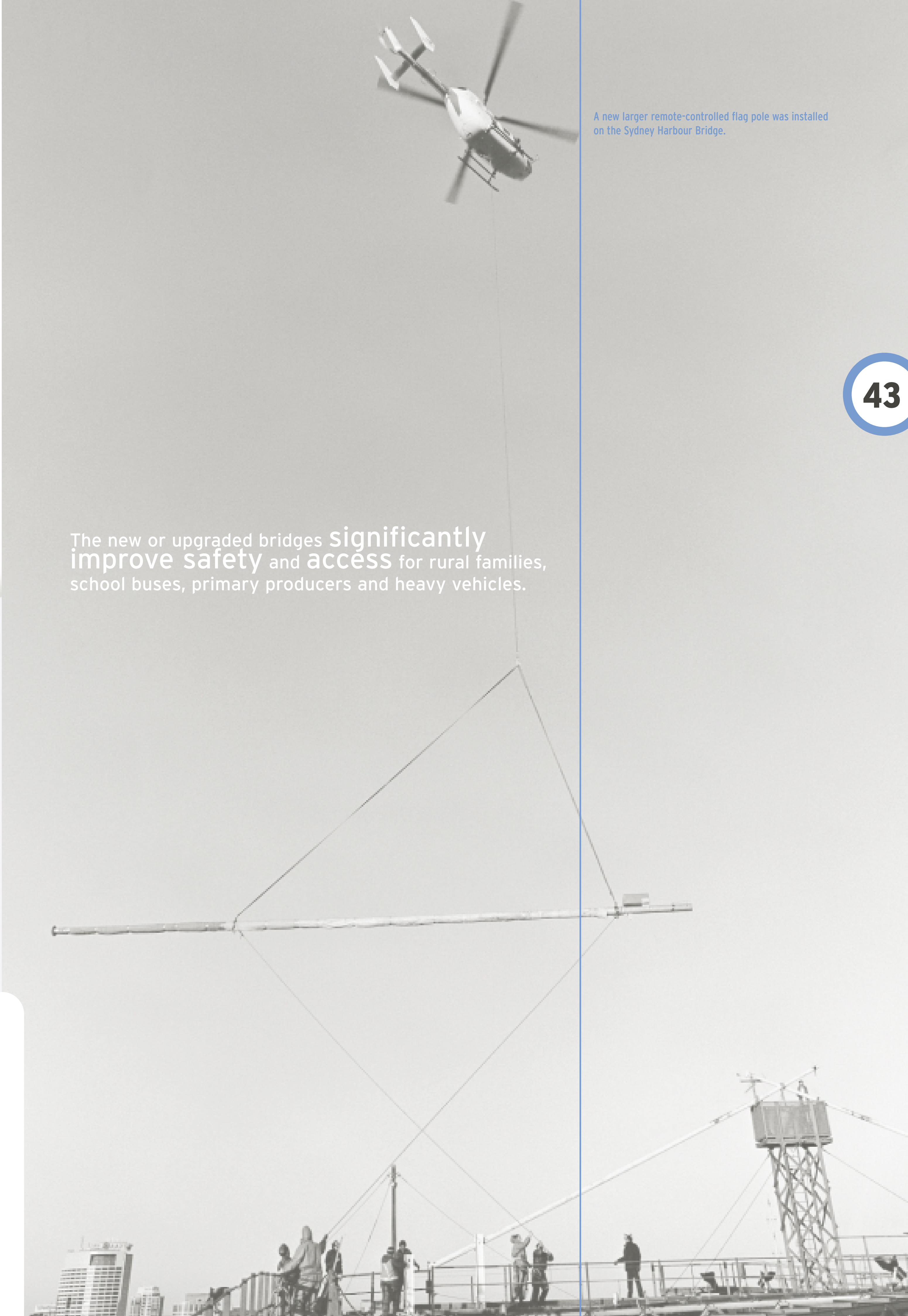
ROADS AND BRIDGES

OBJECTIVE

MAINTAIN STATE ROADS AND BRIDGES TO BE MORE RELIABLE, DURABLE AND SAFE

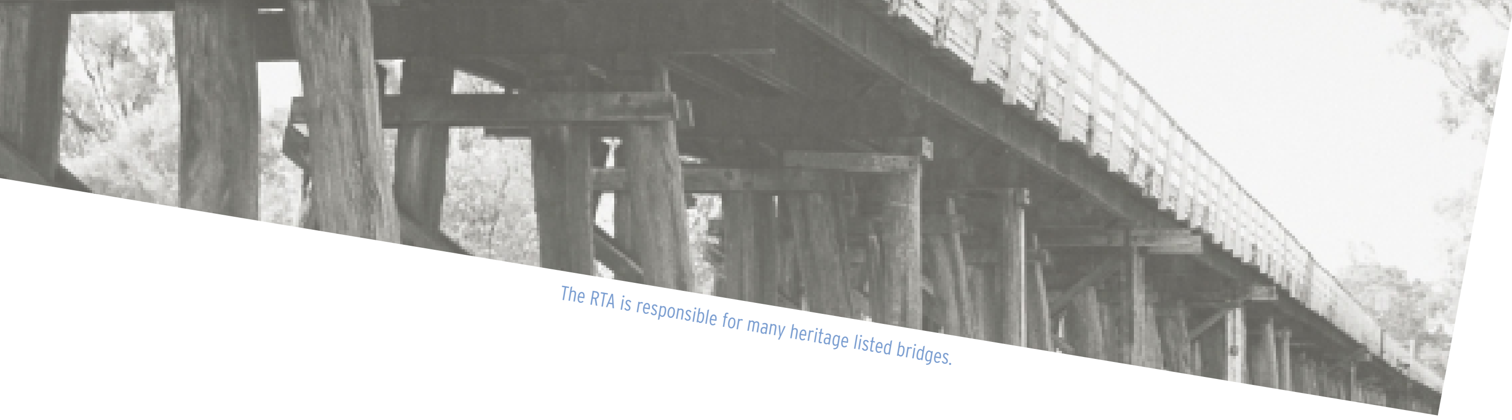
ACHIEVEMENTS

- 60 bridges completed under Country Timber Bridge Program and 80 in progress.
- 89.6% of State Roads Ride Quality rated 'good or better'.
- $100 million per annum Rebuilding Country Roads Program commitment delivered.
- NSW and Victorian Governments established new management arrangements for Murray River crossings.
- NSW and Victoria funding new Murray River crossings at Howlong and Cobram-Barooga; and successfully procured $45 million of Federal funding towards 3 new crossings at Corowa, Echuca-Moama and Robinvale.



A new larger remote-controlled flag pole was installed on the Sydney Harbour Bridge.

The new or upgraded bridges significantly improve safety and access for rural families, school buses, primary producers and heavy vehicles.



The RTA is responsible for many heritage listed bridges.

Management to keep RTA road network assets in good order

The 180,000km NSW road network is a significant public asset. The State Government's integrated strategy *Action for Transport 2010*, requires the RTA to manage its road network as a long term renewable asset, keeping the network in good order with maintenance and rebuilding works to provide safety, retained value and reliability for road users.

The RTA is responsible for managing:

- 17,655km of the major arterial road network known as State Roads which carry 70 per cent of all traffic in NSW.
- 4,350 bridges and major culverts on State, Regional and Local Roads.
- 2,887km of Regional and Local Roads in the unincorporated area.
- 9 vehicular ferries.

The $100 million annual Rebuilding Country Roads Program involves major works to renew road and bridge infrastructure to the latest standards.

The RTA also manages traffic facility assets such as traffic lights, signs and line marking across the NSW road and bridge infrastructure network; and assists local councils to manage 18,423km of their Regional Roads.

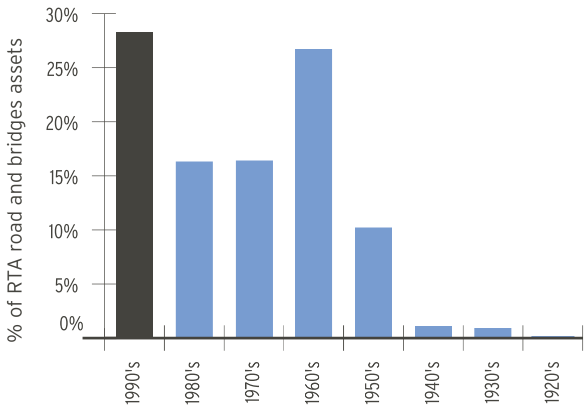
Pavement performance

'Ride Quality' (a measure of the roughness of travel over road surfaces) is a primary indicator of road condition and customer needs. 'Pavement Durability' is a measure of road surface cracking. During 2000/01, Ride Quality continued to be above the target of 88% per cent, with 89.6 per cent of State Roads rated 'good or better' .

The RTA continues to press the Commonwealth to provide a sustainable level of funding for National Highway assets.

On State funded State Roads, the pavement performance reflects the effects of the ageing road assets, prolonged wet weather and the RTA's asset strategy. In the short term, the RTA is focusing funds on the availability and safety of the network by increasing the relative funding for bridge works and to ensure the safety of road cutting and embankment slopes. In the medium term, the RTA's strategy is to significantly increase the funding for pavement rebuilding works. In the interim, sufficient funds will be provided for pavement works to support road safety. *Action for Transport 2010* commits to the Rebuilding Country Roads Program for major works restoring, rebuilding or replacing existing roads and bridges in the country. (Refer to Figures 6, 7, 8, 9, 10)

Figure 6 - Age profile of RTA's road and bridge assets



Note: The RTA's forward planning recognises the need to accelerate the rebuilding of the network as it ages.

Figure 7 - Roughness on all State funded State Roads

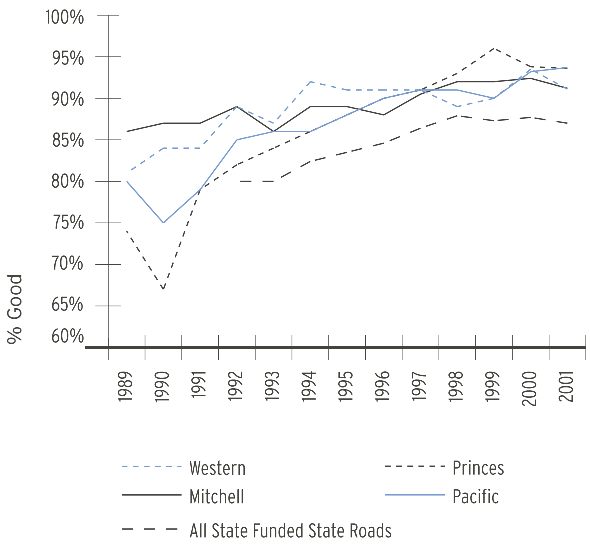


Figure 8 - Ride Quality (%) on State Roads (including National Highways)

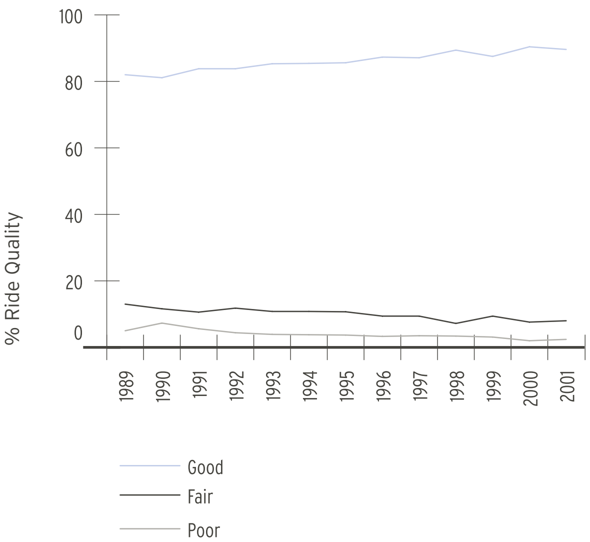
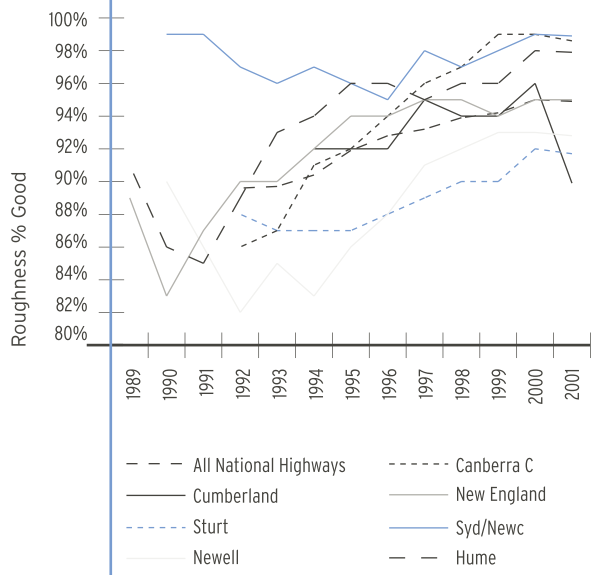
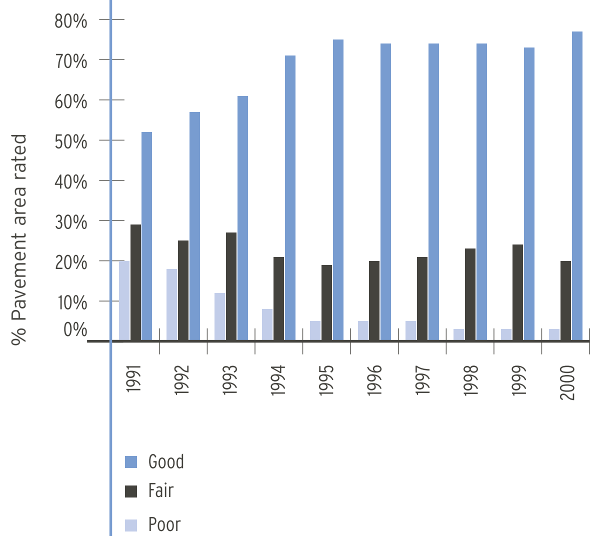


Figure 9 - Roughness % Good on National Highways

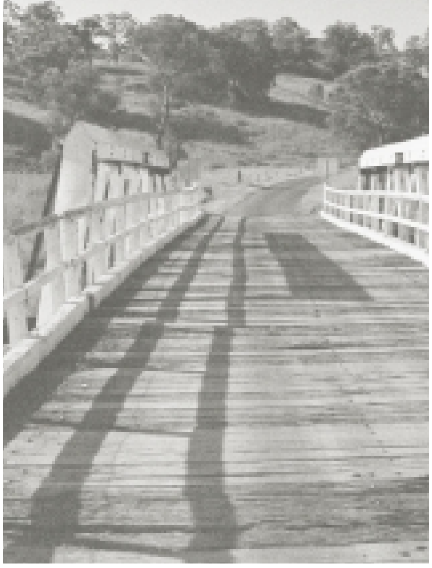


Note: The loss of condition on the Cumberland Highway mainly reflects administrative boundary changes by the Commonwealth

Figure 10 - Pavement Durability on sealed county State Roads (including National Highways)



Since 1998, new automated technology has been used to collect Pavement Durability data


The RTA is restoring or replacing country timber bridges, which are vital for local families and businesses to access school, markets and services.

Bridge performance

The number of deficient bridges on State Roads (including National Highways) increased from 9 to 10 (0.2 per cent of 4,205 bridges), during 2000/01. The Country Timber Bridge Program is countering some of the effects of the ageing asset portfolio on State Roads. The new or upgraded bridges significantly improve safety and access for rural families, school buses, primary producers and heavy vehicles. (Refer to Figures 11)

Rebuilding Country Roads Program

In 2000/01, roads with significant economic importance and high vehicle use were targeted for improvement by the Rebuilding Country Roads Program (RCRP). Under *Action for Transport 2010*, the RTA is committed to spending at least $100 million a year on this program, with $107 million spent in 2000/01. The program aims to:

- Support rural industry and underpin export competitiveness by focusing road investments towards the needs of the road transport industry, including its role in providing efficient rail transport.
- Ensure country roads are wide and strong enough for travel in a safe, legal, reliable, and consistent manner without undue delays, especially during prolonged periods of wet weather or flooding.

The RCRP involves major works to renew road and bridge infrastructure to the latest standards, rather than simply patching roads built to previous standards. Roads and bridges that are important to rural industry are being restored or replaced.
(Refer to Figures 12 and 13)

The $129 million Country Timber Bridge Program will replace or where necessary restore, 140 country timber bridges by July 2003.

Rebuilding Country Roads Program expenditure

The $129 million Country Timber Bridge Program, representing the first stage of the Rebuilding Country Roads Program, will restore or where necessary replace, 140 country timber bridges by July 2003. Sixty bridges were completed by 30 June 2001 and 80 were in progress.

Slope stability

The RTA has reviewed its management systems for slope stability safety risks. The Alpine Way and The Kosciuszko Road will be transferred to the RTA from the National Parks and Wildlife Service (NPWS) in 2002/03.

Disaster repairs

The RTA is administering Government funding to restore RTA and council managed public roads damaged by major floods in November 2000 and February/March 2001.

Road Maintenance Reform Package

The NSW Government package announced in November 1999, represents a significant step forward for road maintenance. It initiates major improvements in road safety, road environmental management, worker safety, the quality of road works and value for taxpayers, whilst supporting the long term viability of rural communities. The response from local government and RTA Road Services has been very positive.

The RTA progressed this permanent change in maintenance services delivery on State Roads, with revised contracts and extended terms. The RTA has assisted local government to develop and implement contract management systems and demonstrated the proposed benchmarking processes.

RTA removal of lead paint on McFarlanes Bridge, Maclean, required protective clothing for workers and enclosure of the work space

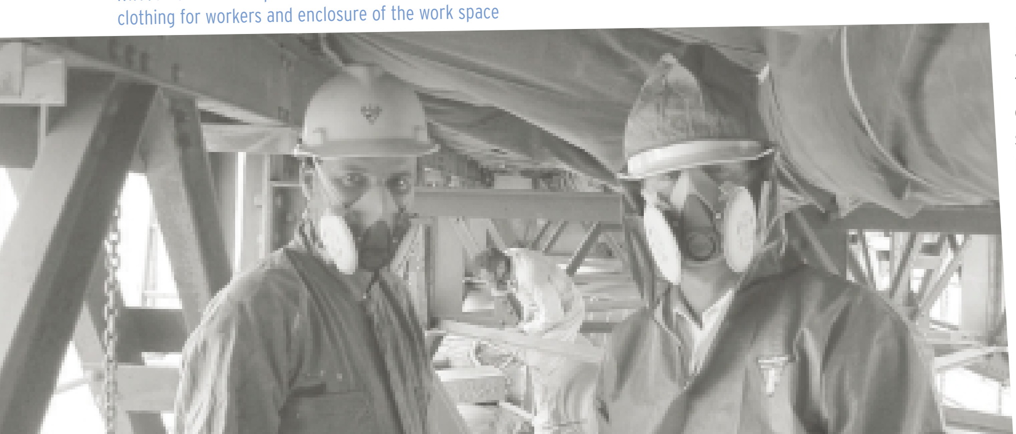
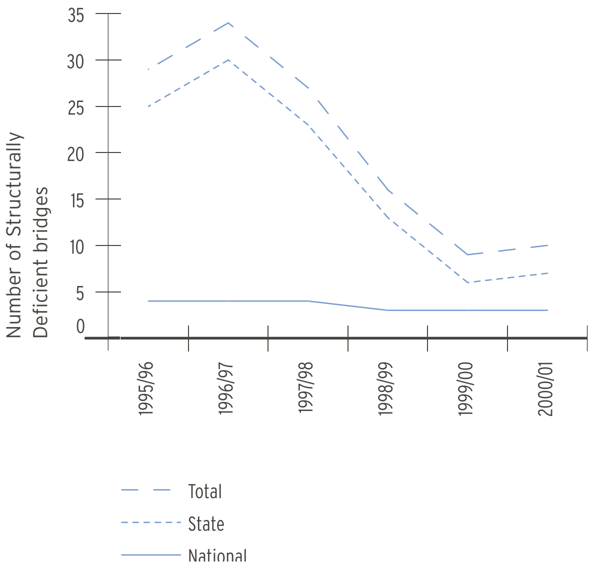
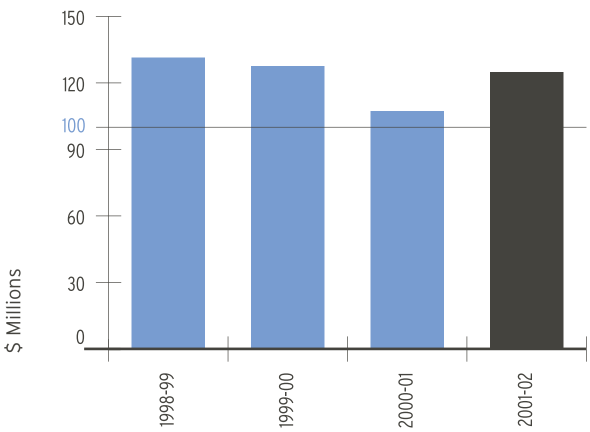


Figure 11 - Age profile of RTA's arterial road bridge assets



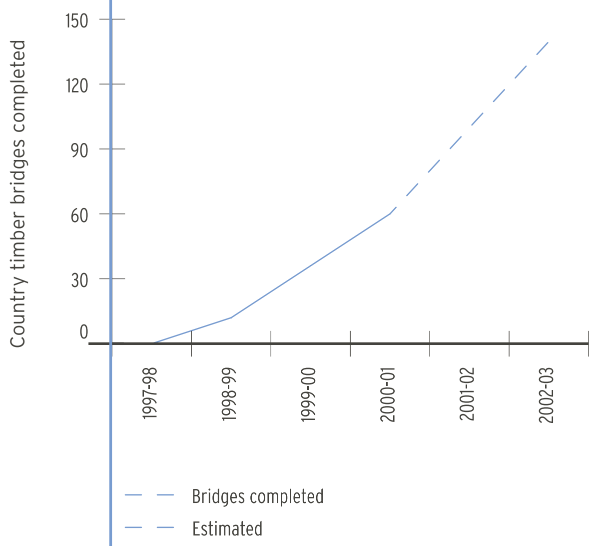
NOTE: Deficient bridges are those that are: washed away and closed to traffic; or load and/or speed limited; or supported by under-trussing, bailey bridging or replaced with bridging emergency

Figure 12 - Rebuilding Country Roads Program expenditure



NOTE: Action for Transport 2010 commits the RTA to spend a minimum of $100 million per year on the Rebuilding Country Roads Program.

Figure 13 - Country Timber Bridges Program number of bridges completed



FUTURE CHALLENGES:

- Complete the Country Timber Bridge Program.
- Complete the transfer of The Alpine Way and the Kosciuszko Road from NPWS to the RTA.
- Implement the RTA's short term asset management strategy of holding pavement performance while focusing rebuilding on bridges and slope stability; pending significant increases in funding for pavement rebuilding works in the medium term.
- Continue to work with local Government and industry to implement the Road Maintenance Reform Package.

THE ROAD SAFETY CHALLENGE

OBJECTIVE

REDUCE THE TRAUMA AND COST TO THE COMMUNITY OF ROAD DEATHS AND INJURIES

- Ensure that vehicles meet roadworthiness, road impact and emissions standards and that they operate safely

ACHIEVEMENTS

- Lowest (provisional) financial year road toll since 1947/48.
- Lowest road toll August to October 2000 for these three months since 1946.
- Pedal cyclist deaths in 2000 equal lowest on record.
- Road Safety Task Force leads road safety behavioural study and makes improvements such as increased penalties for non-seatbelt wearing.
- New Graduated Licensing Scheme for new drivers starts.
- School Zones installed at more than 130 schools in 2000/01.
- Crashlab tests large cars, small cars and child restraints, to harmonise with European standards.

The car pictured obtained the best crash test rating for large cars in the latest Australian New Car Assessment Program results

The Road **Safety Task Force** recommended **significant changes** to penalties for speeding and non use of seatbelts.

Road Safety 2010

Implementation of the State Government's *Road Safety 2010* commenced in 2000 with *Road Safety 2010* Public Forums held in Bathurst, Maitland and Campbelltown.

In 2001, the RTA started developing Action Plans relating to key road safety topics in *Road Safety 2010* including Speed Management, Drink Driving, Driver Fatigue, Pedestrian Safety and Motorcyclist and Bicyclist Safety. Heavy Vehicle and other Action Plans will be developed in 2001/02.

Facts and figures

In the 12 months ending 30 June 2001, there were 556 fatalities (provisional) on NSW roads, 16 (three per cent) fewer than the 582 deaths in the year to 30 June 2000. This represents the lowest financial year road toll since 1947/48. The 2000 road toll of 603 fatalities was five per cent higher than for 1999, and the highest fatality total since 1995 (see Figures 14 and 15).

Drivers are phased in to on-road driving, allowing them to get their initial experience under conditions involving lower risk.

However, positive results from analysis of the road toll in 2000 showed the number of pedal cyclist deaths was half that of 1999 and the equal lowest since records began. Also, the road toll in the lead up to and during the Olympic and Paralympic Games (August to October inclusive) was the lowest total for these three months since 1946 - a remarkable achievement given the level of activity and the number of international tourists welcomed in 2000.

A dramatic mobile display explains the consequences of speeding

Some factors involved in fatal crashes

Analysis of the 543 fatal crashes in 2000 in NSW revealed:

- speeding was a factor in around 38% of fatal crashes;
- driver fatigue contributed to about 20% of fatal crashes;
- illegal alcohol levels were evident in at least 18% of fatal crashes; and
- at least 22% of people killed in motor vehicles were not wearing available restraints, and 10% of people killed on motor cycles were not wearing helmets.

Figure 16 demonstrates the fatalities for each of these contributing factors.

Road Safety Task Force

In January 2001, the Minister for Roads established a Road Safety Task Force to address the significant community concern about the increased road toll in the Christmas/New Year holiday period and in the year 2000. Agencies represented included the RTA, Motor Accidents Authority (MAA), NSW Police Service, Ministry of Police and NRMA Member Services. Three community representatives also participated - Prof Danny Cass (Westmead Children's Hospital), Dr Jane Elkington (Health Consultant), and Assoc Prof Soames Job (Psychologist). The Task Force Report was released in April 2001. All of the Task Force recommendations were accepted in principle by the Minister for Roads and implementation is being addressed.

Road Safety Behaviour Study

To further examine the factors behind the increased road toll in 2000, a comprehensive Road User Behaviour Study was commenced in January 2001. It included crash data analysis, review of RTA mass public education materials and deterrence strategies, as well as research into the attitudes and behaviours of road users, including observational studies of on-road behaviours. The Report on the Road User Behaviour Study will be submitted to the Minister later in 2001.

Safer people

New Graduated Licensing Scheme

To help new drivers improve their skill and experience level, a new licensing scheme was introduced on 1 July 2000. The new scheme is the most significant overhaul of the NSW new driver licensing system since the introduction of the provisional licence in 1966. The scheme uses the latest technology to assess the competence of drivers. New drivers are required to pass through three licensing stages over a minimum period of three and a half years before obtaining an unrestricted Driver Licence. These stages are Learner, Provisional P1, and Provisional P2.

Drivers are phased into on-road driving, allowing them to get their initial experience under conditions involving lower risk. A learner's experience must be recorded in a log book and signed off by the learner's supervisor. Drivers are required to pass four tests:

- The computer-based Driver Knowledge Test, before obtaining a Learner licence.

- The Driving Ability Road Test must be passed before graduating to a Provisional P1 licence.
- The Hazard Perception Test (HPT) must be passed before graduating to Provisional P2 licence.
- The Driver Qualification Test (DQT) must be passed before graduating to an unrestricted licence.

Under the new scheme, a Provisional P1 licensed driver will have the licence suspended if he/she reaches a total of four or more demerit points. A driver who holds a Provisional P2 licence will have the licence suspended if a total of seven or more demerit points are reached.

Hazard Perception Test

Road safety research indicates that inexperienced drivers find it difficult to identify and react to hazardous situations that may arise when they are driving. To address this situation, the HPT was developed for introduction in July 2001.

The HPT is a computer based test that assesses a driver's ability to react to hazardous situations. The scenarios are presented from the driver's perspective, based on situations which research shows most often involve novice drivers in accidents. The HPT is expected to play a major role in ensuring new drivers are properly equipped with the range of driving skills necessary to drive safely on the road.

Driver Qualification Test

The new Graduated Licensing Scheme also includes a DQT which applicants must pass before graduating to an unrestricted Driver's Licence. Development of the test has commenced in preparation for introduction in July 2003. It is envisaged that the test will focus mainly on driver behaviour and attitude.

New motorcycle test for remote areas

A new kerb-side motorcycle test was introduced for riders in locations where it is not viable to deliver the compulsory rider training and testing program. The new test provides a detailed assessment of the rider's ability and is expected to result in safer and more competent riders.

Speed management

Speeding penalties

The Road Safety Task Force recommended significant changes to speeding penalties. It recommended high level speeding, especially speed in excess of 45 km/h above the limit, should be treated more severely, in line with other serious traffic offences such as drink driving. The Task Force recommended high range speed offenders should be served with court summonses rather than traffic infringement notices and that the licence loss periods for such offences should be increased to more closely correspond with drink driving penalties. The RTA is currently planning for implementation of a new penalty structure.

Speeding public education campaigns

Public education campaigns to discourage speeding included television, radio and billboard promotions based on the strategy 'Safe speeding. There's no such thing'. Campaigns included 'Kid Brother' targeting young drivers in metropolitan areas and 'Mates' targeting country people who may speed on country roads. Statewide promotions also supported police enhanced enforcement operations and double demerit points during key holiday periods.

Safe-T-Cam

The Safe-T-Cam network of 21 sites continues to monitor speed and fatigue for heavy vehicles on major transport routes. In 2000/01 approximately 2,000 warning letters were sent to vehicle operators and 400 breaches were subsequently issued to operators that did not comply.

Figure 14 - Fatalities in NSW, 1980-2000

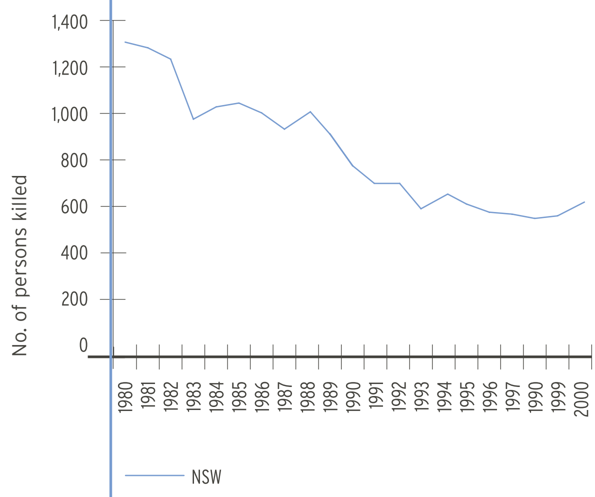
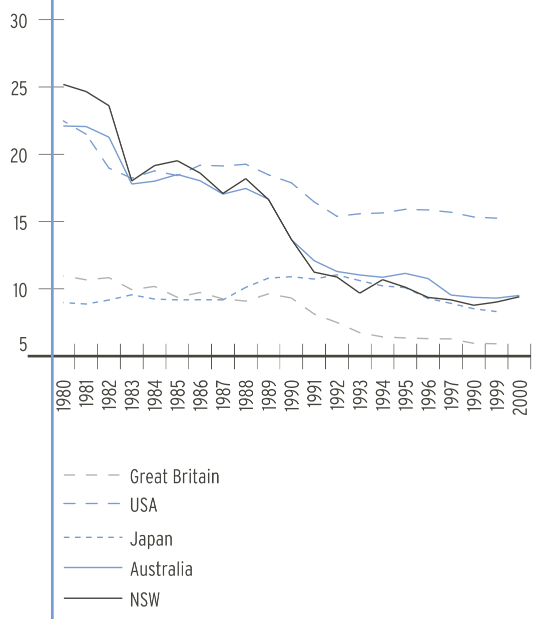
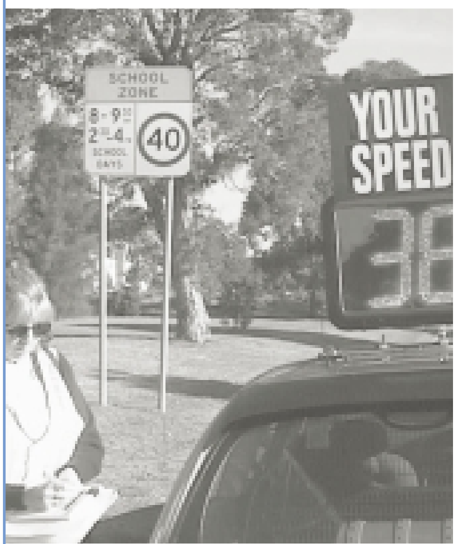


Figure 15 - Fatalities per 100,000 population, international comparisons





RTA funding support enables local Road Safety Officers to conduct courtesy speed checks in problem areas

The RTA funds School Crossing Supervisors to help children cross the road safely.

Fixed Digital Speed Camera Program

To assist with speed enforcement on 'accident blacklengths', the RTA installed an additional 25 fixed digital speed cameras in the year, taking the total in NSW to 50. Sites for the cameras were determined by applying a series of criteria based on the crash and speeding history of the site, developed in consultation with the Police Service and the NRMA. Research demonstrates the cameras have slowed the vast majority of vehicles and reduced accidents.

Enhanced Enforcement Program

The RTA's Enhanced Enforcement Program, conducted in partnership with the NSW Police Service, aims to discourage unsafe road user behaviour by ensuring a higher level of police visibility at critical times of the year. RTA funding of $4.18 million provided almost a 30 per cent increase in enforcement hours during enhanced police operations targeting speeding, drink driving, fatigue, and seatbelt and helmet use.

Drink driving

The RTA is currently developing an alcohol ignition interlock program as a court sentencing option for serious drink drive offenders.

The RTA drink driving public education campaign reinforced the social unacceptability of drink driving, maintained awareness of random breath testing, reinforced the risks and consequences of being caught, and promoted strategies to avoid or prevent drink driving. Regional drink drive campaigns promoted alternative transport arrangements such as taxis and courtesy buses. The RTA also funded three Drink Drive Prevention Officers to work in regional areas. These officers worked collaboratively with local communities, hoteliers, police, RTA, NSW Health and councils; specifically targeting alcohol related road safety issues.

Fatigue

In May 2001, the RTA commissioned a major study into driver fatigue. Comparison of results with a 1992 RTA survey showed a significant improvement in awareness and reported use of more effective strategies to prevent or avoid driver fatigue. The research will be used for the development of local initiatives and advertising campaigns.

Statewide driver fatigue public education campaigns were conducted during peak travel times and holidays on radio, billboards and television. Two new radio campaigns introduced the 'passenger empowerment' strategy to encourage passengers to influence drivers to take a break.

The Driver Reviver Guidelines and Site Operation Manual were produced by the Driver Reviver State Coordination Committee to support and improve the Driver Reviver Program's safety and efficiency. Almost 100 Driver Reviver sites operated across the State at peak travel and holiday times, sponsored by Bushells. Two strategic sites opened each weekend between June and October to cater for motorists travelling from Sydney to the snowfields. The RTA actively promotes the use of Driver Reviver sites through advertising, Variable Message Signs, and the internet.

Rest areas

The RTA constructed new rest areas and improved existing areas, to meet identified needs of light and heavy vehicle drivers and motorcyclists. During 2000/01, the RTA spent $1.45 million of State funds and $1.9 million of Federal funds on rest area development and upgrading, including better signage. Rest area construction is also included in major infrastructure projects with the funding included in the overall project cost.

Heavy vehicle driver fatigue

The RTA is working with the National Road Transport Commission (NRTC) to comprehensively review the industry's work and rest regime. The RTA is also working with the NRTC, other States, employers and industry groups in the development of a range of initiatives, including:

- The National Occupational Health and Safety Code of Practice for the road transport industry.
- The Road Transport industry fatigue code.
- Evaluation methodologies for the Fatigue Management Program.
- The National Compliance and Enforcement Package.

Upgraded rest areas encourage drivers to 'Stop Revive Survive'

Safer youth

Safety for school children

The RTA continued to provide School Crossing Supervisors (SCS) to assist school children to cross the road safely, at an annual cost of $3.5 million.

The RTA supports the School Road Safety Education Program by providing resources and professional development for teachers in all schools in NSW. Road safety education resources for high schools were reviewed during the year to ensure the program addresses all issues for young pedestrians, cyclists, passengers and drivers.

Safety around schools continued to be a focus for the RTA. Additional emphasis was placed on the installation of 40 km/h school speed zones around schools, as well as an enhanced program for the appointment of SCS.

New resources were created for early childhood road safety education, including the Tertiary Resource Folder for child carers in training, and four editions of the Kids and Traffic Gazette, which provides road safety information for parents and carers.

Youth road safety programs

In 2000/01, Parent Workshops were developed and implemented across NSW to assist parents in their role of supervising young drivers, as part of the Graduated Licensing Scheme. Approximately 80 presenters were trained, 22 courses were undertaken and more than 200 courses were booked for 2001/02.

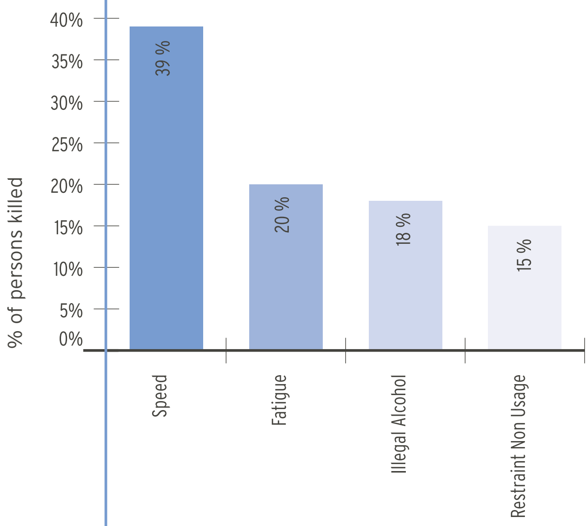
Consultation with key stakeholders is also a major part of the Youth Road Safety Program, targeting youth aged 17-25. The NSW Youth Road Safety Steering Group continued to develop youth road safety programs during the year, with its representatives from MAA, NRMA, Office of Children and Young People, NSW Health, police and peak youth organisations.

The NSW Youth Road Safety Discussion Paper was published and Youth Activity Guidelines were developed in consultation with Road Safety Officers, the MAA and the Institute of Public Works Engineering Australia (IPWEA), with the aim of adopting a consistent approach to youth road safety programs and projects.

Public education campaigns focusing on children and youth included:

- Television, radio and press public education campaigns about the 40 km/h speed limit around school buses and the supervision of children travelling to and from school (eg. 'Right Side of the Road').
- A television commercial based on the theme 'Safe speeding. There's no such thing.' targeting younger drivers.

Figure 16 - Fatalities in NSW, contributing factors, 2000



An interlock device requires the driver to pass a breath tested to enable the engine to start

Safer roads

50 km/h urban speed limit

The introduction of the 50 km/h urban speed limit aims to reduce the number and severity of crashes in urban areas, particularly for vulnerable road users, such as older and younger pedestrians and cyclists. By the end of June 2001, 129 councils across NSW (covering in excess of 90 per cent of the NSW population) were participating in the initiative and all councils in the Sydney metropolitan area were involved. A television, radio and press campaign, including ethnic media, promoted the new speed limit and brochures were distributed in Chinese, Vietnamese, Arabic, Italian and Spanish. Community attitude surveys showed that 75 per cent of the community were in favour of the reduced speed limit.

Speed limits and signage

A Speed Limit Zoning Advisory Group (comprising representatives from the NRMA, local government and the IPWEA) continued to oversee a review of speed zoning, speed limits and signage practices in NSW. This review is due for completion later in 2001.

Road improvements and design

The NSW Government's commitment to enhance road safety by improving targeted roads and roadsides was progressed with $19.67 million of State funds allocated in 2000/01. These works complemented the $13.12 million Federal 'blackspot' expenditure managed by the RTA. Safety works were undertaken across the road network ranging from traffic signal improvements to intersection reconstruction and safety barrier installation. These works targeted known high risk locations and enabled the RTA to respond to local concerns about road safety.

Safer Routes to School Program

The Safer Routes to School Program, which focuses on primary schools, entered its fourth year in 2000/01. It involves parents, schools, Parents and Citizens Committees, councils and police working together to design Action Plans to make children's travel to and from school safer. Some 1,173 schools had registered in the Safer Routes to School Program by the end of June 2001.

Safer vehicles

New Car Assessment Program

Brochures detailing results of the Australian New Car Assessment Program were released in November 2000 for small cars and May 2001 for large cars. Each car's performance over a range of safety criteria was tested. Results indicated an ongoing improvement in occupant protection performance, with the first record of a vehicle achieving a five star rating. Use of the same procedure as the European New Car Assessment Program has allowed the RTA to incorporate the relevant European vehicle test results with the Australian test results. Pedestrian impact ratings are now also being included in the analysis. RTA's Crashlab also tested child restraints.

21 Safe-T-Cam sites monitor speed and fatigue of heavy vehicle drivers

The **Safe-T-Cam network** of 21 sites monitors speed and fatigue for heavy vehicles on **major transport routes**.

In 2000/01, Crashlab further developed capability for roadside infrastructure testing.

Seat belts and helmets

Despite very high levels of restraint use compared with overseas, people are still dying on NSW roads because they have not used available seat belts. The Road Safety Task Force recommended that the use of technology should be explored to raise usage rates. It proposed that the use of devices such as seat belt interlocks, passive fitting devices and buzzer warning systems should be referred to the Australian Transport Council for consideration of a national policy.

Following the recommendations of the Road Safety Task Force, in April 2001 the RTA expanded the double demerit points initiative to include seatbelt and helmet offences on holiday long weekends, complementing double demerit points for speeding. In June 2001, the RTA introduced new offences and heavier penalties in relation to the non-wearing of seatbelts or helmets for passengers as well as the driver or rider.

Prior to the Easter and June holiday weekends, comprehensive television, radio and print campaigns warned motorists of the new demerit points and fines, and that police would be active in enforcing restraint and helmet use. The fatalities on the Easter and June long weekends were among the lowest ever recorded for corresponding periods.

Heavy vehicle safety and standards

The RTA participated in the Specialist Advisory Committee, which oversees the development of national guidelines for the application of a Performance Based System (PBS) for heavy vehicles. The PBS project is a joint venture between the NRTC and AUSTROADS. Several case studies are currently in progress, including the review of B-double length and truck-trailer mass.

Community based action

Local Government Road Safety Program

The RTA has established a strong partnership with local government through the Local Government Road Safety Program, which comprises the Council Road Safety Officer Program, the IPWEA/RTA Local Government Road Safety Project and the LGSA/RTA Road Safety Project. With joint funding from the RTA and councils a total of 83 councils were involved in the program at 30 June 2001. Of these, 29 were Sydney councils and 54 were non-metropolitan councils. More than 75 per cent of residents in NSW have access to a local Road Safety Officer (RSO).

The 12 month pilot of Certificate IV in the Road Safety Training Program for Road Safety Professionals was completed in January 2001. Subsequently, the competency based training course was opened for enrolment of RSOs for 2001.

Child restraints are tested at the RTA's Crashlab

Traffic Offender Program

A working group with representatives from the RTA, MAA, Attorney General's Department and Probation and Parole Services, was established to oversee the expansion and implementation of the Traffic Offender Program across NSW. It provides an educational and rehabilitative penalty option for traffic offenders. Expansion of the program will include the development of the curriculum, resources and a training program for facilitators.

Community Information Program

The RTA's Community Information Program supports road safety public education initiatives by providing materials free of charge. Orders for materials are processed via the toll free telephone number 1800 060 607. In 2000/01 approximately 4,300 calls were received, more than 4,000 orders for road safety materials were processed and approximately two million road safety materials were distributed.

Country road safety

In the last five years, 59 per cent of all people killed in NSW died on a country road. However 16 (4 per cent) fewer people were killed on country roads in 2000 compared to 1999.

The Rural Road Safety and Country Speeding radio and television public education campaigns continued. Over the Olympic and Paralympic Games period, an anti-speeding and driver fatigue radio and local newspaper campaign targeted people travelling from country NSW to the Games.

The RTA's Road Weather Reporting Service that operates during peak holiday travel times was expanded to cover all major country roads across NSW. This service uses weather radar images supplied by the Bureau of Meteorology to track rain falling on major highways. When significant rain is detected, a road weather alert is faxed to radio stations in the area that broadcast the information to motorists.

A trial of courtesy speed checks in the Hunter region by RTA Vehicle Regulation Inspectors began in January 2001. Large digital displays inform drivers and riders of their speed as they approach the checkpoint. An evaluation completed in June 2001 indicated wide support by drivers and riders for the courtesy speed checks program.

Safe Communities pilot projects

Three pilot projects in Gundagai, Kiama and Macleay/Hastings continued. The projects encourage local communities to develop plans to prevent injuries. They are jointly funded by the RTA and NSW Health.

Aboriginal and Torres Strait Islanders

In May 2001, the RTA and the Department of Fair Trading launched the 'Kooris and Cars' education package, to ensure Aboriginal consumers are aware of their rights and responsibilities, vehicle safety and driver licence requirements before purchasing motor vehicles.

In August 2000, two pilot parent workshops on helping learner drivers to become safer drivers were run in Aboriginal communities in Moree and western Sydney.

An Aboriginal and Torres Strait Islander Road Safety Strategy Reference Group was established in August 2000, to assist in the development of the NSW Aboriginal Road Safety Strategy. A new limited duration coordinator position was created.

In November 2000, the RTA sponsored an RTA Aboriginal Liaison Officer to attend the National Injury Prevention and Control Conference. The conference focused on injury prevention in indigenous communities. An outcome was the Declaration on Indigenous Injury Prevention, which was forwarded to the Chair of the National Public Health Partnership Commonwealth Department of Health and Aged Care.

Ethnic affairs

The RTA spent $250,000 on ethnic media advertising in 2000/01.

The RTA conducted an Occupant Restraint Study involving non-English speaking populations in Sydney. The study aimed to identify gaps in the location, education and promotion of occupant restraint services in relation to the parents and carers of children under five years. It focused on areas where children were being killed or injured due to restraints not being used or fitted correctly. The RTA will use the findings in strategies to reduce the incidence of children from all backgrounds being killed in road crashes.

People less mobile

The RTA provided approximately $700,000 to the Spinesafe charity for their Youthsafe Program. The program raises community awareness about road safety issues for young people. In particular, it focuses on the problems and limitations of young people as novice drivers and provides ideas for improving these concerns.

The community based agency in Young, Mercy Care, was provided $6,000 to help implement a motorised wheelchair safety campaign.

FUTURE CHALLENGES:

- Continue to implement strategies to reduce road deaths and injuries.
- Work with the transport industry to improve safety of heavy vehicles and improve wearing rates of seatbelts by heavy vehicle drivers.
- Develop and implement a heavy vehicle fatigue management regime based on appropriate rest.
- Continue to improve safety around schools.
- Implement alcohol interlock program for serious drink driving offenders.
- Develop and implement an expanded bank of Hazard Perception Test scenarios.
- Complete development of a Driver Qualification Test for Provisional P2 applicants.
- Develop a curriculum for the new expanded Traffic Offender Program.

CARING FOR THE ENVIRONMENT

OBJECTIVE

THE NATURAL ENVIRONMENT AND HERITAGE PROTECTED AND ENHANCED

ACHIEVEMENTS

- Significant heritage work undertaken, particularly on bridges.
- Major wildlife protection and monitoring initiatives underway - new species detected using fauna underpasses and unknown koala population located.
- Upgraded Harbour Bridge pylon museum and honour roll to workers unveiled.
- No breaches of environmental legislation by the RTA during 2000/01.

Green and Golden Bell Frogs were successfully bred and a new wetland habitat developed, in conjunction with the M5 East Freeway

The RTA continues to improve its environmental impact assessment processes to keep pace with changing legislative requirements, community attitudes and standards.

A koala using a Pacific Highway underpass, photographed as part of research by the Australian Museum for the RTA. The neck tag monitors movement electronically.

The RTA works with communities and all levels of Government regarding the effect of roads and their uses on the natural and built environment. Many strategies are developed and implemented to ensure improved environmental performance across the RTA.

Environmental Management System

To facilitate continuous improvement, the RTA further developed its Environmental Management System (EMS). The Environmental Legislation Database was established on the RTA intranet, and environmental management components of the RTA's Road Maintenance Reform Package have continued to be implemented. The EMS also provides a framework to guide project staff about involving local Aboriginal Land Councils, Traditional Owner Groups, Archaeologists and the NSW National Parks and Wildlife Service (NPWS) throughout the life of proposed road works.

The research, being undertaken by the Australian Museum, ...identified a high density, stable, breeding population of koalas which was not known to exist...

Analysing scientific test results

Environmental impact assessment

The RTA continues to improve its environmental impact assessment processes to keep pace with changing legislative requirements, community attitudes and standards.

The RTA's Environmental Impact Assessment - Policy Guidelines Procedures was revised and widely distributed to RTA project staff, local councils and consultants.

Environmental Impact Statements (EIS) were prepared and exhibited for:

- Cross City Tunnel (Sydney CBD).
- Liverpool to Parramatta Rapid Bus Only Transitway.
- New Murray River Crossing - Corowa to Wahgunyah.
- Western Sydney Orbital.
- Five Islands Project (Lake Macquarie near Newcastle).

Reviews of Environmental Factors (REF) consider potential environmental impacts and assist the RTA in deciding whether a proposal is likely to significantly affect the environment. In 2000/01, 218 REFs were prepared for proposed works.

Natural and cultural heritage

The RTA undertook substantial heritage assessment work including studies of RTA timber beam road bridges, metal road bridges and an RTA Southern Region heritage study, to identify and report on heritage items for which the RTA has responsibility. The results are incorporated into the RTA's Heritage and Conservation Register (in accordance with Section 170 of the *Heritage Act 1977*). This assists planners and managers with information on significant heritage assets in the RTA's ownership, care or control. The register is constantly evolving, but it is estimated that it will be substantially complete within the next three years. A condition report for the items currently on the register is provided in Appendix 2.

Major achievements in 2000/01 included:

- Restoration work on the 1893 McKanes Falls Bridge, 9km south of Lithgow - a McDonald timber truss bridge with State heritage significance. The work preserved the heritage details of the original construction, restoring the structure's standards and function by replacing deteriorated elements in the superstructure.
- Scarred trees of high cultural significance were identified in the path of proposed roadworks: one tree at Soldiers Pinch, Mt Victoria, three trees at Troy Bridge, Dubbo and five trees at the Collins Bridge project, Wee Waa. At Soldiers Pinch and Troy Bridge, in consultation with the local Aboriginal communities, agreement was reached to remove the scarred section from the trees and to return them to an agreed site at the completion of the projects. Consultation for the Collins Bridge project is continuing.
- Production of a timber bridge maintenance film commenced. NSW has a rich collection of timber road bridges of various designs, and many of these structures are significant heritage items. A range of specialist skills are employed in their maintenance and upkeep. As the number of bridges decreases, these skills are becoming increasingly rare. In June 2001, the RTA started to record those skills on film, to preserve a visual and audio record of the processes, skills and equipment involved in their maintenance. It is due to be completed later in 2001.
- The Developments in Vehicle Regulation, Driver Testing and Licensing and Construction of the Gladesville Bridge oral history projects were completed. A new project is examining developments in concrete pavements. These projects contribute real and tangible reminiscences of significant events by people who played key roles in the making of that history. The five completed oral history projects were published on the RTA website: www.rta.nsw.gov.au
- The upgraded Sydney Harbour Bridge pylon museum and an honour roll to workers who constructed the Bridge was unveiled in November 2000.
- The RTA Heritage Committee, which met quarterly, provided a proactive approach to heritage issues and gave advice on development of policy and management of the RTA's heritage portfolio.

Protecting flora and fauna

Threatened species recovery

The RTA continued to meet commitments in these four recovery plans for threatened species established under the *Threatened Species Conservation Act 1995*:

- Acacia pubescens (Downy Wattle) - Sydney.
- Microtis angusii
  (Angus' Onion Orchid) - Sydney.
- Grevillea caleyi (Caley's Grevillea) - Sydney.
- Eleocharis tetraquetra (Square Stemmed Spike Rush) - mid north Coast.

(A detailed report is provided in Appendix 3.)

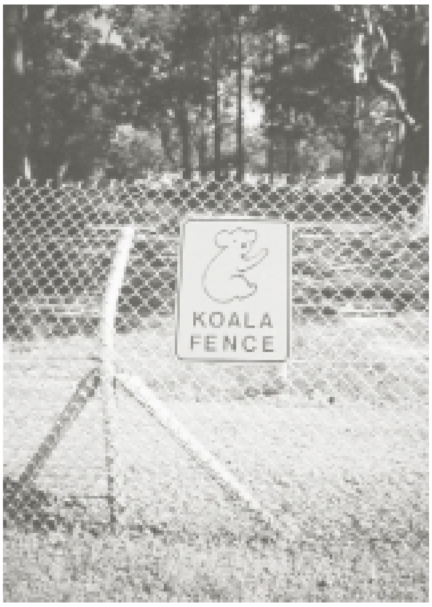
Wildlife

The RTA continued its cooperation with the NPWS and State Forests of NSW in a research program investigating the impact of roads on koalas. The research, being undertaken by the Australian Museum, targets two Pacific Highway projects passing adjacent to koala populations. It aims to monitor movement patterns and home ranges prior to and during construction, and to determine the success of measures to provide safe passage across roads. At Pine Creek State Forest near Bonville, the research has identified a high density, stable, breeding population of koalas which was not known to exist when the EIS for the Bonville Deviation was prepared. As an immediate result, the RTA (in consultation with the NPWS, the Bellingen Environment Centre and with advice from the Australian Museum) is now examining possible amendments to the proposal, to reduce the impact on the koala population that the research identified.

Monitoring of fauna underpasses on the Pacific Highway moved into its second stage with intensive monitoring, using cameras and sand trays, of 13 structures on the Taree and Bulahdelah to Coolongolook projects. New species detected during the latest monitoring include Tiger Quoll, Red Bellied Black Snake, Diamond Python, Pademelon, Eastern Grey Kangaroo and Ruffous Bettong. As intended, the use of cameras has enabled positive identification, to species level, of a number of animals previously identified to broad groupings by footprints.

The RTA provided financial assistance to the NSW Wildlife Information and Rescue Service (WIRES) for coordination and management. The RTA has also sponsored a combined WIRES and International Fund for Animal Welfare research program into the effectiveness of roadside reflectors to discourage native fauna from venturing onto roads.

The RTA is contributing to the survival of the Green and Golden Bell Frog with the release of tadpoles, bred at Taronga Zoo for the RTA, in conjunction with the M5 East Freeway



Koalas are unable to cross floppy top koala fences as the top bends back with their weight and prevents them from climbing over onto the road.

Compensatory wetlands

The M5 East Freeway, between Arncliffe and the crossing of the Cooks River, passes across the northern edge of the Eve Street wetlands. These wetlands support a variety of local and migratory wading birds. To minimise any possible disturbance, the freeway was realigned along the edge rather than through the wetlands. The RTA also established a compensatory wading bird habitat near the Towra Point Nature Reserve at Kurnell. This involved rehabilitation of a disused sand quarry where the steep embankments and deep water previously precluded its use as a wader habitat. A weir was built to control tidal variation in the lake. In conjunction with backfilling, this has created an intertidal zone for wading birds. The RTA has commissioned Wollongong University to undertake ecological monitoring to determine how well the newly established wetland is functioning.

A progress report on the management of the Green and Golden Bell Frog population affected by the construction of the M5 East, was submitted to NPWS in accordance with conditions for the project. The report by the RTA's consultant herpetologist found the constructed compensatory habitat ponds were instrumental in the survival of the Arncliffe Green and Golden Bell Frogs, which can be genetically identified as a unique population. The tadpoles were bred at Taronga Zoo and successfully transferred to the compensatory habitat.

Managing roadsides

NSW Roadside Environment Committee

RTA support of the NSW Roadside Environment Committee continued. The committee encourages roadside caretakers and users to improve their management of important natural, cultural and economic resources on roadsides and stock routes. The committee supports local councils, Rural Lands Protection Boards, utility providers and Landcare groups. Key initiatives of the NSW Roadside Environment Committee included:

- Production of a curriculum and materials for a course in Linear Reserve Conservation, after negotiation with Industry Training Boards and the NSW Department of Education and Training.
- Commissioning and distribution of research papers on: the costs and benefits of remediating roadside land corridors and roadside clear zones.
- Distribution of roadside signage to local councils and the NPWS, and the development of a protocol for roadside signage.
- Development of an awards scheme for best practice in linear reserve management.
- Development of guidelines on reserve management for Regional Vegetation Committees.

Central West Corridor Project 2000/01

This is a joint RTA-Greening Australia initiative aimed at preserving and enhancing roadside corridors. In 2000, booklets identifying roadside environment ecological sensitivity were prepared for the Great Western Highway, Main Road 516 in the Blue Mountains, and the Bathurst to Dubbo section of the Mitchell Highway. These booklets are a useful resource, which assist environmental assessment processes and provide guidance for undertaking maintenance.

Managing air quality

The RTA contributes to delivering strategies in *Action for Air*, the NSW Government's 25-year Air Quality Management Plan. To help reduce vehicle kilometres travelled by commuters, particularly those who are single occupants of vehicles, the RTA supported initiatives such as teleworking and the provision of telecentres. Building more cycleways, improving pedestrian access and expanding the bus and transit lane network is also assisting (as detailed in other chapters).

The RTA has continued to investigate treatment systems for tunnel emissions and produced an annual report of those investigations, as required by the Minister for Urban Affairs and Planning's Conditions of Approval for the M5 East project.

Tunnels operating in/proposed for Sydney have a positive impact on air quality for the following reasons:

- Tunnels significantly reduce street level traffic and vehicle emissions. For example, the proposed Cross City Tunnel to be constructed between Kings Cross and

A noise wall in Sutherland, designed by local artist Bob Marchant

Darling Harbour will remove 78,000 vehicles a day from congested city streets.

- Tunnels encourage quicker and more efficient travel, resulting in less vehicle emissions caused by stop/start driving.

To ensure that stringent air quality goals can be met around tunnels, the RTA has undertaken the following monitoring activity throughout the reporting year and the results have been published on the RTA website: www.rta.nsw.gov.au

Eastern Distributor - Monitoring of oxides of nitrogen and particulate matter at the Eastern Distributor Ambient Air Quality Monitoring Stations located in Woolloomooloo near the northern portal of the tunnel and in Darlinghurst near the northern ventilation stack.

M5 East - Three air quality monitoring stations are operating in the Wolli Creek Valley to collect background air quality data before the freeway commences operation. The monitoring stations measure oxides of nitrogen, carbon monoxide and particulate matter.

The RTA is developing an Air Quality Management Plan (AQMP) for the M5 East Freeway sub region as a condition of approval. The plan's prime objective is to identify opportunities to improve air quality in the sub region. As part of the AQMP, an emissions inventory was prepared for the entire area taking account of households, businesses, industrial sectors and Government agencies. Information from the inventory showed that the M5 East ventilation stack is a small contributor to the sub region when compared to the contribution from motor vehicles on other roads and from domestic wood heaters in winter. The inventory also points to the ability to develop cost effective strategies to offset M5 East ventilation stack emissions from a number of sectors. A workshop in May 2001 discussed strategies to improve air quality in the sub region. It included representatives from local councils, Government agencies and industry groups. The emissions inventory and draft strategies from the meeting were presented to the M5 East Air Quality Consultative Committee in June 2001. The finalised AQMP is expected to be completed later in 2001.

Cross City Tunnel (CCT) - A key part of developing the EIS and Preferred Activity Report for the proposed CCT has been the monitoring of background air quality in the Darling Harbour area since June 2000. Data on oxides of nitrogen, carbon monoxide and particulate matter has been collected from two monitoring stations at Sydney Police Station and Sydney Art Gallery.

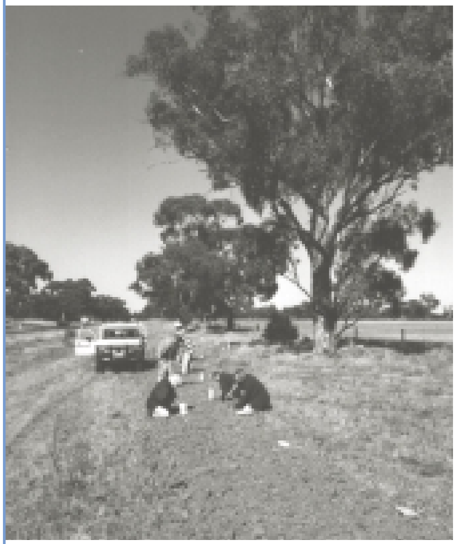
...the constructed compensatory habitat ponds were instrumental in the survival of the Arncliffe Green and Golden Bell Frogs.

Managing water quality

A series of seminars about the RTA's strategy for water quality management were delivered across NSW. These seminars incorporated the RTA's Water Management Code of Practice, the RTA Road Design Guide, the 'Blue Book' - Managing Urban Stormwater: Soils and Construction (Department of Housing, 1998) and the RTA Water Policy. The seminars were presented to RTA project managers, asset managers, contractors, designers and environmental staff. The RTA has continued to train field staff and contractors in erosion and sedimentation management through its contract with the NSW Department of Land and Water Conservation. The RTA is involved as a stakeholder, in the revision of the 'Blue Book', and continues to develop internal procedures for water quality management. These initiatives have ensured a continued high profile for water quality management in the RTA and assisted staff in the improvement of relevant work practices.

Stormwater Environment Improvement Program

The RTA continued to work with local councils in the preparation of Stormwater Management Plans (SMPs) with priority given to urban catchments. A revised Stormwater Environment Improvement Program (SEIP) was developed, comprising actions identified in the SMPs. The RTA also continued investigating treatment options for State Roads as identified in the SMPs.



Community roadside tree planting beside the Cobb Highway, sponsored by the RTA

Innovative use of transparent acrylic noise walls on the Eastern Distributor

Contaminated land management

The RTA has continued to manage its contaminated land issues to the requirements of the NSW Environment Protection Authority (EPA) Guidelines and NSW legislation. The RTA has selected three consultants to form a panel to provide Contaminated Site Assessment and Management Services. It is envisaged that the panel will be able to provide the RTA with consistently high quality technical advice and will be available for use by all RTA staff. Benefits included improvements to contaminated land management and environmental assessment processes, time and cost savings, improved management of liabilities and easier assessment of contractor performance.

The levels of recycling/reuse achieved... vegetation waste 98%, concrete 56%, fill 83%, and asphalt 47.5%.

On McFarlanes Bridge in Maclean, the RTA removed lead paint from the Bascule opening span before strengthening work began. To protect the environment and capture all lead particles, total encapsulation of the work area was required. EPA Licences were required to remove 16 tonnes of hazardous waste and transport it for treatment.

Roads and noise

The RTA endeavours to minimise the impact of noise on the community and considers community preferences, practicality, cost-effectiveness, equity and aesthetic issues. The RTA has continued to support the objectives of the NSW Government's Environmental Criteria for Road Traffic Noise and works in partnership with the EPA and other stakeholders.

The draft RTA Noise Management Manual has been distributed to staff, consultants and key stakeholders for consultation. When finalised it will provide important guidance and procedural information for staff and consultants.

Funding was allocated through the RTA Noise Abatement Program (NAP) to reduce noise on selected existing roads. During 2000/01, the NAP is estimated to have reduced noise for 328 residences, with $2.17 million in funding for noise abatement on existing State Roads and $0.55 million for noise abatement on existing Federal roads.

One of two Moreton Bay Figs successfully relocated from the M5 East Freeway site to Kingsbury Reserve, Kingsgrove

Minimising waste

The RTA uses recycled materials and recycles its own waste materials such as asphalt pavement, spoil, bridge timber, green waste, vehicle licence plates and recyclable metals. Waste products are purchased from heavy industry, such as slag from steel blast furnaces and fly ash from coal fired power stations, for use in construction and maintenance.

The NSW Government's Waste Reduction and Purchasing Policy (WRAPP) aims to minimise waste generated across all Government sectors and helps increase the market for materials containing recycled content. Major findings of the RTA's WRAPP report submitted to the EPA in May 2001 were:

- Significant progress was made in ensuring contract specifications allow and promote the purchase of recycled contract products.
- The levels of recycling/reuse achieved in the four major categories of waste generated: vegetation waste 98%, concrete 56%, fill 83% and asphalt 47.5%.
- Of the total estimated quantity of printing and publishing paper purchased about 31% (152 tonnes out of 497 tonnes) had recycled content.

Government Energy Management Policy

Energy goals

The RTA is committed to the overall NSW Government Energy Management Policy building energy reduction target of 25 per cent of the 1995/96 level by 2005/06.

Results published earlier in 2001 by the NSW Ministry of Energy and Utilities# show that reaching the 2005/06 target will require Government wide reductions in energy consumption of 4.7 per cent per annum from 1999/00.

Energy management plan

In order to contribute to the required whole of Government reduction of 4.7 per cent per annum, the RTA conducted eight building energy audits in April 2001. The aim of the audits was to identify real and measurable energy reduction measures. In 2001/02, the results of the audits will be assessed to determine which measures could be cost effectively applied in buildings of similar nature throughout NSW.

Energy consumption

By the date of printing this report, validation of 2000/01 energy consumption data and comparison with previous years' data had not been completed. After the energy data has been validated it will be made available on the RTA website and in future annual RTA environment reports.

Energy Use in Government Operations 1999/2001, NSW Ministry of Energy and Utilities, 2001.

Research and development

Baseline noise study

The project involves identifying ambient noise levels and noise sensitive localities in the Newcastle and Wollongong regions, using observed and modelled data, to further develop the Government's NAP for existing roads. The project is continuing following a substantial restructuring of the methodology during the year. The first stage involved the identification of vehicle pass-by noise levels and is now complete.

Recycled rubber tyres in road pavement

To increase pavement resistance to cracking, the RTA has successfully sprayed crumbed rubber bituminous seals in many locations of NSW for more than 20 years. This utilises rubber recycled from scrap tyres, which are a significant community waste problem. The rubber has also been trialed in asphalt and has shown benefits in crack retardation and in noise reduction. During the next year, the Authority plans to extend the trials of crumbed rubber asphalt using various new additives.

Petrol vehicles

The RTA provided free, no obligation car exhaust emission checks to members of the public at its emission testing facilities at Botany and Penrith. The test uses sophisticated equipment to check levels of hydrocarbons, oxides of nitrogen and carbon monoxide, all of which are major contributors to Sydney's photochemical smog. The test also provides information on fuel consumption.

Diesel testing

Diesel vehicles comprise a small percentage of registered vehicles, but contribute significantly to air quality problems by emitting high levels of particulate matter. Arrangements were made to introduce a comprehensive program to test emissions for State Transit diesel buses.

Indoor and outdoor fine particulate levels near high volume roadways

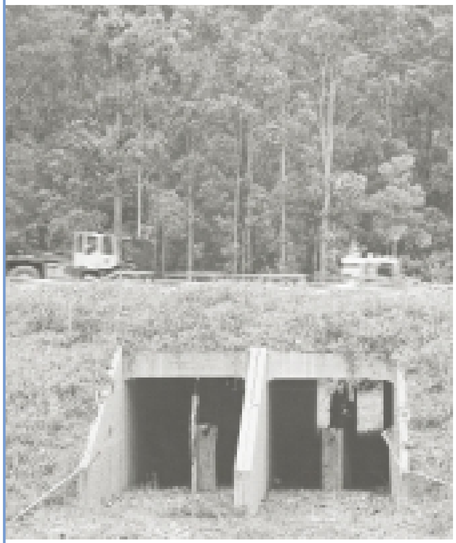
The study is a joint project between the RTA and the NSW Department of Health with the work being undertaken by the CSIRO. The aim of the research is to determine the indoor and outdoor exposure to fine particulate pollution as it relates to distance from heavy traffic roadways. The work, which involved monitoring 15 homes at varying distances from a single stretch of freeway, is now substantially complete with the final report due later in 2001.

Roadside air quality in open and sheltered valleys

The study aims to develop a set of data for pollutant build up from motor vehicles in open and sheltered valleys. The work will build on the roadside air quality studies to give a better understanding of the impacts of road transport on air quality. To give comprehensive data, both the open and sheltered valleys monitoring is being repeated. It is anticipated that the findings will significantly add to the RTA's air quality knowledge, assist in assessing the impacts of future road proposals, and contribute to planning aimed at improving air quality performance of existing infrastructure.

Animal use of road overpass structures

The project, which involved investigation of arboreal marsupial movements in relation to roads and the design/testing of artificial road overpass structures, was completed in 2000/01. The final report indicated that results were inconclusive. There is currently no intention to continue this research further.



Fauna underpasses provide safe passage for animals beneath the Pacific Highway and include a raised structure to help protect climbing animals.

FUTURE CHALLENGES:

- Complete and address recommendations from first EMS gap evaluation audit.
- Establish regular internal reporting against key performance indicators.
- Continue work to complete RTA Heritage and Conservation Register in approximately 3 years.
- Implement Air Quality Management Plan initiatives for M5 East sub region to improve air quality.
- Continue to work with organisations including the Australian Museum to research and monitor effects of road developments on wildlife.
- Continue initiatives to undertake recycling and promote use of recycled materials by RTA and contractors.

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CUSTOMER SERVICE

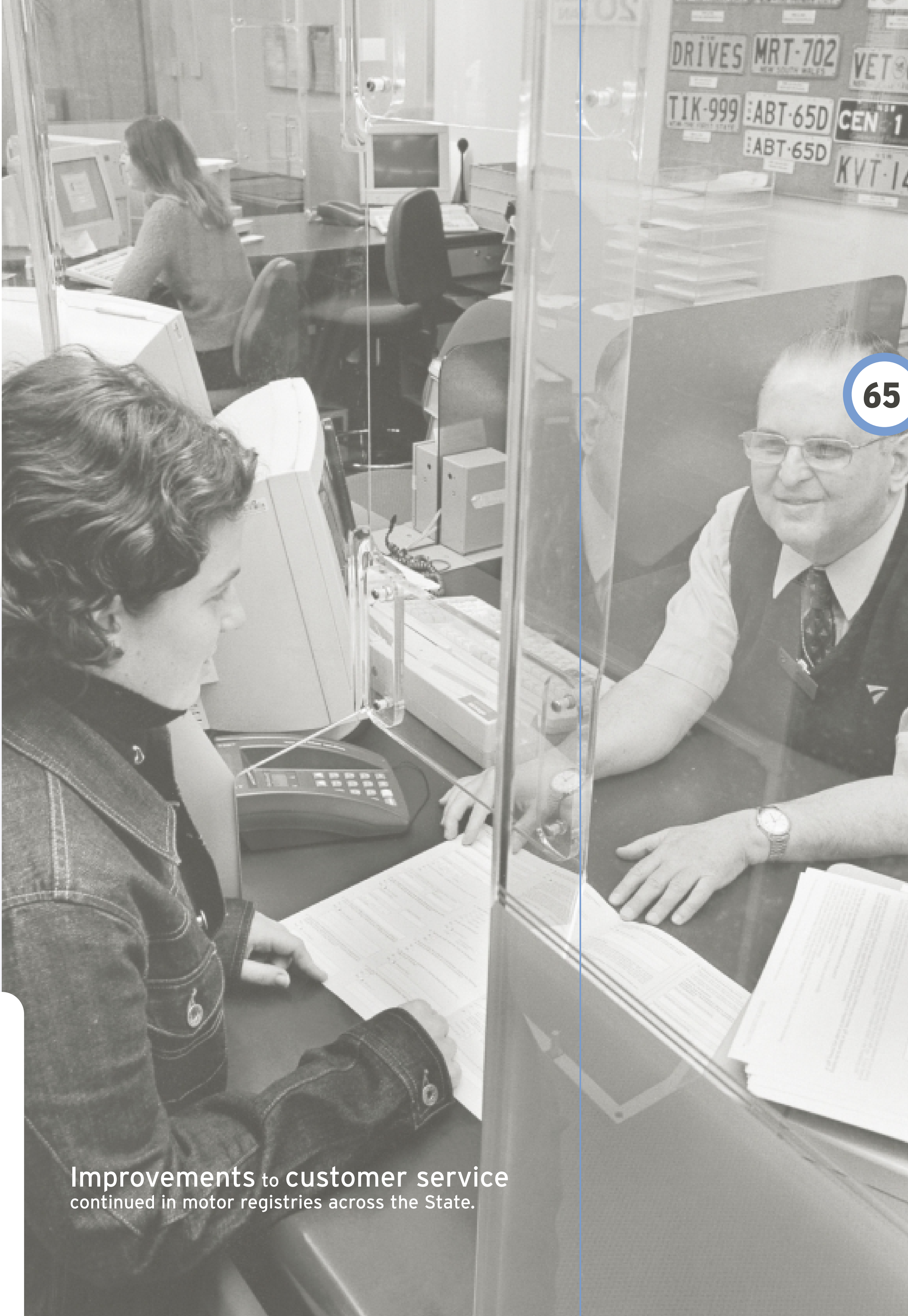
OBJECTIVE

ENSURE THAT DRIVERS AND MOTOR CYCLISTS ARE ELIGIBLE AND COMPETENT

- Actively participate in the National road transport reform process to achieve National laws which improve efficiency, productivity and safety
- Ensure that drivers and vehicle transaction services are accessible and that the high standard of customer service is maintained.

ACHIEVEMENTS

- 92% of motor registry customers rated service 'good' or 'very good'.
- Photo storage of licence holders introduced to enhance system integrity.
- Increased access to services using the internet and telephone to increase accessibility and convenience.
- Online number plate orders significantly increased.
- Pilot underway for motor dealers to register new vehicles online.
- Agreement for RTA to manage expanded access to Government services in rural areas to increase accessibility.
- Heavier penalties for non-use of seatbelt and helmets introduced.
- Major efficiency and effectiveness improvements for heavy vehicle inspections.
- Mobility Parking Scheme improved to prevent fraud.
- Successful pilot of in-car computers for heavy vehicle inspectors.



Improvements to customer service
continued in motor registries across the State.

Applicants undertake the upgraded Driver Knowledge Test

Licensing: eligible and competent

Photo storage

In February 2001, the RTA commenced storing photo images of Driver Licence, Proof of Age (POA) Card, and Firearms and Security Industry Licence holders. The stored photo is used for comparison purposes when the applicant re-attends for renewal or replacement of the card. The ability to compare a previously stored photo image with an applicant reduces the potential for fraudulent licences and POA cards. The opportunity for a person to commit fraud through the use of a false identity is greatly reduced. A number of people are already under investigation by police for attempting to obtain a fraudulent licence. The storage and use of photo images by the RTA is subject to a set of protocols agreed to by the NSW Privacy Commissioner, designed to protect individuals.

....the RTA commenced storing photo images of Proof of Age Card, driver licence, and Firearms and Security Industry licence holders.

Driver Knowledge Test

The Driver Knowledge Test was completely upgraded using the latest multimedia technology, and installed at all motor registries and agencies. The new technology allows for a larger test question bank, greater use of graphics and animations, as well as future enhancement of the test and educational materials on the RTA website.

The Driver Knowledge Test features multimedia technology with increased use of animation and graphics

Online link to Registry of Births, Deaths and Marriages

In August 2000, the RTA commenced online validation of NSW birth certificates. All NSW birth certificates produced as proof of identity when obtaining a licence are validated online with the Registry of Births, Deaths and Marriages. This reduces the potential to obtain a Driver or Rider Licence through the production of a fraudulent document.

Mobility Parking Scheme

The RTA introduced changes to the Mobility Parking Scheme (MPS) in January 2001 to improve the scheme's integrity, in the interests of its users and the public.
The changes included:

- A proof of identity requirement for all MPS applicants.
- A new style MPS authority card with security features to guard against fraudulent reproduction or alteration.
- Where a person has two vehicles, and one of these is a motorcycle or open style car, the person may be issued with two authority cards so one can be permanently fixed to the open vehicle.
- Applicants must be at least three years of age to be eligible to apply for MPS authorities.
- Improved system controls.

Maintaining high standards

The RTA manages a network of 130 motor registry outlets, 38 agencies and three Government Access Centres across NSW.
In May 2001, an independent survey was conducted throughout NSW to measure customer satisfaction with registry services. In total 6,498 interviews were carried out at 130 registry outlets. A total of 92 per cent of customers surveyed rated the service as 'good' or 'very good', an increase of one per cent on the previous year, three per cent on 1999, four per cent on 1998, five per cent on 1997, and two per cent on 1996.

Improvements to customer service continued in motor registries across the State and included the provision of electronic tolling information and services for Sydney tollways from the Customer Call Centre and selected Sydney motor registries.

e-Business: increased accessibility

Various online services are available to RTA customers offering high standard, efficient and accessible transaction options. As part of its commitment to the NSW Government's connect.nsw policy, the RTA has been working to make more of its services available to the community online. Significant efficiency gains have already been achieved using new technology to conduct business electronically, including online registration renewal, online number plates and online dealer transactions.

Registration renewal

The trial allowing customers to renew registration via the Interactive Voice Response (IVR) telephone system or internet was expanded in August 2000, to include renewal of registration for all cars less than three years old and trailers not requiring inspection slips. Approximately 35,000 customers used this service during 2000/01.

Online number plates

The online number plate facility became increasingly popular with customers in its second year of operation. Approximately 12,000 orders were placed during the year on the website - www.rta.nsw.gov.au/olps.htm - a 300 per cent increase compared with the previous year. The service allows customers to search for available plates, view the selected plate in a variety of formats, order and pay for the plate over the internet, and have it delivered to a preferred registry.

Online dealer transactions

The RTA commenced a pilot of an internet system to allow motor dealers to register new vehicles directly on the RTA system in 2000/01. In September 2000, the trial was extended and a total of 20 motor dealers began participating in the system. Approximately 1,950 vehicles were registered using this system during the financial year. The RTA plans to make this system available to more dealers during 2001/02, providing a better and more efficient service for dealers and their customers.

Government Access Centres: increased accessibility

The NSW Government Access Program (GAP) is an initiative to improve access to Government services and information in rural and regional communities. The 'one stop shops' in small country communities utilise existing Government infrastructure to offer a range of State Government services and a point of contact for access to Government information.

The State Government endorsed the success of the GAP pilot and approved the expansion of the program in March 2001 to up to 60 new sites across NSW. The program will be expanded utilising motor registry and local Court networks. Management of the expansion of the program has been transferred to the RTA in collaboration with the Attorney-General's Department. Eight key State Government agencies are committed to the program, designed to enhance the range of face to face services available locally for rural and remote area customers.

Figure 17 - NSW Licensed Drivers and Riders as at 30 June 2001 by Gender

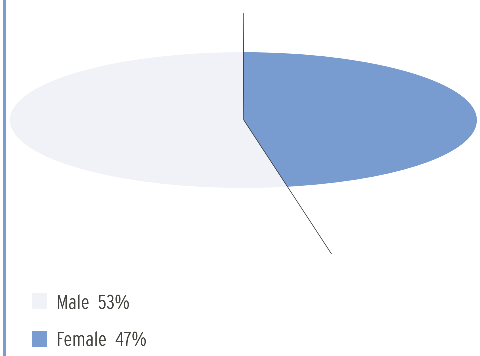
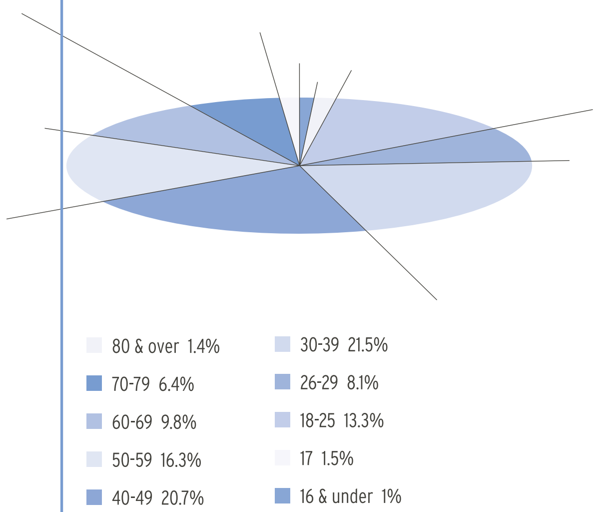
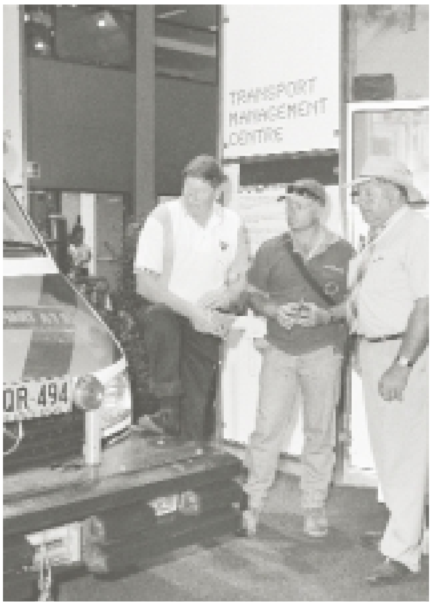


Figure 18 - NSW Licensed Drivers and Riders as at 30 June 2001 by Age Group



Traffic Emergency Patrols receive grateful praise for assisting motorists who break down or are involved in accidents on major routes



National reform

National Stolen Vehicle initiatives

The RTA led a National Stolen Vehicle Initiative by providing input to the National Motor Vehicle Theft Reduction Council for the management of written-off vehicles.

The national Registration and Licensing Reference Group agreed that the NSW written-off vehicle business rules will form the basis for written-off vehicle registers in all jurisdictions. When fully implemented throughout Australia, these nationally consistent practices will significantly reduce the incidence of motor vehicle theft and rebirthing activities.

Second Generation Charges for heavy vehicles

Second Generation Charges for heavy vehicles were introduced in July 2000. Nationally uniform heavy vehicle charges were introduced to NSW in 1996, and there had been no subsequent increase. The new charges structure more accurately reflects the cost of road maintenance in relation to damage caused by heavy vehicles. However, 61 per cent of the NSW heavy vehicle fleet experienced no increase in fees as a result of the introduction of the new rates.

National Heavy Vehicle Accreditation Scheme

The National Heavy Vehicle Accreditation Scheme was launched in NSW, allowing heavy vehicle operators to self-manage vehicle maintenance and mass. The scheme will be implemented on 1 July 2001 and will replace the current Alternative Compliance Pilot Scheme which has run for three years. The major benefits of the scheme to customers include:

- No annual inspections required for registration.
- Self management of the maintenance of all vehicles nominated.
- Improved maintenance standards.

To ensure road safety standards, accredited operators are also subject to regular audits throughout the accreditation period and random checks are conducted by RTA inspectors at the five RTA Heavy Vehicle Inspection Stations and at roadside locations.

Third heavy vehicle reform package

The RTA has been working with road agencies from other jurisdictions and the National Road Transport Commission (NRTC), to implement the reforms outlined in the National Third Heavy Vehicle Reform Package. The reform package draws together initiatives with the potential to deliver considerable benefits in productivity, safety, environmental impacts and/or efficiency for freight and passenger tasks. Key areas include driver health and fatigue management, load restraint, heavy vehicle noise, and diesel emissions.

...the NSW written-off vehicle business rules will form the basis for written-off vehicle registration in all jurisdictions.

Fleet safety

The RTA has taken a leading role in encouraging States, Territories and the Commonwealth to exchange ideas on improving fleet safety. It also assisted the Southern Sydney Regional Organisation of Councils to implement their fleet safety pilot FleetSafe. The RTA also introduced a pilot fleet safety program in its Western Region focusing on a combination of vehicle and driver safety measures.

Public displays are a vital part of community consultation

Routes and access for heavy vehicles

Higher Mass Limits were developed for accredited vehicles with suspension systems that minimise damage to roads. At the request of the Federal Government these will be introduced in NSW on the Newell Highway from July 2001. The route assessment criteria for 4.6 metre high vehicles have been developed and are being incorporated into the Route Assessment Guidelines for Restricted Access Vehicles.

Freight Policy Business Plan

The RTA is developing a Freight Policy Business Plan to detail the RTA's objectives for national road freight reform and the road freight industry. The plan aims to promote improvements in efficiency and safety for the road freight fleet in NSW. The plan also proposes actions to manage community, environment and regional issues related to the road freight industry.

Alternative vehicle regulations

NSW is currently researching the feasibility of adopting an alternative approach to regulations. The RTA is assisting the NRTC in investigating Performance Based Standards (PBS) as a supplement to regulations. The new standards are intended to improve efficiency and safety of heavy vehicles by establishing a program that matches suitable vehicles to the characteristics of the roadways.

Vehicles

Heavy Vehicle Authorised Inspection Station Scheme

Changes to the inspection procedures of heavy vehicles in country areas were implemented in February 2001. Heavy vehicles in these areas are now required to have a full roadworthiness, design and identification check at an accredited Heavy Vehicle Authorised Inspection Station. There are over 400 stations located in country areas. The change has resulted in:

- More consistent inspection standards across NSW.
- Alignment of NSW inspections standards to national standards.
- Removal of a safety risk to motor registry staff that previously inspected heavy vehicles.

'Coolongolook' by local indigenous artist Terry Johnstone was one of the footpath/cycleway segments commissioned by the RTA, as part of the Coolongolook to Wang Wauk Upgrade. It represents 'the place of bats' as the area was known by the Worimi people.

Following a successful trial, RTA Heavy Vehicle Inspectors across NSW will have mobile access to up to date information including Safe-T-Cam reports.

Vehicle Identification Inspection Unit

The Vehicle Identification Inspection Unit was established in 2000 to prevent fraudulent registration of vehicles and to deter criminals from rebirthing stolen vehicles. The unit works closely with the police to ensure that vehicles being registered are correctly identified, and not stolen and rebirthed.

The unit has continued to expand operations. It maintains inspection facilities at Kogarah, Five Dock, Liverpool, Penrith, West Gosford, Carrington and Unanderra. The unit has commenced regular operations in country areas and will continue to do so on a rolling program using mobile inspection facilities. This will ensure that the RTA continues to effectively manage vehicle identification issues in country areas.

New inspection station

The new inspection station for heavy vehicles was constructed at 12 Mile Creek, north of Raymond Terrace, and will open later in 2001. It will make heavy vehicle monitoring and inspection a more streamlined process for operators on the Pacific Highway.

The inspection station will allow RTA inspectors to safely weigh vehicles and check logbooks, licences, registration and roadworthiness of the vehicles.

All southbound heavy vehicles over 8 tonnes gross vehicle mass (GVM) will be required to enter the site at all times, even when there are no RTA vehicle inspectors on duty. The most current heavy vehicle monitoring technology will enable this to occur. A new Safe-T-Cam gantry across the Pacific Highway at this location means operators will be unable to avoid the site. The use of weigh-in-motion, Safe-T-Cam and other sensor technology will allow heavy vehicles to pass through the site for checking with little disruption to their journey.

An in-car computer allows inspectors to validate driver licences, registration and logbooks by checking against Safe-T-Cam sighting reports.

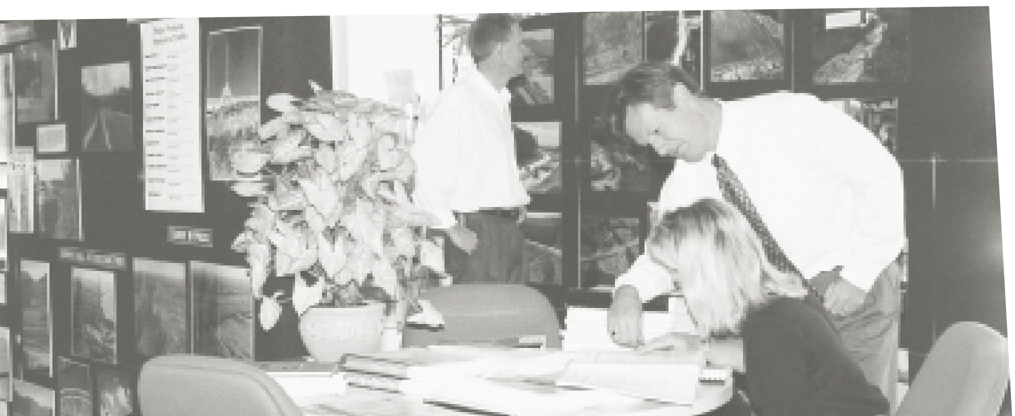
Pilot in-car computer for inspectors

The RTA has been piloting a mobile communications system in northern NSW to provide Heavy Vehicle Inspectors with a wide range of up-to-date information to assist in carrying out their duties. A computer in the vehicle allows inspectors to validate driver licences, registration and logbooks by checking against Safe-T-Cam sighting reports. The pilot has been successful with an increased detection rate and additional infringements. The RTA will be expanding the mobile communications system across NSW to all RTA inspectors.

Inspection of heavy vehicles

A major study commissioned by the RTA was undertaken into world's best practice on inspection arrangements for heavy vehicles. This will assist the RTA in exploring opportunities to improve the roadworthiness of heavy vehicles.

Heavy vehicle inspection sites were incorporated into Pacific Highway projects at Raymond Terrace to Karuah and Coolongolook to Wang Wauk.



New vehicle configurations

Initial trial results for B-triple freight vehicles have been successful. B-triples are an alternative to double-trailer road trains, with improved productivity and vehicle stability. The RTA is currently trialing AB-triple combinations.

Plain English information

The first series of plain English information sheets has been published for restricted access vehicles. The information sheets have been distributed widely to the road transport industry and made available on the RTA website.

PrimEmoves, the RTA newsletter for the freight industry, has a circulation list of about 25,000 and is distributed directly to subscribers, motor registries and checking stations. It provides road freight industry drivers, operators and organisations with essential information about vehicle regulations, trials of new vehicle technology and other relevant topics. The RTA plans to increase the frequency of the publication as part of its industry communication strategy.

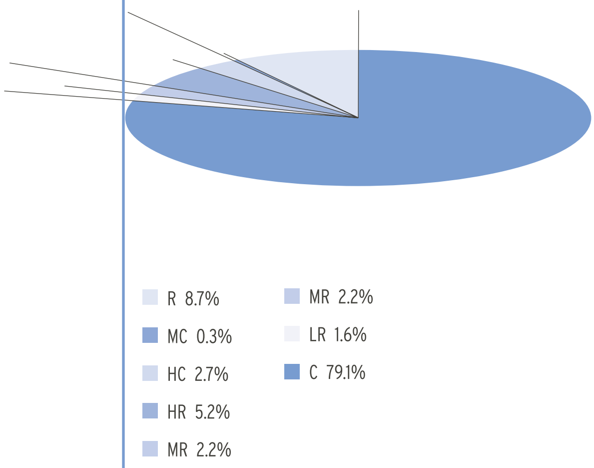
Strong ties with industry

The RTA is working with the road freight industry to improve compliance with regulations without adversely impacting business. The RTA will continue liaising with the Road Freight Advisory Council as the key forum for advice on heavy vehicle industry issues in NSW.

Centenary of Federation number plates

Special commemorative number plates to celebrate Australia's Centenary of Federation were issued on 9 April 2001. Two styles of Federation plates were made available: a limited edition of 100 plates, and standard plates. The limited edition plates sold out within the first week of sales while strong interest continues in the standard Federation plates.

Figure 19 - NSW Licences on Issue as at 30 June 2001 by Licence Class



FUTURE CHALLENGES:

- Continue to work with the National Road Transport Commission to implement national reforms including the Third Heavy Vehicle Reform package.
- Continue to monitor heavy vehicle compliance through Safe-T-Cam.
- Expand use of in-car computers for heavy vehicle inspectors using real-time information.
- Improve the effectiveness of the licensing scheme by coordinating surveys of unlicensed driving with police.
- Continue to monitor performance of RTA service delivery and seek further improvements.
- Continue upgrading Registry Services Officer skills to ensure high standards of community satisfaction.
- Continue to monitor implementation of electronic services and assess what further services can be offered via telephone and internet to further improve standards of customer service and enhance accessibility.
- Manage and expand Government Access Centre Program to increase accessibility for rural and remote communities.

BUSINESS EFFICIENCY

OBJECTIVE

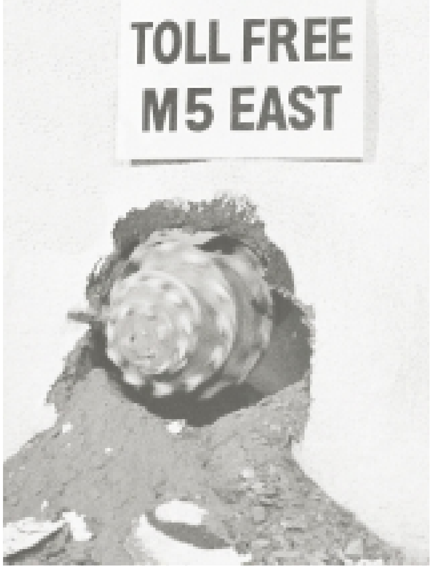
VALUE FOR MONEY - THE BEST USE OF RESOURCES

- Planning, organising, leading and controlling the organisation to achieve outcomes

ACHIEVEMENTS

- 250 RTA jobs created in rural NSW.
- Additional services available online - extended trial of motor dealer online registration of NSW vehicles.
- Online property inquiry system being developed.
- RTA Operations achieved 4.7% of Road Services and 5.9% of Fleet Services income from external clients at end 2000/01.

Significant **efficiency gains** were achieved using **new technology** to conduct business electronically.



In March and April 2001, 95 tonne header machines broke through the mid-point of Australia's longest road tunnels - the 4km long M5 East twin tunnels. Four headers excavated the tunnels from each end for almost two years.

Managing change

Through the Change Management process the RTA has implemented structures and functions that aim to deliver better services and value to customers and stakeholders. A program of creating new and relocating Sydney based positions to rural and regional areas has been completed. Approximately 250 positions were created in Grafton, Dubbo, Newcastle and Glen Innes including:

- 46 in the Driver and Vehicle Administration Branch relocated to Grafton, opened October 2000.
- 42 at the M4/M5 Cashback Unit relocated to Dubbo, opened November 2000, (21 permanent positions and 21 casual positions).
- 149 in the Customer Call Centre relocated to Newcastle.
- 13 in the Enforcement Litigation Section relocated to Glen Innes.

e-Business

Significant efficiency gains were achieved using new technology to conduct business electronically. Examples include use of purchase cards to pay for goods and services, and for downloading data, such as purchase card usage details, bank statements, and TCorp loan account balances. Direct debiting of the Sydney Harbour Bridge electronic toll collections was successfully implemented for electronic tags.

The RTA commissioned a study by PriceWaterhouseCoopers to assess what further functions would benefit from e-business. As a result, an RTA wide e-Business Program was established under a Steering Committee comprising the Chief Executive and senior managers. The study indicated that RTA's e-business was well developed but would benefit from further online technology in project management of major road construction and maintenance, procurement, e-tendering and continuing to extend the range of motor registry services available via the RTA website.

Continued expansion of the use of web technology will improve the availability of up to date information for staff and enable routine employee transactions and workflow to be automated, improving efficiency and reducing reliance on paper documents. Potential applications under consideration include transfer of information to the Processing Infringement Bureau, and Property Inquiry Services using online services.

Property inquiries online

The RTA has a Property Information Management System that records data on RTA owned and leased property and includes information on existing and future road boundaries. An electronic alternative to manual processing is being developed for submitting and paying for inquiries as part of the property conveyancing process. This system will provide an online service to the public, other Government agencies and information brokers through the application of leading edge web technology.

Vehicle manufacturer data

In April 2001, the RTA started to access vehicle manufacturer information through the National Exchange of Vehicle and Driver Information System (NEVDIS). This process increases the level of integrity of RTA data, and reduces transaction times for customers.

Investment in R&D continued to assist the RTA to maintain key skills and technologies in strategic critical areas.

Operations Directorate

RTA Operations activities continued to develop with the application of commercial principles. Road Services in particular, were increasingly required to compete for work from clients within and outside the RTA. Operations successfully delivered road, bridge, traffic, driver and vehicle services as cost effectively as possible for the benefit of the people of NSW. It has a workforce of 4,300 encompassing an extensive skills and experience base. In 2000/01, works and services to the value of $741 million were carried out, generating an operating surplus of $48 million.

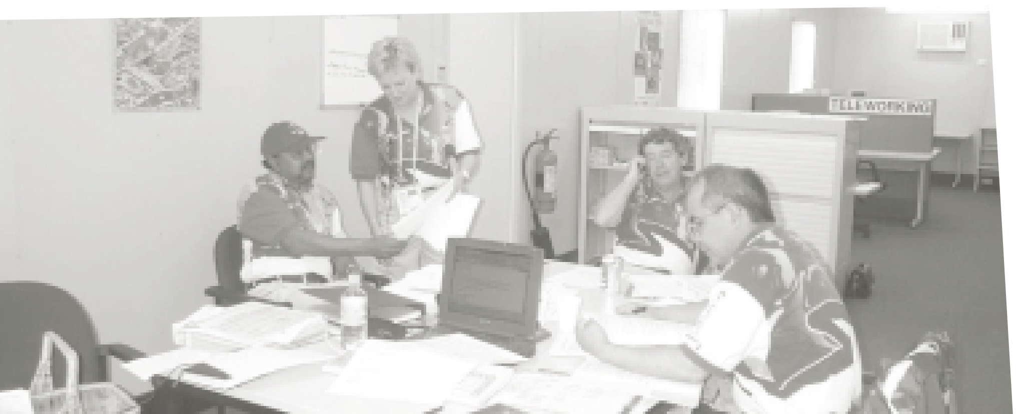
Road Services

Road Services continued to operate successfully in the open market with an income for the financial year of $427 million and an operating surplus of $22 million. Approximately $81 million of work was won in open competition, including diverse projects such as the electronics for the M5 East (Variable Message Signs, Variable Speed Limit Signs, Tunnel Message Signs) and mine subsidence grouting on the West Charlestown Bypass. Other projects won included the South West Sydney network maintenance contract, Cumberland Highway upgrading, General Holmes Drive upgrading between Airport Tunnel and Southern Cross Drive, Great Western Highway upgrading at Linden Bends, Crookwell Road upgrading near Goulburn and Princes Highway upgrading, south of Bega from Yellowpinch to Millangandi. Some $23 million in tenders and work orders was won from external clients throughout the year.

Technical Services

Crashlab is an independent vehicle crash testing facility operating as a commercial business unit of the RTA. In 2000/01 Crashlab obtained Saudi Arabian Standards Organisation accreditation for vehicle certification to Gulf Standards. This is in addition to Crashlab's accreditation in crash testing vehicles to UK, USA and Australian Standards.

Teleworking from the new Penrith Centre during the Games



Business development

A whole of business approach across all delivery branches was implemented throughout the year, by developing client relationships and building future business opportunities. A single directorate-wide Quality System was implemented and ongoing certification of Technical Services to ISO9001:1994 was maintained.

Commercial Services

Commercial systems were enhanced. A system for detailed financial assessments of subcontractors was established. Net cost reductions of approximately $3 million were achieved in areas of workers compensation and legal liability insurance charges.

Business Services Group

The Business Services Group (BSG) began operation in July 2000 to provide business support services throughout the RTA using a shared services model. In March 2001, the BSG structure was formally established with 330 staff across NSW.

BSG's objectives are to improve the effectiveness of customer focused services and the efficiency of its internal business. Emphasis has been given to the development and implementation of a transactional/unit cost pricing. Consolidation, standardisation, re-engineering and fine tuning of BSG business processes have been proceeding in preparation for the implementation of e-business applications in early 2002. BSG commenced preparation for benchmarking its products/services with some NSW Government agencies.

Service Level Agreements (SLAs) have been established between all RTA Directorates and BSG on a full cost recovery basis. In the first year of operation, BSG has demonstrated improved efficiency in its operations. transaction/unit costs have been reduced, resulting in productivity savings to the RTA. An overall 4.4 per cent service charge reduction has been reflected in the 2001/02 SLA pricing regime.

Information Management and Technology

The RTA continues its strong commitment to support the Government's Information Management and Technology initiatives. It has pursued an 'open systems' strategy since the late 1980s, including such key technologies as ORACLE and UNIX for midrange systems; Microsoft and Novell for PCs; and TCP/IP as the preferred networking technology.
The RTA was an early adopter of web technology and has established extensive internet and intranet sites as well as providing online services.

A new frame relay network has been established that will provide better support for the RTA's distributed workforce over 240 sites. In-car computing facilities will be supported to improve the communications for the mobile workforce.

Email and scheduling products were upgraded to Microsoft Exchange/Outlook. Strategies are currently being established for improvements to the RTA desktop environment which include:

- Introduction of directory services and single sign-on.
- Upgrade of the network and desktop operating systems.
- Tools to enhance desktop management and application delivery.
- Telecommuter and mobile office facilities.
- Improved security for managing the increasing number of internet customers for information and online transactions.

Research and development

Investment in Research and Development (R&D) continued to assist the RTA to maintain key skills and technologies in strategic critical areas. R&D is needs driven and the RTA maintains strong alliances and partnerships with organisations undertaking similar fields of research. In 2000/01 $2.57 million was invested in 43 strategic projects. The projects concerned road safety, road use, environmental matters, traffic and transport, infrastructure maintenance and network development.

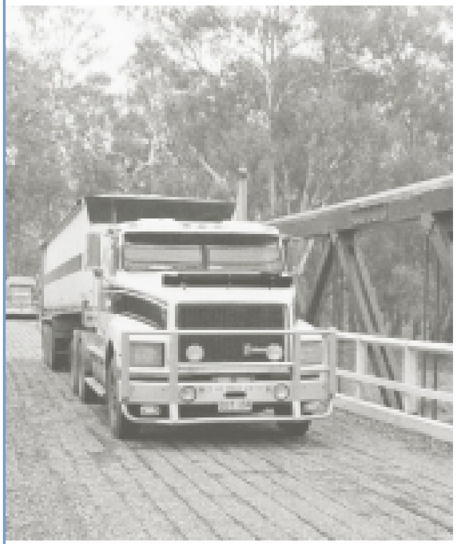
As an example, the Road Network Infrastructure Program identified and delivered 18 projects at a cost of nearly $900,000. Initiatives included:

- Skid resistance of bituminous surfacings.
- Advances in landslide prediction and risk assessment.
- Investigations into asphalt depth, acoustic properties and available life.
- Alkali aggregate reaction in concrete for bridges.

Road data capture

RoadCrack development and commercialisation initiatives continued. Assessment of a proposal to commercialise is in progress. Survey works continued on road networks in the rural area and the Performance Specified Maintenance Contract in Sydney.

Other data collection initiatives continued including: roughness, rutting and texture surveys of the State Road network. Video capture (GipsiCam) of the National Highway network (approximately 5,000 km) and the Alpine Way (MR 677) was completed for the first time.



Road investments are focused on the needs of the road transport industry, to support rural industry and underpin export competitiveness.

FUTURE CHALLENGES:

- RTA Operations to achieve 7.5% of Road Services income and 6.25 % of Fleet Services income from external clients by end 2001/02.

OUR PEOPLE

OBJECTIVE

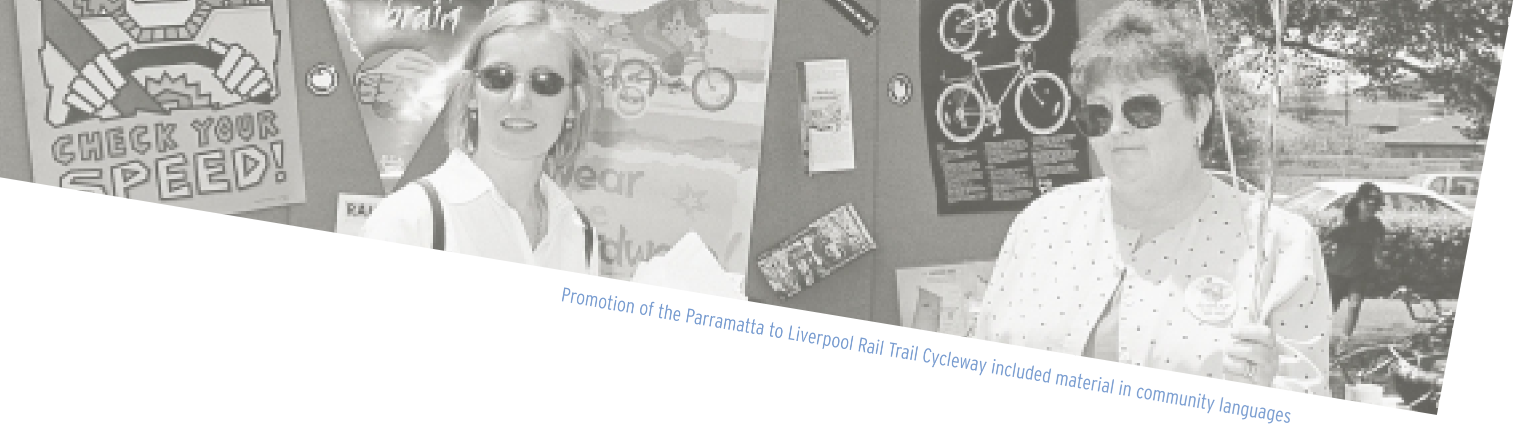
A SAFE, SKILLED, MOTIVATED AND ETHICAL WORKFORCE

ACHIEVEMENTS

- Public Sector Risk Management Award - OHS Category, for the third consecutive year from NSW Treasury Managed Fund.
- For innovative use of Ground Penetrating Radar on heritage sites, the Environmental and Heritage Site Locations Officer won a 2000 NSW Institution of Surveyors Excellence in Surveying and Mapping Award (Environment and Planning category).
- The 1999 RTA Apprentice of the Year runner up, a plant mechanic, was awarded the Motor Traders Association 'Top Apprentice of the year in the Vehicle Trades' in the 2000 NSW Training Awards.
- Sick leave absences reduced by 6% to all industry benchmark median of 2.7%.
- Workforce claims fell 3.4% against target of 4%. Total claims fell 2.13% over previous year. Incidence per 100 employees fell 3.16% taking 4 year reduction to 27.54%.

RTA teams conducted extensive trials of electronic toll tags.

The RTA strives to eliminate health and safety risks from workplaces by involving staff in processes to identify hazards, and assess and control risks.



Promotion of the Parramatta to Liverpool Rail Trail Cycleway included material in community languages

The RTA ensures development of staff skills is a high priority. On an ongoing basis staff are offered a range of training options including formal courses, on-the-job training, coaching, workplace based projects, and involvement in project teams and secondments.

Learning and development

The RTA is registered as a Registered Training Organisation (RTO) until 20 August 2003 under s22C of the *Vocational Education and Training Accreditation Act 1990*, and is qualified to deliver recognised vocational education and training courses as well as assessment services. During the year the RTA offered a range of courses as well as in-house training to staff, many in flexible options to fit in with work demands.

Recruitment of apprentices has increased five fold in the past three years, with an intake of 15 apprentices in 2001

Staff training and development

The RTA continued its Traineeship Program in support of the NSW Government's 2000 by 2000 Traineeship Strategy. In 2000/01 the program's expansion included:

- The creation of part time Traineeship pathways in the Customer Call Centre and linked to Traineeships at Certificate III in Communications (Call Centres). Of the 124 trainees, 10 have been placed as Aboriginal identified trainees, and one trainee has a disability (visually impaired).
- Commencement of Aboriginal and Torres Strait Islander Traineeship pathway within RTA motor registries and eight Aboriginal motor registry trainees have been placed in regional and Sydney locations.
- Eleven business administration trainees located from Grafton to Wagga Wagga, have been undertaking formal studies on day or block release programs. The RTA also provides extensive on-job assessments in conjunction with external RTOs.

Motor registry managers are working to complete a Diploma in Frontline Management. In 2000/01, 78 registry managers applied for assessment against Diploma units of competency, 11 staff completed the requirements and were awarded the Diploma in Frontline Management.

A development program for the Customer Call Centre team leaders was established in March 2001 to target the competencies required. A Certificate III in Frontline Management (Team Leadership) is being delivered flexibly over 18 months.

More than 450 field staff have undertaken the recognition process aligned to the relevant construction and maintenance competency standards. During 2000/01 in excess of 9,000 competencies were assessed, resulting in Statements of Attainment recognising 4,200 competencies.

Pilot Management Development Centre training was conducted for 24 managers in 2000/01. Following the success of these two workshops to develop future executives, more are planned for 2001/02.

Graduate Recruitment and Development (GRAD) Program

The GRAD Program recruited 20 graduates in 2000/01. The program aims to enable succession planning and provide for future managers of the RTA. It develops organisational, professional and personal skills, while providing an influx of ideas, energy and creativity to aid organisational renewal. All graduates undertake individually tailored training to further develop their technical and discipline related skills.

Apprenticeships

The RTA employs 40 apprentices across a range of trade classifications including carpenters, electricians, plant mechanics and painters. Apprentices are rotated between workshops and work sites across NSW to ensure they gain exposure to a broad range of skills relevant to their studies. Recruitment of apprentices has increased five fold in the past three years, with an intake of 15 apprentices in 2001.

Staff awards

Staff awards recognise individuals and teams who have demonstrated outstanding performance and shown initiative in areas of critical importance to the RTA. At the 1999 RTA Staff Excellence Awards, 77 Awards and Commendations were presented to staff in 11 categories. They included community consultation, internal and external customer service, environmental awareness, equity, leadership, occupational health and safety, road safety, team performance, innovation and urban design, Registry Services Officer of the Year, Motor Registry of the Year and Apprentice of the Year. More than 270 staff were nominated by management or their peers.

Human resources

Sick leave absences reduced by six per cent and are now at the all industry benchmark median of 2.7 per cent. The RTA aims to reduce sick leave by one per cent through improved management procedures, to meet RTA's selected industry group best practice levels.

Occupational Health & Safety

The RTA proactively identifies, develops and provides appropriate Occupational Health and Safety (OHS) training to ensure a safe work environment for staff. The RTA strives to eliminate health and safety risks from workplaces by involving staff in processes to identify hazards, and assess and control risks. A significant investment was made in training staff involved in hazardous work, to undertake risk assessment and document safe working procedures. In 2000/01, training programs were completed for all relevant construction staff regarding safely working with hazardous substances. More than 2,000 people have been trained in the last two years.

The RTA is driving OHS improvements throughout the road construction and maintenance industry. A recent review of the extension of OHS requirements to construction contractors demonstrated a good understanding by contractors but noted more effort is required with sub-contractors. Consequently, a number of steps were taken to improve OHS performance of sub-contractors. These included providing additional information for contractors and project managers on the management of sub-contractors and an updated OHS information pamphlet in the RTA Contractor Information Pack.

Under the RTA's single invitation contracts with local Government, the RTA requires a risk management approach to health and safety hazards. Compliance is now actively monitored through regular surveillance and auditing. During the year, more than 100 surveillance officers were trained for their role in monitoring OHS standards on contract and direct control construction sites. The RTA Quality, OHS and Environmental Audit package was released in 2000/01 to facilitate standardised auditing of contract and direct control projects for compliance with OHS requirements.

A new RTA OHS Management System standard set out the system requirements for all areas of the organisation in injury prevention and management of injury. A new RTA Injury Management Policy was also released with detailed procedures for injury management, to encourage a safe and timely return to work.

Directors and Branch Managers now receive detailed monthly reports to assist them monitor trends in incidents, injuries, and the return of injured employees to their normal duties.

In 2000/01, 589 workplace workers' compensation claims were recorded in the RTA, compared with 610 workplace claims in 1999/00. The incidence rate of workplace claims was also reduced. The incidence rate of workplace claims was 9.2 per 100 employees compared with 9.5 per 100 employees in the previous year. Workplace claims exclude journey claims and meal break claims.

Equal Employment Opportunity

The RTA's Ethnic Affairs Priority Statement and Plan, Disability Action Plan, and Aboriginal Employment Equity Plan detail how the RTA will achieve, monitor and evaluate commitments to staff diversity.

Sound information base

A new Human Resources information system is being introduced that will assist with equity related analyses. EEO data for the Workforce Profile project managed by the Premier's Department was provided after obtaining staff consent.

Planned EEO actions

The RTA's current EEO strategies will continue to be implemented, reviewed and improved. New EEO initiatives for 2001/02 include:

- Develop a Diversity Plan with a focus on employment options for people with a disability.
- Review the Disability Action Plan in the context of the proposed Transport Portfolio Disability Plan.
- Review the Aboriginal Employment Equity Plan to provide it a core business focus and commence implementation of approved actions.

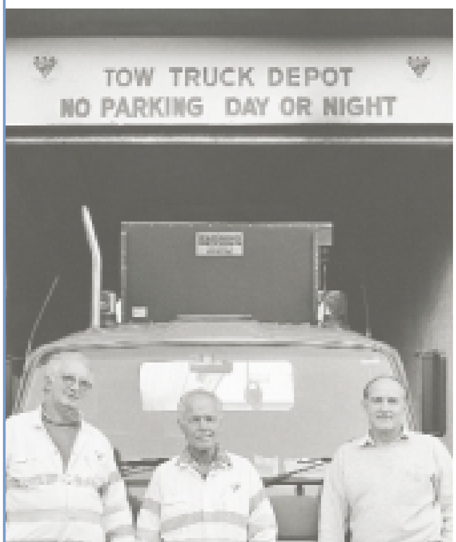
Employee views heard

Staff representing EEO groups provided input to develop or review all key initiatives introduced during the year, including the Change Management stage 2, Management Development Program, Employee Assistance Program, teleworking, enterprise bargaining and other workplace reforms.

Fair and flexible work policies

Initiatives included:

- The Working From Home Policy was reviewed and amended to streamline the application process and to make provision for staff who use RTA telecentres.
- The Alternative Duties During Pregnancy Policy continued to enable supervisors/managers and staff to examine options available to vary duties or temporarily transfer the staff member to another position for the duration of the pregnancy.
- A new Induction and Orientation Policy ensured staff received information on EEO initiatives. In line with the Office of the Director of Equal Opportunity in Public Employment (ODEOPE) advice, new staff were encouraged to complete an EEO survey and were informed about EEO and cultural diversity issues.



Artwork by the local community on L H Ford Bridge pier in Dubbo

- A review of the Community Language Allowance Scheme commenced, to ensure it operates effectively and provides the maximum service to RTA customers. The allowance is received by 59 staff for their use of a language other than English.

Needs based programs for EEO groups

Initiatives included:

- Active participation in the Migrant Work Experience program coordinated by ODEOPE and five placement opportunities offered.
- A free childcare referral service continued to meet the needs of staff including part-time and weekend childcare requirements. This service now has a TTY (teletypewriter) number for the hearing impaired and has targeted services for Aboriginal people, people of an ethnic background and people with a disability.
- The free Employee Assistance Program continued to serve staff and their families. The RTA ensured the provider had an appropriate diversity and language mix amongst the professional counsellors and a toll free TTY number was provided. The EAP and Manager's Help Line provides 24-hour assistance and a free interpreter service. In 2000/01, seven per cent of the professional counsellors engaged by the provider were of an Aboriginal background.
- The Aged Care Advisory Service continued to help staff identify care options for their aged relatives. It provided access for ethnic staff and family members through an ethnic-specific database and had a TTY number.
- The Spokeswomen's Network conducted Network Development Days (NDD) across the State with presentations on equity issues, RTA history, networking, financial management, and health issues.
- The definition of family in the Family and Compassionate Leave Policy includes same sex couples.
- Extensive traffic management was provided for Sydney's Gay and Lesbian Mardi Gras parade, including advertising of traffic changes, signposting, and management of traffic in surrounding areas during the parade.

A diverse and skilled workforce

A review of the RTA's Human Resources Strategic Plan commenced, to provide a framework for achieving a diverse and skilled workforce. The review will take into account EEO factors including promotion of career development opportunities for women, new legislative requirements to protect personal information collected by the RTA concerning staff and customers, and new legislation concerning the employment of staff who work unsupervised with children. It is expected to be completed in 2001/02.

The multicultural mix of skills and ethnic background of staff provides valuable support in the expansion of the RTA's Sydney Coordinated Adaptive Traffic System to coordinate traffic lights, for customers around the world.

Disability action plan/older people

The Disability Action Plan was developed and implementation commenced. The RTA's website content was reviewed, and the design and content is being progressively improved to meet the needs of people with a disability.

The RTA's design standards are considered suitable by relevant associations. The RTA engaged registered architects to undertake the design of building fitout and extension works to ensure that all relevant standards are met. The RTA is on target to complete a survey of all premises by December 2001. Access issues were addressed in a number of motor registries and RTA premises.

RTA employment advertisements now specifically encourage people with a disability requiring adjustment at work to apply for RTA positions.

The RTA provision of School Crossing Supervisors is of significant assistance to children with a disability and provides employment opportunities, particularly for older people. The RTA Older Drivers' Handbook continues to foster mobility while ensuring safety. The Mobility Parking Scheme (MPS) assists those with permanent and temporary mobility disability issues. A special disability driving test continues to allow drivers with a disability additional time for the test.

The Thullii Aboriginal Dance Group at the opening of the fully sealed Kidman Way, linking Victoria to Queensland and significantly improving safety and efficiency

Aboriginals and Torres Strait Islanders

Programs and actions were continued in accordance with the recommendations of the 1991 Royal Commission into Aboriginal Deaths in Custody, including motor vehicle offences (Recommendation No 95), staff training (Recommendation No 210), recruitment (Recommendation No 305), and other initiatives benefiting Aboriginal people.

Licensing (Recommendation No. 95)

The RTA continued the Community Based Knowledge Testing Program (CBKT) at remote locations to assist people in Aboriginal communities and people with low literacy levels to obtain a Driver's Licence. In 2000/01, CBKT was available in community centres such as Nyampa Aboriginal Housing Company at Menindee, Broken Hill TAFE, employment agencies in Walgett and Moree, and in Broken Hill, Ivanhoe, Brewarrina, Bathurst, Kirkconnell and Mannus Correctional Centres.

Since 1999/00, the Magistrate from Nowra Local Court has used CBKT as part of an alternative sentencing option, giving many people an opportunity to get their licence rather than face the possibility of imprisonment. In 2000/01, 18 participants from the Jerringa Aboriginal community attended a four-day course, as part of the Young Offenders Program, facilitated by staff from the RTA, Department of Fair Trading and police. Of the 18 participants, 16 gained their Learner's Permit.

Heritage - Ground Penetrating Radar

The RTA made innovative use of Ground Penetrating Radar (GPR) for the detection and mapping of heritage sites. GPR is a non-destructive means of establishing what is below the surface of the land. The non-invasive technique has been widely accepted by the Aboriginal community as it does not disturb the soil at the site. This is particularly important in areas of high environmental and cultural significance or historical sensitivity.

The RTA made innovative use of Ground Penetrating Radar (GPR) for the detection and mapping of heritage sites.

GPR was used to locate: Aboriginal artefacts in an ancient sand dune adjacent to the North Kiama Bypass; shell middens at Stan Moses Reserve in Rockdale on behalf of Rockdale Council, and; Aboriginal burial sites at Bateman's Bay on behalf of Eurobodalla Council, which received a Commonwealth award.

For the innovative use of GPR on heritage sites, the RTA's Environmental and Heritage Site Locations Officer won a prestigious award at the 2000 NSW Institution of Surveyors Excellence in Surveying and Mapping Awards (Environment and Planning category). The RTA's management of Aboriginal Heritage Site locations gives the community confidence that the RTA will be aware of its concerns during all aspects of a project.

The RTA's Environmental and Heritage Site Locations Unit is currently undertaking research into three-dimensional laser imaging of Aboriginal rock engravings.

Local Bahtabah indigenous community artwork for the off-road West Charlestown Bypass Cycleway

Recruitment (Recommendation No. 305)

The RTA continues to create opportunities for Aboriginals through the creation of limited duration and permanent positions and traineeships. Support continued for the first Aboriginal female cadet engineer employed in Australia, with a permanent placement after her cadetship.

For the construction of 12 bridges in Walgett in 2000/01, the RTA encouraged its contractor to employ five Aboriginal people. Through the project the RTA introduced the following initiatives, in line with its Aboriginal Employment Equity Plan, to address the issue of disadvantaged groups in the Walgett area:

- The Registration of Interest Document advised prospective tenderers that Aboriginal employment was an issue that was important in the projects.
- The pre-tender meeting specifically addressed the Aboriginal employment issues.
- The tender documents included a requirement for tenderers to submit their Aboriginal employment strategy and advised tenderers that this would be a criterion for evaluating tenders.
- Aboriginal employment was listed separately on the Contractor Performance Reports.
- A number of out of work events were organised to strengthen the involvement with the Aboriginal community.

The RTA assisted the Construction Policy Steering Committee to develop a policy on Aboriginal employment and create the Aboriginal Participation in Construction - Implementation Guidelines, effective from 1 May 2001.

Recruitment in 2000/01 included an Aboriginal Program Manager, Aboriginal Liaison Officers, and Aboriginal Customer Call Centre Officers.

Community consultation

RTA Aboriginal Liaison Officers continued community consultation and negotiation regarding cultural heritage concerns. In 2000/01 extensive Aboriginal community consultation occurred on Murray River bridge projects, Albury Bypass, Murrumbateman Alignment and rest areas at Wagga Wagga, Narrandera and Griffith. A submission was developed for four tribal boundary signs in the Bourke shire, in consultation with Aboriginal communities. Signs will be erected by the local Aboriginal Community Development Employment Program in conjunction with the local shire.

Road safety

Road safety resources appropriate for Aboriginal communities, including brochures and posters, continue to be developed. The RTA continued research into Aboriginal road safety to help develop strategies for areas of significant Aboriginal population. Work continued with Aboriginal communities to promote registration and licensing services, occupant restraint, drink drive prevention, fatigue management and the dangers of speeding.

Members of the TMC Olympic Transport Team Group

Reconciliation

During 2000/01, the RTA recognised a need for and developed an Aboriginal Cultural Awareness program. An innovative approach was taken in the delivery of the program by having an Aboriginal and a non Aboriginal member to co-present the sessions.

...the RTA will achieve, monitor and evaluate commitments to diverse staff.

Staff training (Recommendation No. 210)

Note: this information is listed under staff training in this chapter.

During NAIDOC week the RTA flew the Aboriginal flag on the Sydney Harbour Bridge and displayed Aboriginal road safety posters, books, literature, artefacts and resources in its offices.

While continuing the existing programs, the RTA also plans to:

- Identify opportunities for naming of bridges and roads to reflect Aboriginal history.
- Develop a database of Aboriginal organisations along State Roads.
- Assist State Debt Recovery to develop options to assist Aboriginal communities repay outstanding fines rather than face imprisonment.
- Provide opportunities for Aboriginal communities to build rest areas with Aboriginal themes.
- Implement the Indigenous Heritage Database.

The Pacific Highway was cut in early February and again in mid March 2001, during major flooding across northern NSW.

Ethnic Affairs Priority Statement and Plan 2001/02

The RTA provides services to people in the most culturally diverse state in Australia. Our vast and diverse range of customers include individuals, private organisations, community and road transport groups, local councils and State Government agencies.

The RTA is committed to delivering quality services to road users and customers, including the ethnic communities, people with disabilities, pedestrians and cyclists.

The RTA will continue to implement core business Ethnic Affairs programs in 2000/01 - most of the programs outlined throughout this report will be accomplished in the current financial year, whilst others, to be successfully integrated and adopted, may take longer.

Ethnic Affairs initiatives

Road safety and traffic management advertising campaigns include an ethnic media component in line with State Government requirements. In these campaigns with a print media component, conducted in areas with ethnic communities, the RTA spent 7.5 per cent of the press budget on ethnic press advertising.

The RTA's key brochures are available in community languages, including the cycle safety brochure Wear the Hardware, and Safer Routes to School Program (SRTS) materials. Interpreters were also made available to School Safety Committees for ethnic families to better understand the SRTS Program and road safety for children.

The Driver Knowledge Test is available in Arabic, Chinese, Croatian, Greek, Korean, Serbian, Spanish, Turkish and Vietnamese. The most appropriate languages to be included will continue to be reviewed and amended as necessary.

The RTA undertook a public education campaign promoting the Parramatta to Liverpool Rail Trail Cycleway. Bilingual spokespeople engaged commuters in conversation about the trail in Cantonese, Mandarin, Arabic, Vietnamese, Spanish and English. They distributed 15,000 brochures over four days at nine CityRail stations. The brochure depicted people from a variety of ethnic backgrounds and had text in six community languages. The campaign was also promoted through the ethnic press and radio.

Interpreters supplied by the NSW Community Relations Commission provided all interpreter services, without cost to licence applicants.

An audio facility is available in the RTA's Driver Knowledge Test (DKT) in Arabic, Mandarin and Turkish. Licence applicants, particularly those with a low level of literacy in their own language, can listen to the test questions through a telephone handset as the questions appear on the computer screen.

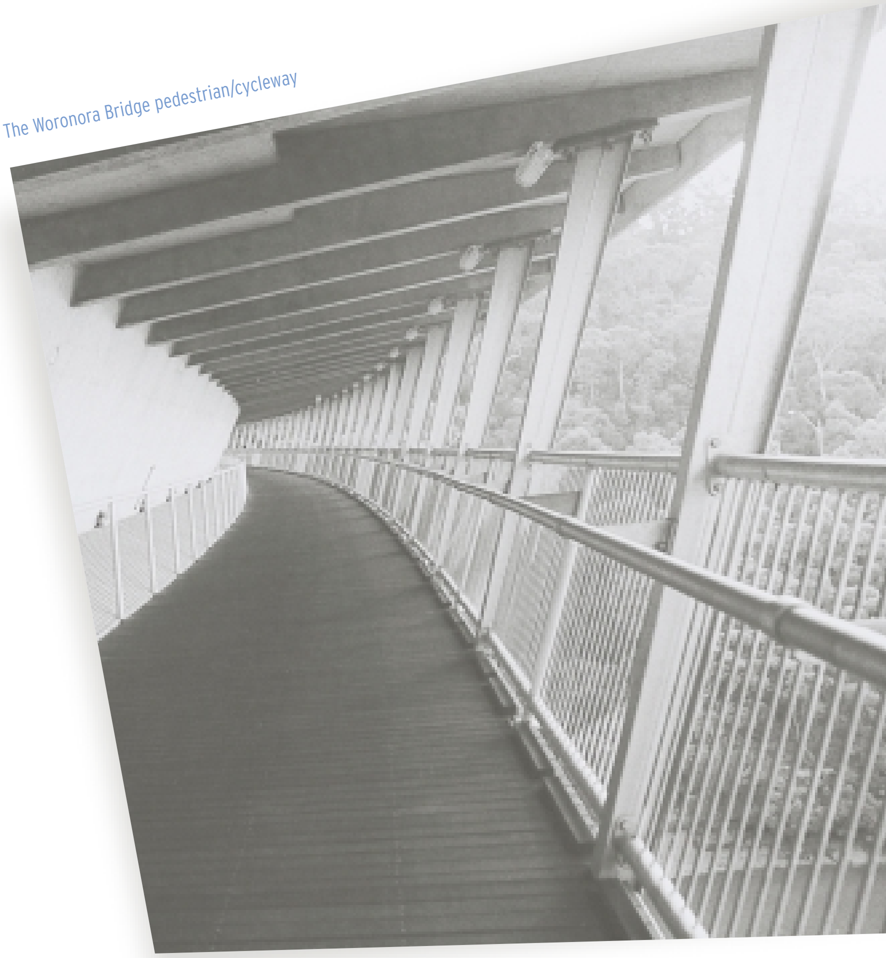
Where necessary, the RTA will continue to provide training materials, resources and guides translated into relevant languages. The Literacy and Numeracy Program will continue to be conducted across the State when required. The Buddy System, which provides on-the-job training support, will continue to assist ethnic participants in training courses.

The RTA employed bilingual spokespeople to promote the new Liverpool to Parramatta Rail Trail Cycleway to commuters at railway stations.

FUTURE CHALLENGES:

- Extend the Driver Knowledge Test (DKT) audio facility to the remaining languages in which the DKT is available ie. Croatian, Greek, Korean, Serbian, Spanish and Vietnamese.
- Commence implementation of Aboriginal Employment Equity Plan.
- Retain and strengthen RTA's position as a best practice organisation by continued integration of ethnic affairs initiatives in to core business planning and programming process.

CORPORATE GOVERNANCE



The Woronora Bridge pedestrian/cycleway

The RTA has implemented corporate governance structures and practices to ensure high standards of business ethics and accountability throughout the organisation and to ensure it delivers cost-effective products and services to the community.

Code of conduct and ethics

The RTA's code of conduct and ethics details the standards and values the organisation will apply in relationships with customers, contractors, employees and the community. This code is reviewed regularly and enhanced to ensure it provides practical assistance to staff on standards of behaviour and in solving ethical issues.

The RTA also issued a 'Statement of Business Ethics' highlighting the ethical standards required of individuals and firms in their commercial dealings with the RTA.

Corporate structure

The Chief Executive is responsible and accountable to the Minister for Roads and Parliament for the RTA's overall performance and for ensuring that the RTA performs in a manner consistent with legislative compliance and best practice principles. Senior management, advisory bodies and committees (see Appendix 4) assist the Chief Executive in his duties. This structure supports effective corporate governance of the organisation.

Audit committee

An Audit Committee is chaired by the Chief Executive and comprises senior executives, a non-public sector representative from the audit profession and an observer from the Audit Office of NSW. The committee meets every three months to advise the Chief Executive, consider progress against the strategic audit plan and generally oversee the direction of the audit function and consider the adequacy of the financial control and reporting systems.

Strategic and business planning

The Chief Executive and senior management set the corporate objectives and strategies in line with NSW Government priorities and the community's road-based transport needs. The RTA's Strategic Plan - the Journey Ahead sets out our vision and priorities. It is supported by five-year strategic and business plans that are reviewed annually. Progress is monitored and reported against these plans and against community outcomes. Strategic management and planning is a cyclic process involving analysis of internal and external environments, strategic development and planning, service delivery and performance monitoring and evaluation.

Corporate credit and purchasing card

The introduction and use of corporate credit and purchasing cards throughout the RTA has been in accordance with the Premier's memoranda and the Treasurer's Directions.

Executive appointments and remuneration

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

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

FINANCIAL STATEMENTS

One of two Moreton Bay Figs, successfully relocated from the M5 East Freeway site to Kingsbury Reserve, Kingsgrove

AUDITOR-GENERAL
NEW SOUTH WALES

Box 12 GPO
Sydney NSW 2001

Independent Audit Report
Roads and Traffic Authority of New South Wales

To members of the New South Wales Parliament and the Chief Executive

Scope

I have audited the accounts of the Roads and Traffic Authority of New South Wales for the year ended 30 June 2001. The Chief Executive is responsible for the financial report consisting of the accompanying statement of financial position, statement of financial performance, statement of cash flows, program statement - expenses and revenues and summary of compliance with financial directives, together with the notes thereto and the information contained therein. My responsibility is to express an opinion on the financial report to members of the New South Wales Parliament and the Chief Executive based on my audit as required by sections 34 and 41C(1) of the *Public Finance and Audit Act 1983* (the act). My responsibility does not extend here to an assessment of the assumptions used in formulating budget figures disclosed in the financial report.

My audit has been conducted in accordance with the provisions of the Act and Australian Auditing Standards to provide reasonable assurance as to whether the financial report is free of material misstatement. My procedures included examination, on a test basis, of evidence supporting the amounts and other disclosures in the financial report, and the evaluation of the accounting policies and significant accounting estimates.

These procedures have been undertaken to form an opinion as to whether, in all material respects, the financial report is presented fairly in accordance with the requirements of the Act, Accounting Standards and other mandatory professional reporting requirements, in Australia, so as to present a view which is consistent with my understanding of the Authority's financial position, the results of its operations and its cash flows.

The audit opinion expressed in this report has been formed on the above basis.

Audit Opinion

In my opinion, the financial report of the Roads and Traffic Authority of New South Wales complies with sections 41A and 41B of the Act and presents fairly in accordance with applicable Accounting Standards and other mandatory professional reporting requirements the financial position of the Authority as at 30 June 2001 and the results of its operations and its cash flows for the year then ended.

R Sendt

R J Sendt
Auditor General

SYDNEY
4 September 2001

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

1. The accompanying financial statements exhibit a true and fair view of the Authority's financial position as at 30 June 2001 and transactions for the year then ended.
2. The statements have been prepared in accordance with the provisions of the Public Finance and Audit Act 1983, the Public Finance and Audit (General) Regulation 1995, the Treasurer's Directions and the directives of the Financial Reporting Code.

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

Noel Hancock
A/Director, Finance
31 August 2001

Paul Forward
Chief Executive
31 August 2001

STATEMENT OF FINANCIAL PERFORMANCE

For the Year Ended 30 June 2001

	Notes	Actual 2001 $'000	Budget 2001 $'000	Actual 2000 $'000
Expenses				
Operating Expenses				
Employee Related	**2(a),7**	236,320	180,266	140,011
Other Operating Expenses	**2(b)**	306,006	292,499	316,176
Maintenance	**2(c)**	466,710	600,275	609,971
Depreciation and Amortisation	**2(d)**	313,036	15,220	443,098
Grants and Subsidies	**2(e)**	19,386	23,220	33,662
Borrowing Costs	**2(f)**	86,364	89,800	78,654
Total Expenses		**1,427,822**	**1,201,280**	**1,621,572**
Less:				
Retained Revenue				
Sale of Goods and Services	**3(a)**	152,627	124,216	143,890
Investment Income	**3(b)**	18,396	19,609	18,247
Retained Taxes, Fees and Fines	**3(c)**	5,347	3,498	3,203
Grants and Contributions	**3(d)**	40,773	12,000	39,914
Other Revenue	**3(e),7**	87,333	36,197	1,737,638
Total Retained Revenue		**304,476**	**195,520**	**1,942,892**
Gain / (Loss) on Disposal of Non-Current Assets	**4**	**3,250**	**-**	**783**
NET COST OF SERVICES	**25**	**1,120,096**	**1,005,760**	**(322,103)**
Government Contributions				
Recurrent Appropriation	**6**	1,069,099	1,035,756	1,042,464
Capital Appropriation	**6**	882,682	884,925	853,151
Total Government Contributions		**1,951,781**	**1,920,681**	**1,895,615**
SURPLUS / (DEFICIT) FOR THE YEAR FROM ORDINARY ACTIVITIES		**831,685**	**914,921**	**2,217,718**
SURPLUS / (DEFICIT) FOR THE YEAR		**831,685**	**914,921**	**2,217,718**
NON-OWNER TRANSACTION CHANGES IN EQUITY				
Net increase (decrease) in asset revaluation reserve	**19**	**1,913,397**	**-**	**3,541,282**
Net increase (decrease) in accumulated funds arising from a UIG transitional provision	**19**	**-**	**-**	**(4,341,205)**
Other increases (decreases)	**19**	**67,263**	**-**	**25,706**
Total revenues, expenses and valuation adjustments recognised directly in equity		**1,980,660**	**-**	**(774,217)**
Total changes in equity other than those resulting from transactions with owners as owners		**2,812,345**	**914,921**	**1,443,501**

The accompanying notes form part of these statements.

STATEMENT OF FINANCIAL POSITION

For the Year Ended 30 June 2001

	Notes	Actual 2001 $'000	Budget 2001 $000	Actual 2000 $'000
ASSETS				
Current Assets				
Cash	**9**	41,220	23,037	45,770
Receivables	**10**	51,593	49,837	26,975
Inventories		8,353	6,088	7,865
Other Financial Assets	**11**	-	41	41
Other	**13**	1,992	2,415	2,146
Total Current Assets		**103,158**	**81,418**	**82,797**
Non Current Assets				
Property, Plant & Equipment				
Land and Buildings	**12**	2,436,612	2,490,894	2,490,894
Plant and Equipment	**12**	81,500	82,159	78,913
Infrastructure Systems	**12**	47,912,441	45,918,097	44,992,883
Total Property, Plant & Equipment		**50,430,553**	**48,491,150**	**47,562,690**
Receivables	**10**	54,408	47,005	48,413
Other	**13**	708,837	688,394	670,543
Total Non-Current Assets		**51,193,798**	**49,226,549**	**48,281,646**
Total Assets		**51,296,956**	**49,307,967**	**48,364,443**
LIABILITIES				
Current Liabilities				
Payables	**14**	269,994	269,656	251,393
Interest bearing liabilities	**15**	234,693	54,654	149,563
Employee Entitlements and other provisions	**17**	82,366	104,871	96,885
Other	**18**	42,121	38,195	41,367
Total Current Liabilities		**629,174**	**467,376**	**539,208**
Non Current Liabilities				
Interest bearing liabilities	**15**	854,343	992,349	890,509
Employee Entitlements and other provisions	**17**	284,943	217,170	204,659
Other	**18**	428,531	428,531	442,447
Total Non-Current Liabilities		**1,567,817**	**1,638,050**	**1,537,615**
Total Liabilities		**2,196,991**	**2,105,426**	**2,076,823**
Net Assets		**49,099,965**	**47,202,541**	**46,287,620**
EQUITY				
Reserves	**19**	10,950,208	9,036,811	9,036,811
Accumulated Funds	**19**	38,149,757	38,165,730	37,250,809
Total Equity		**49,099,965**	**47,202,541**	**46,287,620**

The accompanying notes form part of these statements.

STATEMENT OF CASH FLOWS

For the Year Ended 30 June 2001

	Notes	Actual 2001 $'000	Budget 2001 $'000	Actual 2000 $'000
CASH FLOWS FROM OPERATING ACTIVITIES				
Payments				
Employee Related		(167,755)	(173,091)	(187,957)
Grants and Subsidies		(19,386)	(23,220)	(33,662)
Finance Costs		(76,400)	(89,800)	(96,372)
Other		(997,233)	(921,562)	(979,585)
Total Payments		**(1,260,774)**	**(1,207,673)**	**(1,297,576)**
Receipts				
Sale of Goods and Services		143,548	126,168	139,067
Retained Taxes, Fees & Fines		5,347	3,498	3,203
Investment Income Received		18,423	3,566	18,247
Other		155,087	24,935	37,069
Total Receipts		**322,405**	**158,167**	**197,586**
Cash Flow from Government				
Recurrent Appropriation		1,069,099	1,035,756	1,042,464
Capital Appropriation		882,682	884,925	853,151
Net Cash Flows from Government		**1,951,781**	**1,920,681**	**1,895,615**
NET CASH FLOWS FROM OPERATING ACTIVITIES	**25**	**1,013,412**	**871,175**	**795,625**
CASH FLOWS FROM INVESTING ACTIVITIES				
Proceeds from Sale of Land and Buildings, Plant & Equipment and Infrastructure Systems		33,482	29,102	41,115
Purchases of Land and Buildings, Plant & Equipment and Infrastructure Systems		(1,091,176)	(908,077)	(911,656)
NET CASH FLOWS FROM INVESTING ACTIVITIES		**(1,057,694)**	**(878,975)**	**(870,541)**
CASH FLOWS FROM FINANCING ACTIVITIES				
Proceeds from borrowings and advances		40,000	40,000	110,000
Repayment of Borrowings and Advances		(268)	(32,200)	(16,351)
NET CASH FLOWS FROM FINANCING ACTIVITIES		**39,732**	**7,800**	**93,649**
NET INCREASE / (DECREASE) IN CASH		(4,550)	-	18,733
Opening Cash and Cash Equivalents		45,770	23,037	27,037
CLOSING CASH AND CASH EQUIVALENTS	**9**	**41,220**	**23,037**	**45,770**

The accompanying notes form part of these statements.

PROGRAM STATEMENT - EXPENSES AND REVENUES

For the Year Ended 30 June 2001

	Road Network Infrastructure*		Road Safety & Road User Management*		Traffic & Transport*		M4 / M5 Cashback Scheme*		Not Attributable		Total	
Roads and Traffic Authority Expenses and Revenues	**2001 $'000**	**2000 $'000**	**2001 $'000**	**2000 $'000**	**2001 $'000**	**2000 $'000**	**2001 $'000**	**2000 $'000**	**2001 $'000**	**2000 $'000**	**2001 $'000**	**2000 $'000**
EXPENSES												
Operating Expenses												
Employee Related	17,707	6,221	193,992	117,925	24,621	15,865	-	-	-	-	236,320	140,011
Other Operating Expenses	54,655	38,017	141,040	163,376	67,858	78,574	42,453	36,209	-	-	306,006	316,176
Maintenance	387,974	539,121	-	-	78,736	70,850	-	-	-	-	466,710	609,971
Depreciation and Amortisation	306,916	435,458	5,326	6,655	794	985	-	-	-	-	313,036	443,098
Grants & Subsidies	13,440	27,409	5,781	6,080	165	173	-	-	-	-	19,386	33,662
Borrowing Costs	86,306	78,602	58	52	-	-	-	-	-	-	86,364	78,654
Total Expenses	**866,998**	**1,124,828**	**346,197**	**294,088**	**172,174**	**166,447**	**42,453**	**36,209**	**-**	**-**	**1,427,822**	**1,621,572**
Retained Revenue												
Sale of Goods and Services	85,726	79,699	60,756	59,093	6,145	5,098	-	-	-	-	152,627	143,890
Investment Income	18,104	17,980	132	118	160	149	-	-	-	-	18,396	18,247
Retained Taxes, Fees and Fines	659	691	4,688	2,512	-	-	-	-	-	-	5,347	3,203
Grants and Contributions	29,839	30,597	4,909	4,043	6,025	5,274	-	-	-	-	40,773	39,914
Other Revenue	87,333	1,737,638	-	-	-	-	-	-	-	-	87,333	1,737,638
Total Retained Revenue	**221,661**	**1,866,605**	**70,485**	**65,766**	**12,330**	**10,521**	**-**	**-**	**-**	**-**	**304,476**	**1,942,892**
Gain (Loss) on Disposal of Non-Current Assets	3,250	783	-	-	-	-	-	-	-	-	3,250	783
NET COST OF SERVICES	**642,087**	**(742,560)**	**275,712**	**228,322**	**159,844**	**155,926**	**42,453**	**36,209**	**-**	**-**	**1,120,096**	**(322,103)**
Government Contributions **	-	-	-	-	-	-	-	-	1,951,781	1,895,615	1,951,781	1,895,615
NET EXPENDITURE / (REVENUE) FOR THE YEAR	**642,087**	**(742,560)**	**275,712**	**228,322**	**159,844**	**155,926**	**42,453**	**36,209**	**(1,951,781)**	**(1,895,615)**	**(831,685)**	**(2,217,718)**
ADMINISTERED REVENUES [See Note 1(c)]												
Consolidated Fund												
– Taxes, Fees and Fines	-	-	-	-	-	-	-	-	340,345	340,429	340,345	340,429
– Other	-	-	-	-	-	-	-	-	484,032	509,233	484,032	509,233
Total Administered Revenues	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**824,377**	**849,662**	**824,377**	**849,662**

* The description and objectives of each program are summarised in Note7.

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

SUMMARY OF COMPLIANCE WITH FINANCIAL DIRECTIVES

For the Year Ended 30 June 2001

	2001				2000			
	Recurrent Appropriation $'000	Expenditure/ Net Claim on Consolidated Fund $'000	Capital Appropriation $'000	Expenditure/ Net Claim on Consolidated Fund $'000	Recurrent Appropriation $'000	Expenditure $'000	Capital Appropriation $'000	Expenditure $'000
Original Budget Appropriation / Expenditure								
– Appropriation Act	1,035,756	1,032,262	884,925	884,925	1,020,478	1,020,478	847,394	847,394
	1,035,756	1,032,262	884,925	884,925	1,020,478	1,020,478	847,394	847,394
Other Appropriation / Expenditure								
– Additional Appropriation	-	-	-	-	-	-	470	470
– Treasurer's Advance	12,984	12,984	-	-	9,127	9,127	-	-
– Adjustment to capital allocation	-	-	-	-			(8,386)	(8,386)
– Section 22 expenditure for certain works	-	-	8,526	8,526	700	700	7,700	7,700
– Section 22A (2) Motor Vehicles Taxation Act (hypothecation of motor vehicle tax)	12,704	12,704	-	-	19,111	19,111	-	-
– Section 225 Roads Act (hypothecation of heavy vehicle overloading fines)	380	380	-	-	155	155	-	-
– Section 26 PF&AA - Commonwealth specific purpose payments	-	-	-	-	15,458	15,458	5,973	5,973
– Reduction in Commonwealth specific purpose payments	-	-	-	-	(5,152)	(5,152)	-	-
– Transfer between Capital & Recurrent Appropriations	10,769	10,769	(10,769)	(10,769)	(48)	(48)	-	-
– Transfers from another agency (Section 26 of the Appropriation Act)	-	-	-	-	3,806	3,806	-	-
– Reduction in Commonwealth fuel excise funds	-	-	-	-	(21,171)	(21,171)	-	-
	36,837	36,837	(2,243)	(2,243)	21,986	21,986	5,757	5,757
Total Appropriations / Expenditure / Net Claim on Consolidated Fund	1,072,593	1,069,099	882,682	882,682	1,042,464	1,042,464	853,151	853,151
Amount drawn down against Appropriation	-	1,069,099	-	882,682	-	1,042,464	-	853,151
Liability to Consolidated Fund	-	-	-	-	-	-	-	-

In compiling the Summary of Compliance with Financial Directives for the year ended 30 June 2001, it is assumed that Consolidated Fund appropriations are expended prior to any other RTA revenue source.

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

In 2000/01 the Roads Program Recurrent Appropriation increased primarily as a result of additional motor vehicle tax revenue and an increase in the State allocation to the Program. The full allocation was not drawn down primarily due to less than expected expenditure on protected items such as the M4/M5 Cashback Scheme.

In 2000/01 the Roads Program Capital Appropriation was increased due to additional funding for the installation of fixed digital speed cameras. This increase was offset by a transfer of funding for use on the Recurrent Program.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

(a) Reporting Entity

The Roads and Traffic Authority (RTA), as an entity for reporting purposes, is responsible for the development and maintenance of the state road network, road safety and road user management, traffic and transport management and administration of the M4/M5 Cashback Scheme.

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

(b) Basis of Accounting

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

– applicable Australian Accounting Standards;

– other authoritive pronouncements of the Australian Accounting Standards Board (AASB);

– urgent Issues Group (UIG) Consensus Views;

– the requirements of the Public Finance and Audit Act 1983 and Regulations; and

– the Financial Reporting Directions published in the Financial Reporting Code (FRC) for Budget Dependent General Government Sector Agencies or issued by the Treasurer under Section 9(2)(n) of the Public Finance & Audit Act.

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

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

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

The accounting policies applicable in 2000/2001 did not change during the financial year.

All amounts are rounded to the nearest one thousand dollars and are expressed in Australian currency.

(c) Administered Activities

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

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

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

(d) Revenue Recognition

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

(i) Parliamentary Appropriations and Contributions from other Bodies

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

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

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

(ii) Sale of Goods and Services

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

(iii) Investment Income

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

(e) Employee Entitlements

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

Liabilities for wages, salaries and recreation leave are recognised and measured as the amount unpaid at the reporting date at current pay rates in respect of employees' services up to that date.
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 entitlements 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 entitlements to which they relate have been recognised. Workers compensation that may be applicable to leave entitlements has not been recognised as this expense is based on actual premiums paid, determined from past claims history, and not as a general percentage raised on salaries and wages.

(ii) Long Service Leave and Superannuation

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

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

(f) Borrowing costs

Borrowing costs are recognised as expenses in the period in which they are incurred (except where they are included in the costs of qualifying assets).

(g) Insurance

The RTA's insurance is arranged through the NSW Treasury Managed Fund Scheme as a self insurance scheme for Government agencies.
The premiums are determined by the Fund Manager based on past experience and risk exposures. An outstanding liability also exists in respect of the former Department of Motor Transport self-insured scheme. CTP Insurance is arranged with a private sector provider by the NSW Treasury.

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

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

– the amount of GST incurred by the RTA as a purchaser that is not recoverable from the Australian Taxation Office (ATO) is recognised as part of the cost of acquisition of an asset or as part of an item of expense.

– receivables and payables are stated with the amount of GST included.

Accruals are stated with the amount of GST excluded on the basis that an obligation to pay the GST and a right to recover the GST from the ATO has not arisen at 30 June 2001. Commitments are recorded inclusive of GST.

GST on accruals has not been raised as a payable nor has the ATO been included in receivables for the corresponding amounts. The GST legislation specifically states that no refunds may be claimed from the ATO unless a valid tax invoice has been received. As no instructions or guidelines have been issued by the Accounting Standards body or NSW Treasury as to the treatment of GST on accruals a decision has been made to exclude GST from accrued expenses and accrued receivables.

(i) Acquisitions of Assets

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

Assets acquired at no cost, or for nominal consideration, are initially recognised as assets and revenues at their fair value at the date of acquisition. Fair value means the amount for which an asset could be exchanged between a knowledgeable, willing buyer and a knowledgeable, willing seller in an arm's length transaction.

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

(j) Asset Management Policy

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

Plant and equipment costing $5000 and above individually are capitalised.

In accordance with Treasury policy, the RTA has applied the AAS38 "Revaluation of Non-Current Assets" transitional provisions for the public sector and has elected to apply the same revaluation basis as the preceding reporting period, while the relationship between fair value and the existing valuation basis in the NSW public sector is further examined. It is expected, however, that in most instances the current valuation methodology will approximate fair value.

The recoverable amount test has not been applied as the RTA is a not-for-profit entity whose service potential is not related to the ability to generate net cash inflows.

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

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

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

(i) Plant and Equipment

Asset	Valuation Policy	Depreciation Policy
Plant, Equipment & Vehicles (Minimum capital value $5,000)	Written down historic cost	Straight line (5% - 20%) over the estimated useful life to the RTA
Computer Hardware and Software (Minimum capital value of $500 and $5,000 respectively)	Written down historic cost	Straight line (20% - 33.33%) over the estimated useful life to the RTA
Electronic Office Equipment (Minimum capital value $5,000)	Written down historic cost	Straight line (20%) over the estimated useful life to the RTA

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

Depreciation and valuation policies in respect of operational assets are subject to annual review. Estimates of useful life for depreciation purposes have been determined with due regard to a number of factors including the expected retention period by the entity and the underlying physical, technical and commercial nature of the assets as defined in AAS4. In accordance with this standard the shortest alternative useful life is applied. Approximately [$88.944 million] 34.4% (1999/2000; [$90.342 million] 35%) of the RTA's assets in the categories of plant, equipment, vehicles, computer hardware and software and electronic office equipment are fully depreciated.

(ii) Land and Buildings

Asset	Valuation Policy	Depreciation Policy
Land & Building in Services - Works Administration Properties - Officers Residences	Land and buildings in service are generally valued at value in use (land) and written down replacement cost (buildings). Where such properties are rented externally they are valued at current market value.	Buildings - straight line (2.5%)
Land & Buildings Acquired for Future Roadworks - Rentable or Surplus Properties - Vacant land	- Current Market Value - Average Rateable Value Per Hectare of Urban and Rural Areas within each Local Government Area (LGA)	No depreciation charged as buildings are not purchased to generate revenue but ultimately to be demolished for roadworks
Leasehold Improvements (Minimum capital value $5,000)	Written down historic cost/revalued amount	Amortised over the period of the lease, or the useful life of the improvement to the RTA, whichever is shorter

Included in the value of land and buildings in service is an amount of $7.330 million (1999/2000; $6.121 million) for buildings on Crown land. As the RTA effectively "controls" this Crown land, it has been included in the RTA's Statement of Financial Position. Should such Crown land be transferred or disposed of, associated buildings are written off in the year the transfer or disposal takes place.

The RTA's land and buildings are valued by registered valuers on a progressive basis. To accord with the requirements of AAS 38, the RTA values its land and buildings over a 3 year progressive time frame. During 2000/2001 approximately one third of the RTA's land and buildings were revalued.

(iii) Infrastructure Systems

Asset	Valuation Policy	Depreciation Policy
Roads:		
Earthworks	Written down replacement cost	Depreciated over estimated useful life of 100 years
Pavement	Written down replacement cost	Depreciated over estimated useful life dependant on pavement surface
		15 years (unsealed)
		20-40 years (flush seal/asphalt)
		40-50 years (concrete)
Bridges:	Written down replacement cost	Depreciated over estimated useful life dependant on bridge type
Timber structures		60 years
Concrete structure		100 years
Steel structures		100 years
X Trusses (timber and steel)		60 years
High Value Bridges		200 years
Traffic Signals	Written down replacement cost	Depreciated over estimated useful life of 20 years
Traffic Control Network	Written down replacement cost	Depreciated over estimated useful life of 7 years
Land under roads and within road reserves	Average rateable value per hectare of urban and rural areas within each Local Government Area (LGA)	No depreciation applied as land does not have a limited useful life

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

Roads, bridges and traffic signals and related equipment constructed during any year are brought to account in that year at construction cost. In subsequent years until the next revaluation year, the assets are maintained at construction cost and indexed to movements in the Road Cost Index. After revaluation the assets are included with other infrastructure assets and subject to the valuation policies outlined below.

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

The determination of unit replacement rates for road, bridge and traffic control signal infrastructure valuations is carried out at least every five years by suitably qualified engineering contractors and employees of the RTA. Assets are recorded initially at construction cost and the annual percentage increase in the Road Cost Index is applied each year until the following unit replacement review is undertaken. Subsequent to the review, infrastructure is valued using the unit replacement rates, adjusted by the Road Cost Index as applicable. Unit replacement rates for roads and traffic signals were reviewed during 1999/2000. High value bridges and bridge size culverts were also revalued during 1999/2000. Unit replacement rates for bridges were reviewed during 1998/1999.

Following the change from condition based to straight line depreciation of infrastructure in 1999/2000, major rehabilitation of road works are capitalised. The RTA capitalised $74.600 million of such works in 2000/2001. As the capitalisation of the major rehabilitation works was not brought to account in 1999/2000 an adjustment of $104.416 million has been made against maintenance expenditure in 2000/2001 as indicated in the table below.

	$M
RTA Maintenance Expenditure	645.726
Less:	
Major Rehabilitation Capitalised -2000/01	74.600
Adjustment for Major Rehabilitation Capitalised -1999/00	104.416
Maintenance Expenditure disclosed in Statement of Financial Performance	466.710

As roads are valued using unit replacement rates, a difference may arise between the actual cost of rehabilitation and the calculated asset value using unit replacement rates. This difference is captured in the Road Rehabilitation Adjustment, in which the differences are accumulated and depreciated until the next road revaluation is undertaken. The Rehabilitation Capital Expenditure is then taken into account in calculating the revised unit replacement rates.

The next road revaluation is scheduled for 2004/2005.

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

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

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

Prior to the accounting period ended 30 June 2000, the RTA utilised a condition based depreciation methodology to determine the annual depreciation charge and accumulated depreciation of infrastructure assets. Following the Consensus reached by the Urgent Issues Group on 16 December 1999 and the issue of Abstract 30 "Depreciation of Long-Lived Physical Assets, including Infrastructure Assets: Condition-Based Depreciation and Other Related Methods", the condition based depreciation approach has been discontinued for financial reporting purposes.

The methodology adopted for 1999/2000 and future accounting periods is straight-line depreciation in accordance with AAS 4 "Depreciation of Non Current Assets". The road assets are considered to consist of two components, pavement and non-pavement (comprising earthworks and road furniture), each with a corresponding useful service life.

Depreciation is calculated for each of the current 17,000 (approximately) road management segments and aggregated for each road and pavement type. Bridge assets are assessed by bridge type and depreciation is calculated on a straight line basis.

The respective provisions for depreciation of infrastructure assets recognise the total accumulated depreciation of those assets on a straight-line basis over the assessed useful life of those assets as at 30/6/2001.

For the year ended 30 June 2001, fully depreciated road segments totalled 6217 with a replacement value of $3,150.780 million, being 10.4% of the road asset class (1999/2000; 6007 segments, $3,077.829 million, 10.5%).

For the year ended 30 June 2001, fully depreciated bridges totalled 180 with a replacement value of $189.354 million, being 3.75% of the bridge asset class (1999/2000, 157 bridges, $158.687 million, 3.22%).

(iv) Private Sector Provided Infrastructure

The RTA has recognised an infrastructure asset in respect of the Sydney Harbour Tunnel. It has been valued at the estimated current written down replacement cost of the Tunnel at the date of transfer to the RTA in 2022 (refer Note 13 (b)).

In respect of the M2, M4, and M5 Motorways and the Eastern Distributor the RTA values each right to receive asset by reference to the RTA's emerging share of the written down replacement cost of each asset apportioned over the respective period of the concession agreement.

(v) Cultural Collection Assets

Cultural Collection items which can be reliably valued have been recognised as assets.

Other Cultural Collection items are disclosed by way of a note.

(vi) Leased Assets

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

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

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

(k) Maintenance and Repairs

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

(l) Receivables

Receivables are recognised and carried at the original invoice amount less a provision for any uncollectable debts. An estimate for doubtful debts is made when collection of the full amount is no longer probable. Bad debts are written off as incurred.

(m) Provision of Material Assets

No material assets were provided free of charge to the RTA during the 2000/2001 financial year. However, at a small number of locations, Crown land was provided at peppercorn rentals.

(n) Inventories

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

(o) Investments

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

Revaluation increments and decrements are recognised in the Statement of Financial Performance.

(p) Capitalisation of Expenditure

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

(q) Payables

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

(r) Interest Bearing Liabilities

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

(s) Financial Instruments

Financial Instruments give rise to positions that are a financial asset or liability of the RTA and a financial liability or asset of another party. The RTA includes cash at bank, receivables, creditors and borrowings as financial instruments. In accordance with AAS33 "Presentation and Disclosure of Financial Instruments", information is disclosed in Note 16 in respect of the credit risk and interest rate risk of those instruments. All such amounts are carried in the accounts at values as disclosed within each of the respective notes to the accounts relating to those financial instruments.

(t) Reclassification of Financial Information

As a result of applying AAS1 "Statement of Financial Performance" and AAS36 "Statement of Financial Position", the format of the Statement of Financial Performance (previously referred to as the Operating Statement) and the Statement of Financial Position has been amended. As a result of applying these Accounting Standards, a number of comparative amounts were represented or reclassified to ensure comparability with the current reporting period.

(u) Budgeted amounts

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

The budgeted amounts in the Statement of Financial Performance and the Statement of Cash Flows are generally based on the amounts disclosed in the NSW Budget Papers (as adjusted above). However, in the Statement of Financial Position, the amounts vary from the Budget Papers, as the opening balances of the budgeted amounts are based on carried forward actual amounts ie per the audited financial statements (rather than carried forward estimates).

2. EXPENSES

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

(a) Employee Related Expenses

Employee related expenses comprise the following specific items:

	2001 $M	2000 $M
Salaries and Wages (including Recreation Leave)	358.884	342.658
Long Service Leave	13.619	12.055
Superannuation	92.796	(76.280)
Workers Compensation Insurance	10.463	12.150
Payroll Tax and Fringe Benefits Tax	24.354	23.907
Other	7.403	4.444
	507.519	**318.934**

Of the total employee related expenses, $95.055 million (1999/2000; $66.294 million) was capitalised to infrastructure and $176.144 million (1999/2000; $112.629 million) is attributable to maintenance with the balance of $236.320 million (1999/2000; $140.011 million) attributable to other operating programs.

In respect of superannuation, $35.097 million related to the accrued liability recognised as payroll oncost; with an increase of $59.810 million attributable to actuarial adjustments and interest.

A total expense of $18.049 million in relation to superannuation has been included in the expenditure capitalised to infrastructure assets.

During 2000/01 the RTA also had a number of staff involved in Olympic related activities as shown below:

Olympic Games Related Activity	No. of Staff	$M
Initiatives of RTA directly related to Games	300	1.146
Initiatives of other Agencies directly related to Games (Seconded Staff)	522	9.827

(b) Other Operating Expenses

	2001 $M	2000 $M
Registry Customer Services*	73.155	89.912
Driver and Vehicle Management*	26.339	27.438
Road Safety*	38.228	45.879
Traffic and Transport*	65.949	78.484
Ensured Revenue Stream Payments	33.077	33.095
SHB Toll Collections*	6.151	3.541
M4/M5 Cashback Scheme	42.453	36.209
Other	20.654	1.618
	306.006	**316.176**

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

The following key expense items are included in other operating expenses, infrastructure maintenance expenses and infrastructure system assets as appropriate.

(i) Auditor's Remuneration

During 2000/2001 an expense of $0.454 million (1999/2000; $0.454 million) was incurred for the audit of the financial statements by The Audit Office of NSW. There were no special audits provided during 2000/2001 by the NSW Audit Office (1999/2000; $0.080 million).

(ii) Cost of sales

During 2000/2001 the cost incurred in relation to the sale of goods was $7.216 million (1999/2000; $11.136 million).

(iii) Bad and Doubtful Debts

The bad and doubtful debts expense for 2000/2001 amounted to $1.189 million (1999/2000; $0.307 million).

(iv) Operating lease rental expense

The operating lease rental expenses relate to Property, IT Equipment and Light Motor Vehicles. Total rental expenses in respect of property operating leases for 2000/2001 amounted to $16.855 million (1999/2000; $16.091 million). For IT Equipment total expenses for operating leases was $27.172 million in 2000/2001 (1999/2000; $21.149) with expenses for Light Motor Vehicles operating leases being $18.443 million in 2000/2001 (1999/2000; $17.560 million).

(v) Insurance

Insurance costs for 2000/2001 amounted to $18.013 million (1999/2000; $16.309 million).

(c) Maintenance

Maintenance expenditure relates to the maintenance of roads, bridges and the traffic signal control network and includes employee related costs. Major rehabilitation of road segments are capitalised and as such not charged against maintenance expenditure. The RTA capitalised $74.600 million in 2000/2001 - refer Note 1(j)(iii). An adjustment of $104.416 million for the 1999/2000 major rehabilitation capitalisation was also made against maintenance expenditure in 2000/2001 as indicated in the table below.

	$M
RTA Maintenance Expenditure	**645.726**
Less:	
Major Rehabilitation Capitalised -2000/01	74.600
Adjustment for Major Rehabilitation Capitalised -1999/00	104.416
Maintenance Expenditure disclosed in Statement of Financial Performance	**466.710**

The RTA expended $34.517 million in 2000/2001 (1999/2000; $35.553 million) on natural disaster restoration works from State funds. Some $1.259 million (1999/2000; $9.952 million) was also spent on natural disaster restoration works on National Highways during the year. The total cost of natural disaster restoration work in 2000/2001 was $35.776 million (1999/2000; $45.505 million), which was included as part of maintenance expenditure.

(d) Depreciation and Amortisation

(i) Operational Assets

Total depreciation raised against operational assets during 2000/2001 amounted to $15.000 million (1999/2000; $18.804 million). Of this amount, $6.000 million (1999/2000; $7.521 million) was capitalised, with the balance of $9.000 million (1999/2000; $11.283 million) related to operating activities. In addition, operational assets were written down by $0.458 million in 2000/2001 (1999/2000; $0.420 million).

(ii) Infrastructure Systems

During 2000/2001 depreciation brought to account for infrastructure systems amounted to $303.578 million ($431.400 million, 1999/2000).

(e) Grants and Subsidies

	2001 $M	2000 $M
Capital Grants - to Councils for Local Roads	11.016	20.665
- to other Agencies	-	4.500
Grants Under Road Safety Program	5.493	5.797
Other	2.877	2.700
	19.386	**33.662**

(f) Borrowing Costs

	2001 $M	2000 $M
Interest	74.091	74.766
Debt Guarantee	3.000	3.000
Amortisation of premium / discount on Borrowings	9.273	0.888
	86.364	**78.654**

In 1999/2000 the RTA incurred a loss on the restructure of its debt ($18.9 million) which was offset by the amortisation of a premium on its borrowing ($18.6 million). A further $0.6 million was incurred in administration fees.

3. REVENUES

(a) Sale of Goods and Services

	2001 $M	2000 $M
Sale of Goods		
Number Plates	27.064	32.000
Other	3.869	1.477
Rendering of Services		
Third Party Insurance Data Access Charges	9.115	8.824
Toll Revenue (Sydney Harbour Bridge)	55.005	56.911
Eastern Distributor	8.000	-
Registry Fees & Charges	10.851	10.913
Work for Outside Bodies	26.729	22.016
Other	11.994	11.749
	152.627	**143.890**

(b) Investment Income

	2001 $M	2000 $M
Interest	1.464	1.340
Rent	16.932	16.907
	18.396	**18.247**

(c) Retained Taxes, Fees and Fines

	2001 $M	2000 $M
Heavy Vehicle Permit Fees	0.659	0.691
Sanction Fees	4.688	2.512
	5.347	**3.203**

(d) Grants and Contributions

	2001 $M	2000 $M
NSW Government Agencies - Department of Transport	14.000	1.250
- Other	5.481	6.600
Local Government	1.133	1.133
Other Government Agencies	3.665	1.952
Private Firms & Individuals	4.240	6.963
Natural Disaster funds	12.254	22.016
	40.773	**39.914**

The amount received from the Department of Transport in 2000/2001 was in relation to the Liverpool to Parramatta Transitway.

(e) Other Revenue

	2001 $M	2000 $M
Revaluation of Infrastructure Systems - Land Under Roads and within Road Reserves (Refer Note 7)	34.103	1,693.981
- Traffic Signals	6.339	-
Value of Emerging Interest of Private Sector Provided Infrastructure		
- M2 (Refer Note 13 (b))	10.315	10.439
- M4 (Refer Note 13 (b))	14.074	15.341
- M5 (Refer Note 13 (b))	9.187	9.546
- Eastern Distributor (Refer Note 13 (b))	7.520	3.997
- Loan to Sydney Harbour Tunnel Company [Refer Note10 (b)]	5.795	4.334
	87.333	**1,737.638**

4. GAIN/(LOSS) ON DISPOSAL OF NON-CURRENT ASSETS

	2001 $M	2000 $M
Gain on Sale of Property, Plant & Equipment		
- Net Proceeds from Sale (*)	33.482	36.355
- Written Down Value of Assets Sold	30.232	35.572
Net Gain/(Loss)	3.250	0.783
Net Gain / (Loss) on Sale of Non-Current Assets	**3.250**	**0.783**

(*) Net proceeds from sale are determined after taking into account the direct costs associated with property sales which totalled $3.101 million in 2000/2001 (1999/2000; $4.104 million).

5. CONDITIONS ON CONTRIBUTIONS

Contributions received during 2000/2001 were recognised as revenue during the financial year and were expended in that period with no balance of those funds available at 30 June 2001.

6. APPROPRIATIONS

	2001 $M	2000 $M
Recurrent Appropriation		
Total drawdowns from Treasury (per Summary of Compliance)	1,069.099	1,042.464
Less: Liability to Consolidated Fund (per Summary of Compliance)	-	-
	1,069.099	**1,042.464**
Comprising:		
- State	944.064	925.226
- Commonwealth	125.035	117.238
Total (as per Statement of Financial Performance)	**1,069.099**	**1,042.464**
Capital Appropriation		
Total drawdowns from Treasury (per Summary of Compliance)	882.682	853.151
Less: Liability to Consolidated Fund (per Summary of Compliance)	-	-
	882.682	**853.151**
Comprising:		
- State	675.325	643.810
- Commonwealth	207.357	209.341
Total (as per Statement of Financial Performance)	**882.682**	**853.151**

7. INDIVIDUALLY SIGNIFICANT ITEMS

	2001 $M	2000 $M
Revaluation of Infrastructure Systems		
- Land Under Roads and Within Road Reserves	(34.103)	(1,693.981)
	(34.103)	**(1,693.981)**

Individually significant items relating to the revaluation of Infrastructure Systems have been reclassified as Other Revenue in the Statement of Financial Performance. In respect of Land Under Roads and Within Road Reserves, valuations are assessed according to the average rateable value per hectare of urban and rural areas within each Local Government Area. Such valuations are based upon the data provided by the Local Government Grants Commission and the Valuer General. A portion of the revaluation increment has been taken through the Operating Statement to offset decrements of previous years. The total revaluation of Land Under Roads and Within Road Reserves amounted to $1,239.442 million - refer Note 12 (b).

	2001 $M	2000 $M
Increase / (Reduction) in Superannuation Expense due to Tax, Actuarial and Interest Adjustments.	59.810	(134.003)
	59.810	**(134.003)**

An actuarial assessment of RTA's unfunded superannuation liability was undertaken during 2000/2001 and resulted in an increase in the superannuation expense of $59.810 million - refer Note 17.

8. PROGRAMS / ACTIVITIES OF THE AGENCY

(a) Road Network Infrastructure

Network Development

Description: Planning, designing, scheduling and organising the development of road and bridge works.

Objectives: To develop the State Road network focusing on strategic routes to promote economic growth, improve road safety, encourage greater use of public transport and meet environmental targets.

Maintenance

Description: Planning, designing, scheduling and organising of work for the maintenance of roads and bridges, including restoration after natural disasters.

Objective: To maintain State Roads and Bridges to agreed economic, technical and environmental standards.

(b) Road Safety and Road User Management

Description: Implementing initiatives to ensure that drivers and cyclists are eligible and competent, vehicles meet road worthiness and emission standards, and a high standard of customer service is maintained.

Objective: To reduce the trauma and cost to the community of road deaths and injuries. To reduce adverse impacts of vehicles on roads and the environment. To ensure compliance with driver licensing and vehicle registration requirements.

(c) Traffic and Transport

Description: Improving road network performance through traffic control systems. Managing incidents and route management strategies. Providing priority access for buses on the road. Improving facilities for cyclists and pedestrians. Maintaining traffic facilities.

Objective: To maximise the efficiency of moving people and goods by better managing the road network and encouraging people to use alternative forms of transport to the motor car.

(d) M4 / M5 Cashback Scheme

Description: Reimbursing motorists directly for the toll component paid using Cashback Cards and Electronic Toll Tags on the M4 and M5 Motorways when driving NSW privately registered cars and motorcycles.

Objective: To reimburse tolls to motorists driving NSW privately registered vehicles on the M4 and M5 Motorways.

9. CURRENT ASSETS - CASH

The cash balance comprises:

	2001 $M	2000 $M
RTA Operating Account	10.488	16.427
Remitting Account, Cash in Transit & Cash on Hand	26.290	24.907
Tcorp - Hour Glass Facility	0.421	0.658
On Call Deposits	3.598	3.453
Other	0.423	0.325
	41.220	**45.770**

10. CURRENT ASSETS / NON - CURRENT ASSETS - RECEIVABLES

The RTA's receivables are detailed as follows:

(a) Current

	2001 $M	2000 $M
Sale of Goods and Services	15.779	12.399
Goods and Services Tax - Claimable from the Commonwealth	15.473	0.012
Police Security Identification Licence	-	0.052
Other (including cost recoveries relating to motor vehicle accident damage to RTA property and road clearing)	1.716	1.618
	32.968	14.081
Less: Provision for Doubtful Debts	2.370	1.309
	30.598	12.772
Unissued Debtors	3.449	4.526
Dishonoured Credit Cards	0.067	0.003
	34.114	17.301
Accrued Income		
- Interest	0.154	0.176
- Property Sales	14.967	9.493
- Other	2.358	0.005
Total Current	**51.593**	**26.975**

Most of the RTA's doubtful debts relate to amounts owing as a result of road accidents where the RTA's property is damaged (eg traffic signals & roadside furniture) and tenants who vacate premises without notice whilst in arrears.

(b) Non-Current

Non-Current receivables are summarised as follows:

	2001 $M	2000 $M
Loan to Sydney Harbour Tunnel Company	53.791	47.996
Promissory Notes	0.617	0.417
	54.408	**48.413**

Repayment of the interest free $222.6 million Net Bridge Revenue Loan by the Sydney Harbour Tunnel Company is due on 31 December 2022. The Loan has been assessed as recoverable as at 30 June 2001 and the receivable is valued on a Net Present Value (NPV) basis.

The loan is considered to be part of the RTA's interest in the Tunnel and, as at 30 June 2001, has been assessed at $53.791 million (30/6/2000; $47.996 million).

Promissory Notes relate to amounts receivable under the Private Sector Road Toll agreement in respect of the M2 Motorway and the Eastern Distributor. The promissory notes are redeemable at the earlier of the achievement of certain Internal Rate of Return (IRR) or the end of the respective concession period. The redeemables are valued on a Net Present Value (NPV) basis. See note 13 (b).

11. CURRENT / NON - CURRENT ASSETS - OTHER FINANCIAL ASSETS

The RTA's Other financial assets are detailed as follows:

	2001 $M	2000 $M
Investments	-	0.041
	-	**0.041**

12. NON CURRENT ASSETS - LAND & BUILDINGS, PLANT & EQUIPMENT

This asset category consists of Land & Buildings; Plant and Equipment and Infrastructure Systems.

	2001 $'000	2000 $'000
Land and Buildings		
At Valuation	2,445.478	2,496.112
	2,445.478	2,496.112
Accumulated Depreciation	8.866	5.218
	2,436.612	**2,490.894**
Plant and Equipment		
At Cost	258.858	257.479
	258.858	257.479
Accumulated Depreciation	177.358	178.566
	81.500	**78.913**
Infrastructure Systems		
At Cost	1,057.224	877.724
At Valuation	58,343.474	55,299.838
	59,400.698	56,177.562
Accumulated Depreciation	11,488.257	11,184.679
	47,912.441	**44,992.883**
Total Property, Plant and Equipment and Infrastructure Systems At Net Book Value	**50,430.553**	**47,562.690**

(a) Land & Building and Plant & Equipment

At Cost or Valuation	Works Administration Properties & Officers Residences Land $M Valuation	Buildings $M Valuation	Land & Buildings Acquired for Future Roadworks $M Valuation	Leasehold Improvements $M Valuation	Total $M Valuation	Plant Equipment and Motor Vehicles $M Cost	Computer Hardware & Software $M Cost	Electronic Office Equipment $M Cost	Total $M Cost
Balance 1 July '00	68.055	104.420	2,312.851	10.786	2,496.112	156.862	92.273	8.344	257.479
Additions	6.929	2.300	56.719	0.235	66.183	16.692	7.772	0.197	24.661
Disposals	-	-	(28.467)	(1.816)	(30.283)	(14.135)	(8.426)	(1.110)	(23.671)
Reclassifications	(0.277)	(0.736)	0.586	0.427	-	(0.010)	(0.096)	0.106	-
Revaluations	(0.179)	3.119	115.946	-	118.886	-	-	-	-
Transfer to Infrastructure	-	-	(357.780)	-	(357.780)	-	-	-	-
Reval. on Transfers	-	-	26.616	-	26.616	-	-	-	-
Asset Write down	-	-	-	-	-	-	-	-	-
Prior Years Adjustment	-	-	125.744	-	125.744	0.384	0.005	-	0.389
Balance 30 Jun 01	**74.528**	**109.103**	**2,252.215**	**9.632**	**2,445.478**	**159.793**	**91.528**	**7.537**	**258.858**
Accumulated Depreciation									
Balance 1 July '00	-	2.363	-	2.855	5.218	89.467	82.403	6.696	178.566
Depreciation Expense	-	3.797	-	1.757	5.554	7.974	4.439	0.576	12.989
Write Back on Disposal	-	-	-	(1.816)	(1.816)	(5.486)	-	(1.047)	(14.255)
Revaluation	-	(0.090)	-	-	(0.090)	-	(7.722)	-	-
Prior Years Adjustments	-	-	-	-	-	-	0.058	-	0.058
Balance 30 Jun '01	**-**	**6.070**	**-**	**2.796**	**8.866**	**91.955**	**79.178**	**6.225**	**177.358**
Written Down Value									
As at 30 June 2001	**74.528**	**103.033**	**2,252.215**	**6.836**	**2,436.612**	**67.838**	**12.350**	**1.312**	**81.500**
As at 1 July 2000	**68.055**	**102.057**	**2,313.851**	**7.931**	**2,490.894**	**67.395**	**9.870**	**1.648**	**78.913**

Land and buildings for future roadworks comprise untenanted land for road works (average rateable value - $1,478.446 million), surplus properties (market value - $426.010 million), of which properties with an estimated value of up to $31 million could be disposed of during 2001/2002, and rentable properties (market value - $347.759 million).

(b) Infrastructure Systems

Infrastructure systems are valued as follows:

	2001 $M	2000 $M
Roads - Written Down Replacement Cost		
Opening Balance - Replacement Cost	29,311.947	24,293.284
Add: Rehabilitation Capital Expenditure - See Note 1(j)(iii)	74.600	-
Add: New Roads at cost	232.153	449.538
Transfer to Traffic Signals	-	-
Inflation Adjustment	652.038	-
Revaluation	-	4,569.125
	30,270.738	29,311.947
Less: Accumulated Depreciation		
Opening Balance	9,755.127	4,313.280
Adjustment for change in accounting policy	-	3,106.646
Adjusted Opening Balance	9,755.127	7,419.926
Revaluation	-	1,959.121
Inflation Adjustment	-	-
Current Year Expense - Rehab.	1.130	-
Current Year Expense	246.981	376.080
	10,003.238	9,755.127
Roads - Written Down Value	**20,267.500**	**19,556.820**
Land Under Roads and Within Road Reserves		
Opening Balance	20,682.199	18,887.907
Transfer in from "Land and Buildings acquired for Future Roadworks" (Refer Note 12 (a))	331.164	97.311
Revaluation	1,239.442	1,696.981
Total Land under Roads and Within Road Reserves	**22,252.805**	**20,682.199**

	2001 $M	2000 $M
Bridges - Written Down Replacement Cost		
Opening Balance - Replacement Cost	4,928.516	4,534.998
Net Additions	116.050	70.905
Revaluation	-	322.613
	5,044.566	4,928.516
Less: Accumulated Depreciation		
Opening Balance - Replacement Cost	1,402.590	52.173
Adjustment for change in accounting policy	-	1,234.514
Adjusted Opening Balance	1,402.590	1,286.687
Revaluation	-	72.992
Current Year Expense	41.933	42.911
	1,444.523	1,402.590
Bridges - Written Down Value	**3,600.043**	**3,525.926**
Traffic Signals Network- Written Down Replacement Cost		
Opening Balance - Replacement Cost	211.259	199.731
Add: New Traffic Signals	3.029	1.408
Less: Traffic Signals Deleted	(4.878)	(0.333)
Revaluation	6.339	10.453
	215.749	211.259
Less: Accumulated Depreciation		
Opening Balance	20.550	9.987
Current Year Expense	10.787	10.563
	31.337	20.550
Traffic Signals Network - Written Down Value	**184.412**	**190.709**
Traffic Control Network - Written Down Replacement Cost		
Opening Balance - Replacement Cost	21.387	10.565
Add: Additions	0.521	10.822
	21.908	21.387
Less: Accumulated Depreciation		
Opening Balance	6.412	4.571
Current Year Expense	2.747	1.841
	9.159	6.412
Work-in-Progress	9.521	4.624
Traffic Control Network - Written Down Value	**22.270**	**19.599**

	2001 $M	2000 $M
Major Works in Progress		
Opening Balance	1,017.630	746.570
Net Additions	567.781	271.060
Major Works in Progress	**1,585.411**	**1,017.630**
Total Infrastructure Systems	**47,912.441**	**44,992.883**

The network was improved during the year with a number of major projects being opened to traffic. These included Woronora Bridge and approaches between Sutherland and Bangor, Great Western Highway widening at Faulconbridge, Raymond Terrace to Karuah dual carriageway, Lyons Road to Englands Road, Coffs Harbour dual carriageway and Sutton Interchange to ACT border..

The depreciation expense in respect of roads $248.111 million (1999/2000; $376.080 million) reflects the loss of service potential based on the straight-line depreciation methodology adopted following the issue of UIG Abstract 30 on 16 December 1999 (Refer Notes 1 (j) (iii).

The major reason for the reduction in depreciation expense in 2001 is the movement between pavement types for classes of roads, for example, from sealed to asphalt together with the divestment of substantial lengths of sealed roads to councils on replacement with new alignments.

Traffic signals and most bridges, were subject to a full revaluation in 1998/1999. High value bridges and all bridge size culverts were revalued in 1999/2000. Unit replacement rates for roads and traffic signals were reviewed in 1999/2000.

(c) Cultural Collection Assets

At 30 June 2001 Cultural Collection Assets, including original art works, have been brought to account at a value of $0.040 million (1999/2000 $0.033 million).

Other Cultural Collection items, including prints, drawings and artifacts, were also identified as being under the control of the RTA, but could not be reliably valued.

13. CURRENT / NON CURRENT ASSETS - OTHER

(a) Current

These comprise:

	2001 $M	2000 $M
Prepayments	1.992	2.146
	1.992	2.146

(b) Non-Current

The RTA's Other Non Current Assets are represented by Private Sector Provided Infrastructure and prepaid superannuation contributions as follows:

	2001 $M	2000 $M
Sydney Harbour Tunnel		
Carrying amount at start of year	516.880	513.642
Revaluation	-	3.238
Carrying amount at end of year	**516.880**	**516.880**
M2 Motorway		
Carrying amount at start of year	26.211	15.772
Annual Increment - Emerging Right to Receive	10.315	10.439
Carrying amount at end of year	**36.526**	**26.211**
M4 Motorway		
Carrying amount at start of year	62.657	47.316
Annual Increment - Emerging Right to Receive	14.073	15.341
Carrying amount at end of year	**76.730**	**62.657**
M5 Motorway		
Carrying amount at start of year	57.998	48.452
Annual Increment - Emerging Right to Receive	9.186	9.546
Carrying amount at end of year	**67.184**	**57.998**
Eastern Distributor		
Carrying amount at start of year	3.997	-
Annual Increment - Emerging Right to Receive	7.520	3.997
Carrying amount at end of year	**11.517**	**3.997**
	708.837	**667.743**
Prepaid Superannuation Contributions		
Carrying amount at start of year	2.800	-
Additions	-	2.800
	2.800	2.800
Reduction due to Actuarial Assessment	2.800	-
Carrying amount at end of year	**-**	**2.800**
	708.837	**670.543**

Sydney Harbour Tunnel

The RTA's interest in the Sydney Harbour Tunnel has been valued based on the RTA's right to the time share of its ownership, total service potential and remaining useful life at the date of its transfer to the RTA in 2022. At the date of this transfer, the value will equate to the current written down replacement cost of the Tunnel. The cost of constructing the Tunnel was $683.3 million. The current written down replacement cost of the Tunnel is $516.878 million (30/6/00; $516.880 million).

In separately classifying the Sydney Harbour Tunnel as an infrastructure asset, the RTA recognises that the contractual arrangements relating to the Tunnel are unique.

The construction of the Tunnel was financed by 30 year inflation linked bonds issued by the Sydney Harbour Tunnel Company to the private sector in the amount of $486.7 million, Sydney Harbour Tunnel Company shareholders' loans (repaid in 1992) of $40 million, and an interest free, subordinated loan (the Net Bridge Revenue Loan) provided by the RTA of $222.6 million, based on the projected net toll revenue from the Sydney Harbour Bridge during the construction period. Under the Ensured Revenue Stream Agreement (ERS), the Government has agreed to make ERS payments (net of tolls collected from the Tunnel) to enable the SHTC to meet financial obligations arising from the operation and maintenance of the Tunnel and repayment of principal and interest on funds borrowed by it for the design, construction and operation of the Tunnel.

During the year ended 30 June 2001, tolls collected from the Tunnel amounted to $29.243 million (1999/2000; $27.623 million). These tolls were applied to the financial obligations of the Tunnel and resulted in a reduction in ERS payments from $72.451 million to $43.208 million (1999/2000; $70.220 million to $42.597 million).

NSW Treasury guidelines on the valuation of non-current assets state that asset revaluations must be conducted at least every five years. Revaluations were effected in 1994 and 1999, the Tunnel being revalued using the RTA's Road Cost Index. The RTA however now revalues the Tunnel each year. Based on movements in the Road Cost Index during the 2000/2001 reporting period, the RTA's interest in the Tunnel was $516.880 million at 30 June 2001, which equated to no change in the value of the Tunnel during 2000/2001 (1999/2000, $3.238 million).

M2 Motorway

To facilitate the financing, design and construction of the Motorway, the RTA leased land detailed in the M2 Motorway Project Deed for the term of the Agreement.

Until the project realises a real after tax internal rate of return of 12.25 per cent per annum, the rent is payable, at the Lessee's direction, in cash or by promissory note. On achievement of the required rate, the rent is payable in cash. Under the terms of the lease, the RTA must not present any of the promissory notes for payment until the earlier of the end of the term of Agreement or the achievement of the required rate of return.

Payments for the rents for the Trust Lease and the Trust Concurrent Lease for the year ended 30 June 2001 have been made by promissory notes in the value of $6.177 million and $1.544 million respectively. The RTA, as at 30 June 2001, has received promissory notes for rent on the above leases totalling $36.094 million. The term of the Agreement ends on the forty fifth anniversary of the M2 commencement date (ie.26 May 2042), subject to the provisions of the M2 Motorway Project Deed. The net present value of these promissory notes, as at 30 June 2001, is $0.242 million.

The RTA has, from the date of completion of the M2 Motorway on 26 May 1997, valued the asset by reference to the RTA's emerging share of the written down replacement cost of the asset at date of handback over the concession period.

Under the terms of the Project Deed, ownership of the M2 Motorway will revert to the RTA on the earlier of the achievement of specified financial returns outlined in the Deed or 45 years from the M2 Commencement Date of 26 May 1997. The conservative period of 45 years has been used to calculate the RTA's emerging share of the asset.

M4 and M5 Motorways

The RTA has valued the infrastructure assets in respect of the M4 and M5 Motorways by reference to the RTA's emerging share of the written down replacement cost of each asset apportioned over the period of the respective concession agreement.

Ownership of the M4 Motorway and M5 Motorway will revert to the RTA in 2010 and 2022 respectively.

The M5 Motorway Call Option Deed provides that if, after at least 25 years from the M5 Western Link commencement date of 26 June 1994, the RTA determines that the expected financial return has been achieved, the RTA has the right to purchase either the business from ILR or the shares in ILR from Infrastructure Trust of AustralAsia Ltd (ITA) and the Commonwealth Bank of Australia (CBA). The exercise price under the M5 Call Option Deed will be based on open market valuation of the business or shares.

Eastern Distributor

An agreement was signed with Airport Motorway Limited (AML) in August 1997 to finance, design, construct, operate, maintain and repair the Eastern Distributor. Work commenced in August 1997, with the road to be open to traffic before the Sydney Olympics in September 2000. The Eastern Distributor was opened to traffic on 18 December 1999.
The total cost, including operational and maintenance costs, of the Eastern Distributor is calculated at $700 million.

In consideration of the RTA granting to AML the right to levy and retain tolls on the Eastern Distributor, AML is required to pay concession fees in accordance with the Agreement. From the date of Financial Close, which occurred on 18 August 1997, AML has paid $60 million by way of promissory notes (being $15 million on Financial Close and $15 million on each of the first, second and third anniversaries of Financial Close). A further $2.2 million was received in cash six months after Financial Close and $8 million in cash on the third anniversary of Financial Close. Under the Agreement, the promissory notes show a payment date (subject to provisions in the Project Deed) of 31 December 2042 and, as at 30 June 2001, the promissory notes have a net present value of $0.375 million.

Under the terms of the Project Deed, ownership of the Eastern Distributor will revert to the RTA on the earlier of the achievement of specified financial returns outlined in the Deed or 48 years from the Eastern Distributor Commencement Date of 18 December 1999. The conservative period of 48 years has been used to calculate the RTA's emerging share of the asset.

14. CURRENT LIABILITIES - PAYABLES

	2001 $M	2000 $M
Trade Creditors	52.673	43.073
Creditors Arising from Compulsory Acquisitions	2.489	-
Accrued Expenses		
- Works Contract Expenditure	107.626	115.680
- Work Carried out by Councils	46.415	30.980
- Interest	15.321	14.630
- Other (Including Non Works Contracts)	44.774	46.317
Other	0.696	0.713
	269.994	**251.393**

15. CURRENT / NON-CURRENT LIABILITIES - INTEREST BEARING LIABILITIES

	2001 $M	2000 $M
Current		
Tcorp Borrowings	234.693	149.563
Other	-	-
	234.693	149.563
Non-Current		
Tcorp Borrowings	852.443	888.409
Other	1.900	2.100
	854.343	**890.509**

Loan Borrowings are due as follows:

	Face Value $M	Unamortised Expense $M	Adjusted Book Value $M
Semi-Government Loans			
Within 1 year ***	84.801	-0.108	84.693
Between 1 and 5 years	569.019	-34.976	534.043
After 5 years	308.736	9.664	318.400
	962.556	**-25.420**	**937.136**

The weighted average interest rate on the Semi-Government loan portfolio as at 30 June 2001 is 6.91% (30 June 2000; 7.01%).

Come and Go Facility.

The Treasurer in 1998/99 approved of the RTA utilising a “Come and Go” Facility with Treasury Corporation up to the value of $150 million for a three year period ending December 2001.

This enabled the RTA to use its investment funds to repay semi government debt, and, over the period mentioned above, draw back through the facility funds as required to meet the RTA’s expenditure commitments . Additional funds will be provided to the Roads Program from the net difference between the lower debt servicing costs of loans and the investment income foregone.

The total amount of $150 million in the “Come & Go” Facility was drawn down at 30 June 2001 and included in Current Tcorp Borrowings, with an amount of $40 million of the amount drawn-down from the Facility utilised in 2000/01 to assist in funding major road projects.

	2001 $M	2000 $M
Other Loan Borrowings		
Repayable within 1 year	-	-
Between 1 and 5 years	-	-
After 5 years	1.900	2.100
	1.900	**2.100**

16. FINANCIAL INSTRUMENTS

(a) Interest Rate Risk

Interest rate risk is the risk that the value of the financial instruments will fluctuate due to changes in market interest rates. The RTA's exposure to interest rate risks and the effective interest rates of financial assets and liabilities at the balance sheet date are as follows:

Financial Instrument	Floating Interest Rate		Fixed Interest Rate						Non Interest Bearing		Total Carrying Amount as per Balance Sheet		Weighted Average Effective Interest Rate	
			1 Year or Less		Over 1 to 5 Years		More than 5 Years							
	2000 $M	2001 $M	2000 $M	2001 $M	2000 $M	2001 $M	2000 $M	2001 $M	2000 $M	2001 $M	2000 $M	2001 $M	2000 $M	2001 $M
Financial Assets														
Cash	31.872	26.425	-	-	-	-	-	-	9.462	10.353	41.334	36.778	-	-
Receivables	-	-	-	-	-	-	-	-	75.388	103.489	75.388	103.489	-	-
Treasury Corp Hourglass	0.426	0.401	-	-	-	-	-	-	-	-	0.426	0.401	5.53%	6.00%
Futures Margin	-	-	-	-	-	-	-	-	0.036	0.020	0.036	0.020	-	-
On call Deposits	3.648	3.598	0.326	0.423	-	-	-	-	0.041	-	4.015	4.021	5.38%	6.00%
Total - Financial Assets	**35.946**	**30.424**	**0.326**	**0.423**	**0.000**	**0.000**	**0.000**	**0.000**	**84.927**	**113.862**	**121.199**	**144.709**	**-**	**-**
Financial Liabilities														
Borrowings - Treasury Corp	0.606	0.497	38.957	84.196	483.648	534.043	404.761	318.400	-	-	927.972	937.136	7.01%	6.91%
- Tcorp Come & Go	110.000	150.000	-	-	-	-	-	-	-	-	110.000	150.000	5.46%	6.00%
- Other	-	-	-	-	-	-	2.100	1.900	-	-	2.100	1.900	6.62%	6.54%
Creditors	0.238	0.309	-	-	-	-	-	-	38.693	50.144	38.931	50.453	-	-
Contract Security Deposits	-	-	-	-	-	-	-	-	1.418	1.149	1.418	1.149	-	-
Total - Financial Liabilities	**110.844**	**150.806**	**38.957**	**84.196**	**483.648**	**534.043**	**406.861**	**320.300**	**40.111**	**51.293**	**1,080.421**	**1,140.638**	**-**	**-**

(b) Credit Risk

Credit Risk is the risk of financial loss arising from another party to a contract or financial obligation. The RTA's maximum exposure to credit rate risk is represented by the carrying amounts of the financial assets net of any provisions for doubtful debts included in the Balance Sheet. The repayment of the Sydney Harbour Tunnel Loan ranks behind all creditors to be paid. Redemption of the M2 and Eastern Distributor promissory notes is dependent upon counterparties generating sufficient cash flows to enable the face value to be repaid.

	Banks		Governments		Other		Total	
	2000 $M	2001 $M	2000 $M	2001 $M	2000 $M	2001 $M	2000 $M	2001 $M
Financial Assets								
Cash	31.872	26.425	-	-	9.462	10.353	41.334	36.778
Receivables	-	-	0.994	17.952	74.394	85.537	75.388	103.489
Investments	3.778	4.021	0.658	0.421	0.041	-	4.477	4.442
Total - Financial Assets	35.650	30.446	1.652	18.373	83.897	95.890	121.199	144.709

(c) Net Fair Values

The carrying value of debtors, investments, creditors and borrowings approximate net fair value. The future cash flows of the Sydney Harbour Tunnel loan and M2 and Eastern Distributor promissory notes are discounted using standard valuation techniques at the applicable yield having regard to the timing of the cash flows.

17. CURRENT / NON - CURRENT LIABILITIES - EMPLOYEE ENTITLEMENTS AND OTHER PROVISIONS

	2001 $M	2000 $M
Current		
Superannuation	34.307	54.751
Recreation Leave	27.279	26.131
Long Service Leave	7.987	6.754
Accrued Employee Related Costs	9.906	8.382
Voluntary Redundancies	2.887	0.867
	82.366	**96.885**
Non-Current		
Superannuation	175.837	98.383
Long Service Leave	108.431	105.580
Workers Compensation (Liability under the former Department of Motor Transport self-insured scheme)	0.675	0.696
	284.943	**204.659**
Total Employee Entitlements	**367.309**	**301.544**

The Government Actuary completed an assessment of the Gross Superannuation Liabilities for the defined benefits schemes administered by the SAS Trustee Corporation for the year ended 30 June 2001, identifying the unfunded superannuation liability of the RTA. The assessment was based on the full requirements of AAS25 which requires that a "market determined risk adjusted discount rate" be applied as the valuation interest rate in the calculation on the value of the accrued benefits. A review of the key economic assumptions used in the 1998 valuation was undertaken prior to calculating the gross superannuation liability of the various defined benefit schemes as at 30 June 2001.

The economic assumptions used are as follows:

	2001/2002 %	2002/2003 %	Thereafter %
Rate of Investment Return	7.0	7.0	7.0
Rate of Salary Increase (*)	3.0	6.5	4.0
Rate of Increase in the CPI	2.5	2.5	2.5

(*) A promotional scale also applies.

This assessment resulted in the RTA's unfunded superannuation liability being increased by $59.810 million.

Payments are made by the RTA to the Superannuation Administration Authority (SAA) to reduce the superannuation liability and during 2000/2001 these totalled $34.307 million (1999/2000; $54.751 million). These payments are held in Investment Reserve Accounts.

The unfunded liability disclosed in the Statement of Financial Position is composed of:

	SASS $M	SANCS $M	SSS $M	TOTAL 2001 $M	TOTAL 2000 $M
Gross Liability Assessed by Actuaries as at 30 June 2001	193.713	44.896	387.887	626.496	565.714
Less: Investment Reserve Account Balance (including actuarial, tax and interest adjustments)	65.394	42.254	308.704	416.352	415.380
Unfunded Liability	128.319	2.642	79.183	210.144	150.334

18. CURRENT/NON-CURRENT LIABILITIES - OTHER

	2001 $M	2000 $M
Current		
Statutory Creditors	13.085	15.359
Principal Outstanding on Bonds Issued to Private Sector	10.808	10.131
Unearned Rent on M4 and M5 Motorways	3.108	3.108
Income Received in Advance	5.184	4.075
Holding Accounts	9.705	8.492
FIRST Scheme	-	0.041
Suspense Items	0.231	0.161
	42.121	**41.367**
Non-Current		
Principal Outstanding on Bonds Issued to Private Sector	395.655	406.463
Unearned Rent on M4 and M5 Motorways	32.876	35.984
	428.531	**442.447**

The liability in respect of the Sydney Harbour Tunnel has been recognised at the Net Present Value (NPV) of the Ensured Revenue Stream Agreement (ERS). This has been calculated at $406.463 million (1999/2000; $416.594 million), being the principal outstanding as at 30 June 2001 on the bonds issued by the Sydney Harbour Tunnel Company to the private sector.

Under the M4 lease agreement, $46.615 million was received from Statewide Roads Pty Ltd (SWR) as rent in advance. In accordance with generally accepted accounting principles, this revenue is brought to account over the period of the lease. This treatment is summarised as follows:

	2001 $M	2000 $M
Rent earned in prior years	23.747	21.372
Rent earned in current year	2.374	2.375
Unearned rent as at 30 June 2000	20.494	22.868
	46.615	**46.615**

The land acquisition loan of $22 million, based on the cost of land under the M5 originally purchased by the RTA, was repaid in June 1997 by Interlink Roads Pty Ltd (ILR). The repayment of the loan is considered to be a prepayment of the remaining rental over the period of the concession agreement. In accordance with AAS 17, this revenue is brought to account over the period of the lease.

This treatment is summarised as follows:

	2001 $M	2000 $M
Rent earned in prior years	5.776	5.043
Rent earned in current year	0.733	0.733
Unearned rent as at 30 June 2000	15.491	16.224
	22.000	**22.000**

19. CHANGES IN EQUITY

	Accumulated Funds		Asset Revaluation		Total Equity	
	2001 $M	2000 $M	2001 $M	2000 $M	2001 $M	2000 $M
Balance at the beginning of the financial year	37,250.809	39,348.590	9,036.811	5,495.529	46,287.620	44,844.119
Surplus/Deficit for Year	831.685	2,217.718	-	-	831.685	2,217.718
Increment/Decrement on:						
- Land & Buildings	-	-	271.336	690.675	271.336	690.675
- Authority Infrastructure	-	-	1,709.324	2,876.313	1,709.324	2,876.313
Adjustment to opening balance for change in accounting policy for depreciation	-	(4,341.205)	-	-	-	(4,341.205)
Transfers from Asset Revaluation Reserve for asset disposals	67.263	25.706	(67.263)	(25.706)	-	-
Balance at the end of the financial year	**38,149.757**	**37,250.809**	**10,950.208**	**9,036.811**	**49,099.965**	**46,287.620**

20. COMMITMENTS FOR EXPENDITURE

(a) Operating Lease Commitments

Operating Lease Commitments relate to Property, IT Equipment and Light Motor Vehicles.

Operating lease commitments are not recognised in the financial statements as liabilities

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

The Property Operating Lease Commitments are as follows:

	2001 $M	2000 $M
Not later than 1 year	20.367	14.167
Later than one year and not later than 5 years	52.533	39.904
Later than 5 years	25.544	28.844
Total (including GST)	**98.444**	**82.915**

IT Equipment Operating Leases have been negotiated with Dell Computer Pty Ltd, Fujitsu Australia Ltd, and Macquarie IT Pty Ltd. The leases are scheduled to cease in June 2002 and June 2004.

The IT Equipment Operating Lease Commitments are as follows:

	2001 $M	2000 $M
Not later than 1 year	11.809	9.000
Later than one year and not later than 5 years	13.616	11.000
Later than 5 years	-	-
Total (including GST)	**25.425**	**20.000**

The Light Motor Vehicle Lease is with State Fleet Services and is financed by Macquarie Bank. The lease is scheduled to cease in September 2008. The Light Motor Vehicle Operating Lease Commitments are as follows:

	2001 $M	2000 $M
Not later than 1 year	19.800	18.000
Later than one year and not later than 5 years	79.200	72.000
Later than 5 years	44.550	58.500
Total (including GST)	**143.550**	**148.500**

(b) Capital Commitments

	2001 $M	2000 $M
Payable no later than 1 year		
- Value of work to be completed on road and bridge contracts over $100,000	408.033	469.863
- Plant, light vehicles, trucks	0.061	0.840
Payable later than 1, but not later than 5 years	103.506	427.952
Payable later than 5 years	2.177	8.199
	513.777	**906.854**

(c) Other Expenditure Commitments

	2001 $M	2000 $M
Payable no later than 1 year	13.386	10.528
Payable later than 1, but not later than 5 years	4.164	1.042
Payable later than 5 years	-	0.021
	17.550	**11.591**

21. CONTINGENT ASSETS

The total commitments detailed above include GST input tax credits of $72.259 million (1999/2000; $108.561) that are expected to be recoverable from the ATO.

22. CONTINGENT LIABILITIES

There are some 7 claims (1999/2000; 19 claims) for damage or injury currently being litigated with an estimated total contingent liability to the RTA of $1.025 million (1999/2000;$5.035 million). There are also 5 significant contractual disputes (1999/2000; 7 disputes) with an estimated total contingent liability of $33.026 million (1999/2000; $38.692 million).

Any claims resulting from incidents which have occurred since 1 July 1989 are not included in the above figures as costs for such claims are now covered by the RTA's Insurance with the Treasury Managed Fund.

An additional liability could arise under Clause 4.1(c) of the Ensured Revenue Stream Agreement (ERS) if a taxation deduction for a claim for depreciation for the immersed tube section of the Tunnel is disallowed to the Sydney Harbour Tunnel Company. Under such circumstance the ERS provides for a renegotiation of the method by which ERS payments are calculated which could result in an increased liability to the RTA of between $31 million and $75 million over the period of the agreement to 2022.

23. NATIVE TITLE

The Commonwealth's legislation (Native Title Act) and the New South Wales statute (Native Title (New South Wales) Amendment Act) have financial implications for New South Wales Government Agencies generally.

In this regard the RTA has undertaken an assessment of the impact on its financial position. This assessment indicates that as at 30 June 2001 there were no Native Title claims which had been initiated against the RTA.

24. BUDGET REVIEW

Net Cost of Services

The actual net cost of services was $114.3 million more than the budget principally due an increase of $297.8 million in depreciation of infrastructure systems which was not included in the budget. Employee Related expenses were higher than budget by $56.1 million principally due to an actuarial assessment of the RTA's superannuation liability which resulted in an increase in superannuation expenditure of $59.8 million. This increase in expenditure was in part offset by higher than expected revenue. This increase in revenue related to the Sale of Goods and Services ($28.4 million), Grants & Contributions ($28.8m), including funding for natural disaster restoration works ($12.3 million) and Other Revenue ($51.1 million). The Other Revenue included an amount of $34.1 million to recognise the revaluation of infrastructure systems and $6.3 million for revaluation of traffic signals.

Assets and Liabilities

Net assets have increased by $1,897.4 million as compared to budget. This is principally due to an increase in the value of Infrastructure Systems ($1,994.3), including a revaluation of $1,749.7 million which was not included in the budget. Other Non Current Assets which include the recognition of the RTA's right to receive private sector provided infrastructure are also $20.4 million higher than the budget estimate.

The change in net assets is also impacted by an increase in total liabilities of $91.6 million as compared to the budget. This is principally due to increases in interest bearing liabilities ($42.0 million) and employee entitlements ($45.3 million). The increase in interest bearing liabilities is primarily due to the deferment of principal debt repayments totalling $31.9 million, while the increase in employee entitlements related to superannuation following an actuarial assessment of the RTA's superannuation liability.

Cash Flows

Net cash flow from operating activities is $142.2 million more than the budget primarily due to increases in cash flow from receipts ($164.2 million) and from Government ($31.1 million), offset by an increase in total payments ($53.1 million).

Net cash outflow in relation to investing activities is $178.7 million more than the budget primarily due to higher than expected purchases of land & buildings, plant & equipment and infrastructure systems ($183.1 million).

Net cash flow from financing activities is $31.9 million more than the budget due to the deferment of principal debt repayments.

A variance of $22.7 million in respect of the opening cash as compared to the budget has occurred due to the fact that the 2000/01 budget was prepared prior to the finalisation of 1999/2000 financial statements.

25. RECONCILIATION OF CASH FLOWS FROM OPERATING ACTIVITIES TO NET COST OF SERVICES

	2001 $M	2000 $M
Net Cash used on Operating Activities	(1,013.412)	(795.625)
Depreciation	312.578	443.098
Revaluation of Infrastructure	(40.442)	(1,693.981)
Adjustment to Maintenance for Road Rehabilitation	(104.416)	-
Increase in Provisions and Entitlements	65.765	(95.268)
Rent Revenue in respect of M4 and M5 Motorways	(3.108)	(3.108)
Value of Emerging Interest of Private Sector Provided Infrastructure	(46.891)	(43.657)
ERS payments utilised to redeem current principal portion of bonds issued to Private Sector	(10.808)	(10.131)
Increase in Payables and Other Liabilities	34.193	(10.703)
Decrease in Receivables and Other Assets	(22.352)	(7.560)
(Profit) / Loss on Sale of Assets	(2.792)	(0.783)
Contributions from Government	1,951.781	1,895.615
Net Cost of Services	**1,120.096**	**(322.103)**

End of Audited Financial Statements

SUPPLEMENTARY FINANCIAL INFORMATION

For the Year Ended 30 June 2001

THE YEAR IN BRIEF 2000/01

	Initial Budget $M	Actual $M
New Funds Available		
Commonwealth		
National Highway	216	211
Roads of National Importance	94	96
Australian Transport Safety Bureau - Blackspots Program	13	13
Other	9	12
Total Commonwealth	**332**	**332**
State		
Motor Vehicle Taxes	756	769
Consolidated Fund Allocation	661	683
Untied - Commonwealth Road Funds	127	127
M4/M5 Cashback Scheme	44	41
RTA Revenue	225	297
Total State	**1,813**	**1,917**
Total New Funds	**2,145**	**2,249**
Use of Cash Balances	0	6
	2,145	**2,255**
Use of Come and Go Facility	**40**	**40**
Increase in Liabilities/ Reduction in Operational Assets	**15**	**80**
Total Funds Utilised	**2,200**	**2,375**
Expenditure		
Road Network Infrastructure		
- Network Development	885	1,017
- Infrastructure Maintenance	576	627
Traffic & Transport	225	217
Road Safety & Road User Management	341	387
Debt Servicing & Repayment	122	77
M4/M5 Cashback	44	42
Voluntary Redundancies	7	8
Total Expenditure	**2,200**	**2,375**

APPENDICES

The new Parramatta to Liverpool Rail Trail Cycleway provides a primarily flat route linking employment centres, shops, and schools

APPENDIX 1
Major works

Project Description	Expenditure 2000/2001 $000	Expenditure to 30.6.2001 $000	Total estimated or completed cost $000	Estimated completion
Sydney major routes development				
Metroad 1 - Waterfall to Brooklyn via City				
Eastern Distributor associated works	4,736	31,377	34,700	Opened 1999
Metroad 2 - Sydney to Windsor				
Lane Cove Tunnel planning (proposed private sector funding)	2,257	4,089	15,000	na
Old Windsor Road - Seven Hills Road to Sunnyholt Road widening	5,788	34,811	45,500	2002
Old Windsor Road - Windsor Road Sunnyholt Road to Merriville Road widening	2,652	7,192	34,000	2002
Hawkesbury Nepean Flood Strategy high level crossing at South Creek, Windsor	330	529	64,000	2004
Hawkesbury Nepean Flood Strategy Windsor Road, Henry Road to Curtis Road, McGraths Hill	438	582	4,500	2002
Metroad 3 - Blakehurst to Mona Vale				
Mona Vale Road widening	2,037	2,598	9,000	2002
Metroad 4 - Sydney to Lapstone				
Western Distributor Darling Quays widen from Kent St to south of King St	1,814	2,375	14,000	2002
City West Link Road - Section 3 - construction between Balmain Road, Lilyfield & Boomerang St, Haberfield	3,045	49,502	54,800	Opened 2000
Metroad 5 - Mascot to Menangle				
M5 East Mascot to Beverly Hills (construction)	259,741	642,275	794,000	2002
Metroad 7 - Heathcote to Wahroonga via Cumberland Highway				
Heathcote Road widening to 4 lanes from Macarthur Dr to M5 Motorway	1,306	12,453	12,453	Opened 2000
Cumberland Highway, The Horsley Drive to Merrylands Road widening to 6 lanes. (Federal funding)	5,745	16,760	30,070	2002
Western Sydney Orbital				
Western Sydney Orbital from Camden Valley Way at Prestons to the M2 at West Baulkham Hills (planning) (Federal funding)	14,886	68,363	1,250,000	2007
Great Western Highway (Blue Mountains)				
Faulconbridge Grose Road to Parkes Crescent reconstruction and widening to 4 lanes	6,443	18,824	25,000	2001
Linden Bends Stages 3, 4 & 5 (Federal funding)	7,218	11,696	29,700	2003
Widen Great Western Highway Hazelbrook to Lawson (planning)	199	1,227	50,000	2006
Great Western Highway Shell Corner Mort Street to Nellies Glen Road Katoomba widening to 4 lanes (Federal funding)	1,090	1,590	25,000	2003
Great Western Highway Medlow Bath widening to 4 lanes and new railway overpass (Federal funding)	447	606	15,000	2003
Other Sydney road improvement				
Sutherland to Menai				
Menai Road new bridge over Woronora River construction of Stage 2	15,455	44,629	47,000	Opened Feb 2001
Linden Street widening from The Grand Parade to River Road Woronora	7,243	8,051	8,800	Opened Feb 2001
Bangor Bypass new road between Old Illawarra Road & Akuna Avenue Menai (planning)	3,250	3,457	50,000	2004
The Horsley Drive				
The Horsley Dr Carramar Railway Overbridge widening between Denison St and Mitchell St	2,757	15,901	20,000	Opened 2000
Elizabeth Drive				
Elizabeth Dr widen Cabramatta Road to Cowpasture Road including traffic signals at Bonnyrigg Avenue	1,877	27,190	27,190	Opened 2000
Liverpool to Smithfield route				
Cowpasture Road Edensor Road to Prairie Vale Road widening	1,868	5,919	5,919	Opened 2000
Cowpasture Road Prairie Vale Road to Restwell Road widening	1,551	8,614	8,614	Opened 2000
Cowpasture Road Restwell Road to The Horsley Drive widening	1,135	8,096	8,096	Opened 2000
All other State Roads in Sydney				
Castle Hill Road, County Drive, Highs Road intersection	1,805	4,004	6,200	2001
Bexley to Mascot Cycleway	346	2,123	7,200	2002
Castlereagh Road widening from Jane Street Penrith to the Penrith Lakes	1,146	26,157	26,157	Opened Aug 2000
Sydney Cross City Tunnel (planning - proposed private sector funding)	5,612	10,072	15,000	NA

Project Description	Expenditure 2000/2001 $000	Expenditure to 30.6.2001 $000	Total estimated or completed cost $000	Estimated completion
Newcastle road improvement				
Newcastle Inner City Bypass				
West Charlestown Bypass from Pacific Highway Windale to Kotara Heights Wyong-Jesmond Road	18,896	50,034	100,000	2003
MR217 duplication from Booragul Roundabout to Speers Point Roundabout (planning)	400	1,211	25,000	NA
Stewart Avenue, Newcastle MR316 Stewart Avenue to Hannell Street Level Crossing	2,034	5,610	5,610	Opened Oct 2000
Wollongong road improvement				
Southern Freeway				
Interchange at Helensburgh	2,804	8,697	8,697	Opened Nov 2000
Princes Highway				
Northern Distributor Extension to SH1 at Bulli - (planning)	573	1,308	35,000	NA
Interchange Princes Highway and New Lake Entrance Road Oak Flats	6,048	23,322	28,200	2001
North Kiama Bypass between Shellharbour Road at Dunmore and Spring Creek Bombo	8,720	15,543	141,000	2004
Rural - Princes Highway improvement				
Princes Highway				
Reconstruction between Yellowpinch and Millingandi south of Bega	2,004	2,813	10,000	2002
Rural - Hume Highway improvement				
Hume Highway				
Bookham Bypass dual carriageways from 19km to 39km (Federal funding) south of Yass	29,198	77,673	89,500	Est open July 2001
Albury Wodonga project (Stage 1) (Federal funding)	5,858	27,681	229,000 (NSW section)	NA
Rural - Great Western Highway improvement				
Great Western Highway				
Great Western Highway Soldiers Pinch Mt Victoria realignment and reconstruction (Federal funding)	2,419	2,694	17,000	2002
SH5 Browns Gap Road to Mid Hartley Road Hartley reconstruction (planning)	416	1,372	26,000	NA
Rural - New England Highway improvement				
New England Highway				
Devils Pinch realign & regrade 22km to 27km north of Armidale (Federal funding)	705	1,310	18,400	2004
Rose Valley Deviation (Federal funding)	7,259	9,254	10,000	Opened June 2001
Rural - Pacific Highway improvement				
Pacific Highway				
Raymond Terrace to Karuah dual carriageways 30.8km to 49.1km north of Newcastle	20,023	86,414	86,414	Opened Dec 2000
Karuah Bypass 49.1km to 55km north of Newcastle (planning) (joint funding)	1,493	6,014	145,000	2005
Karuah to Bulahdelah dual carriageways 55.9km to 94.6km north of Newcastle (planning) (joint funding)	1,566	10,860	235,000	NA
Bulahdelah to Coolongolook dual carriageways 99.5km to 121.7km north of Newcastle (finalisation) (joint funding)	1,238	140,450	140,450	Opened 1999
Coolongolook to Wang Wauk duplicate existing highway 121.7 to 133.7km north of Newcastle (joint funding)	29,748	43,076	49,000	2001
Bundacree Creek to Possum Brush duplicate existing highway 138.5km to 147.5km north of Newcastle (planning) (joint funding)	862	3,101	92,000	NA
Taree to Coopernook dual carriageways 10 to 18.3km north of Taree (joint funding)	289	3,519	58,600	2006
Coopernook Deviation dual carriageways including new bridge over Lansdowne River 18.3km to 22.4km north of Taree (planning)	93	3,955	66,000	2006
Bonville Bypass Repton to Lyons Road Coffs Harbour dual carriageways (planning)	3,933	9,070	127,000	2008
Lyons Road to Englands Road Coffs Harbour dual carriageways (joint funding)	12,478	63,965	73,000	Opened May 2001
Bray to Arthur Street Coffs Harbour widening dual carriageways and new rail overbridge	4,703	29,942	29,942	Opened Aug 2000
Ulmarra Improvements, Hoades Lane to River Street (South) widening, intersection improvements and resurfacing	675	675	3,500	2001
Ewingsdale Interchange dual carriageways 31km to 33km north of Ballina (joint funding)	7,220	25,793	25,793	Opened Sept 2000
Tandys Lane Deviation dual carriageways 36.9km to 42.3km north of Ballina	23,952	36,246	57,000	2002

Project Description	Expenditure 2000/2001 $000	Expenditure to 30.6.2001 $000	Total estimated or completed cost $000	Estimated completion
Brunswick Heads to Yelgun dual carriageways (including Brunswick Heads Bypass 2nd carriageway (planning) (joint funding)	2,765	8,385	154,000	2005
Yelgun to Chinderah dual carriageways 51.0km to 91.7km north of Ballina (joint funding)	152,275	216,886	348,000	2002
Rural - Newell Highway improvement				
Newell Highway				
Coonabarabran Bypass feasibility study (planning) (federal funding)	93	463	34,000	2005
SH17 Moree Bypass route investigation (planning) (federal funding)	801	1,544	29,000	2004
Other rural roads improvement				
Federal Highway				
Sutton Interchange to ACT boundary upgrade to dual carriageways (federal funding)	13,777	46,104	46,104	Opened September 2000
Mid Western Highway				
SH6 - replacement of Dicks And McLeans Creek Bridges & approaches 18km to 22km west of Bathurst	5,349	8,455	8,500	Est Open July 2001
Illawarra Highway				
Realignment between 0.5km and 1.5km west of MR264 Robertson	251	5,352	5,352	Opened 2000
All other rural roads				
SH18 widening of rail overbridge over MR55 at Lidsdale	2,223	5,337	8,500	2001
Crookwell Road realignment between 3km and 9km north of Goulburn	1,874	3,286	7,500	2001
Murray River new bridge and approaches at Howlong	5,123	12,823	13,500	2001
Murray River new bridge and approach at Corowa (Federal and NSW Govt contribution)	435	1,307	15,000	NA
Murray River new bridge and approach between Euston and Robinvale (Federal and NSW Govt contribution)	251	949	27,000	NA
Murray River new bridge and approach at Echuca (NSW contribution)	15	29	5,000	NA
Transitways				
Liverpool to Parramatta	4,935	38,102	203,000	2003
Other Transitways (planning)	5,844	8,349	17,000	NA

APPENDIX 2
RTA Heritage and Conservation Register

The RTA has a responsibility to identify and manage the items of environmental heritage which are in its ownership, care or control. These items are predominantly bridges. However, the RTA is also responsible for a number of other items including vehicular ferries and property assets.

To assist heritage management and to meet its statutory obligation under Section 170 of the *Heritage Act 1977*, the RTA holds a Heritage and Conservation Register. In accordance with Section 170A of the Heritage Act, the RTA is required to provide a statement on the condition of items on its register in the annual report.

No. Items		149
State Heritage Register Listings		36
Levels of Significance	State (not registered)	2
	Local	48
	Not Assessed	63
Condition	Good	40
	Fair	32
	Poor	63
	Not known or applicable	14

Investigations are being undertaken to determine whether the following items are within the RTA's ownership, care, or control.

- Towrang Bridge and culverts, Towrang
- Derringullen Creek area, near Yass
- Pyes Creek Bridge, Cherrybrook
- Macquarie Street Gatehouse, Parramatta
- Southern Gatehouse in Parramatta Park

It was established that three milestones, items 2753, 2756 and 1023, are not within the ownership, care or control of the RTA. The NSW Heritage Council has been notified that these items will soon be removed from the Heritage and Conservation Register. The survey also identified milestones at Pendle Hill, Prospect and Lansvale as being within the road formation and under the management responsibility of the RTA. These will be added to the register in the near future.

APPENDIX 3
Threatened Species Recovery Plan

Status of RTA action taken to implement measures from then *Microtis angusii* (Angus's Onion Orchid) Species Recovery Plan, Sydney Region

Measures	Action taken to implement measures	Estimated annual cost	Status
Consider the impact of any activities undertaken within areas under control of the RTA that are known to contain *M. angusii* or are potential habitat	Environmental Services Representative to advise Project Manager of the need to consider the impact of proposed activities on *M. angusii* Project Manager to advise EIA Consultant of the need to consider the impact of proposed activities on *M. angusii* Environmental Assessor to ensure that the impact of a proposed activity on *M. angusii* is considered in all relevant EIAs Environmental Assessor to take known and potential locations of *M. angusii* and likely impact on *M. angusii* into account when preparing Decision Reports	NA	No activity affecting *M. angusii* has been undertaken since endorsement of the Recovery Plan
Liaise with NPWS, Warringah Council, Pittwater Council and Ku-ring-gai Council to achieve and maintain a permanent record of the location of *M. angusii* populations and potential habitats	RTA Recovery Team member to share information with other Recovery Team members, and update records accordingly	$750	Regular liaison occurring through Recovery Team meetings. GIS established for the recording of location data.
Ensure that roadworks /maintenance will not cause destruction or degradation to populations of *M. angusii* or potential habitat.	Environmental Services Representative to advise Project Manager of the need to consider the impact of roadworks/maintenance work on *M. angusii* Environmental Assessor to ensure that the impact of roadworks/maintenance work on *M. angusii* is considered in all relevant EIAs Environmental Assessor to take known and potential locations of *M. angusii* and likely impacts on *M. angusii* into account when preparing Decision Reports	NA	Road maintenance contractors informed of the location of *M. angusii.* No roadworks have been proposed that may have an impact on the species.
Ensure that all environmental personnel are familiar with the location of *M. angusii* populations and potential habitat	Environmental Services to establish central database for sensitive sites, including known and potential locations for *M. angusii* populations. RTA Recovery Team Member to brief Environmental Services Branch on location of *M. angusii* population and potential habitat	$1124 $300	GIS established for the recording of sensitive locations and *M. angusii* has been mapped on system. Completed. ESB to be informed of any changes
Ensure that all site personnel are familiar with the location of *M. angusii* populations and potential habitat	RTA Recovery Team Member to provide information to Transfield (via Asset Management) regarding identification of *M. angusii* known and potential locations of *M. angusii* populations and preferred weed control methods	$1050	Transfield advised of preferred weed control and known locations of *M. angusii*
Ensure that all Environmental Impact Assessment surveys are conducted between May and October	Environmental Services Representative to advise Project Manager of this requirement Project Manager to advise EIA Consultant of this requirement Environmental Assessor to ensure that EIA surveys were conducted between Many and October in all relevant EIAs Environmental Assessor to take this requirement into account when preparing Decision Reports	NA	No proposal affecting any location *M. angusii* or potential habitat has been undertaken since the endorsement of the plan.
Notify NPWS of any new *M. angusii* populations discovered	Environmental Services Representative to notify RTA Recovery Team Member upon becoming aware of any new *M. angusii* populations discovered during any EIA or other process RTA Recovery Team Member to pass this information onto NPWS coordinator of *M. angusii* Recovery Team	$115	No new populations have been discovered
Contribute to targeted survey of *M. angusii* to determine the full distribution of the plant, as appropriate	Environmental Services Representative to notify RTA Recovery Team Member upon becoming aware of any new *M. angusii* populations discovered during any EIA or other process RTA Recovery Team Member to pass this information on to NPWS coordinator of *M. angusii* Recovery Team RTA to provide in-kind contribution to *M. angusii* surveys being conducted by NPWS as appropriate	$115 $525	No new populations have been discovered since the endorsement of the Recovery Plan No formal *M. angusii* surveys have been conducted since the endorsement of the plan.

Status of RTA action taken to implement measures from then *Acacia pubescens* (Downy Wattle) Species Recovery Plan, Sydney Region

Measures	Action taken to implement measures	Estimated annual cost	Status
Identify existing and potential threats to the *A. pubescens* population at Beverly Hills/ Narwee on the F5 (north of Windarra Street)	Environmental Services Representative to visit site an identify existing and potential threats to the population	$525	Site visited and extent of population mapped. Major threats in this location are considered to be fire and weed invasion.
Develop and implement a threat and habitat management program for the A. pubescens population at Beverly Hills/ Narwee on the F5 (north of Windarra Street)	Asset Services to develop a threat and habitat management program to be incorporated into the Maintenance Plan for the F5, with advice from Environmental Services Representative Asset Services to ensure that the program is implemented	$1500	Initial discussions with Interlink Roads regarding incorporation of threat and habitat management measures within the F5 landscaping management regime.
Monitor the *A. pubescens* population at Beverly Hills/Narwee on the F5 (north of Windarra Street) on a regular basis to assess the effectiveness of the threat and habitat management programs	Environmental Services Representative to conduct at least an annual inspection of the population, including photographic survey Following each inspection compare inspection records and initiate corrective action if required	$525	Inspection completed for 2001
Assess development activities with reference to the recovery plan, the EIA Guidelines for *A. pubescens* and future advice from NPWS	Environmental Services Representative to advise Project Manager of this requirement if aware of the proposed activity prior to EIA process Project Manager to advise EIA Consultant of this requirement Environmental Assessor to ensure that the recovery plan, EIA guidelines and NPWS advice have been considered in all relevant EIAs Environmental Assessor to take this requirement into account when preparing Decision Reports	NA	*A.pubescens* was included in the Western Sydney Orbital environmental assessment, and one individual was identified as being impacted. The assessment made reference to the Recovery Plan.
Prepare or review any relevant environmental policies or management plans with reference to the recovery plans and any future advice from the NPWS	During next review of the Maintenance EMP for the F5, Asset Services to add references to the *A. pubescens* Recovery Plan with advice from Environmental Services Representative	$750	Maintenance EMP for the F5 was not reviewed in 2001.
Forward information on all planning decisions which affect populations of *A. pubescens,* including decisions that protect habitat as well as those that lead to reduction of habitat and/or individuals, to the NPWS	Environmental Services Representative to advise Project Manager of this requirement RTA Project Manager to forward the information to NPWS	NA	All information was forwarded to NPWS regarding the affect of the Western Sydney Orbital on *A. pubescens.*

Status of RTA action taken to implement measures from then *Grevillea caleyi* Species Recovery Plan, Sydney Region

Measures	Action taken to implement measures	Estimated annual cost	Status
Drainage runoff from Ryland Track in Ku-ring-gai Chase NP	Investigations to be made to determine controls of runoff from other side of road	-	Underway
Sympathetic management of plants on roadways	Meeting held with maintenance contractor, who were informed of appropriate maintenance techniques for minimising damage to *G. caleyi.* Training day held for Warringah Council. Draft roadside management plan for Mona Vale Road completed, containing safeguards to protect *G.caleyi*.	-	Completed in 2000. Further training to be implemented in November 2001 when *G. caleyi* is in flower. Completed March 2001.
Management of roadworks near Bahai Temple	Review of Environmental Factors prepared. Stage 2 underway. Temporary fencing erected to protect remaining plants. The cleared/ in Garigal NP is to be revegetated with good topsoil removed.	-	Underway
Poster/ brochure	Draft RTA brochure prepared	-	Underway

*Cost are yet to be determined because final recovery plans are not fully developed.

Status of RTA action taken to implement measures from then *Eleocharis tetraquetra* Nees Species Recovery Plan, Mid North Coast Region

Measures	Action taken to implement measures	Estimated annual cost	Status
Site management of public land at Boambee using the Precautionary Principle	Ongoing	-	Ongoing
Evaluate population size	Report received	$500	Complete
Prepare maps	Maps received	$500	Complete
Mark sites	The site has been marked and a sign is to be drawn up to NPWS requirements	$750	Underway
No adverse impacts from site management actions	Completed	-	Ongoing
Manage stock-piles of soil	Completed	$4000	Ongoing
Maintain drainage patterns	Completed	$1500	Ongoing
Monitor population	Completed	$1500	Ongoing
Reconsider works if the population is in decline	N/A - the population is expanding	-	Ongoing
Control invasive weeds	Collated research report findings and developing strategy with NPWS	$5000	Underway and ongoing
Environmental management plan	Completed	-	Completed
Investigate translocation	Translocation not considered necessary by NPWS	-	Under review
Research			
Census data	Specialist study and report has been prepared	$500	Census data completed
Population dynamics		$1000	3 years of data population dynamics completed (2 years of data)
Disturbance regimes		$1500	Disturbance regimes 2 years of data
Establish *ex situ* collections	Seed has been collected and grown in University of New England glasshouse	$500	Completed

APPENDIX 4
Advisory bodies

Roads & Traffic Advisory Council
Established under the *Transport Administration Act 1988*, the Roads and Traffic Advisory Council advises the RTA and the Minister for Roads on:
- The promotion of traffic safety.
- Improvements in the movement of traffic.
- Improvements in the movement of freight.
- Requirements of vehicle drivers.
- Requirements for roads and vehicles.
- Promotion of industrial development, primary production and tourism in relation to roads and traffic.
- Protection of the environment in relation to roads and traffic.
- Roads and traffic legislation.
- Any other matter relating to roads and traffic that the Council considers appropriate.

Membership of the Roads and Traffic Advisory Council is by appointment by the Minister for Roads and comprises representatives from various organisations. As at 30 June 2001, the Council comprised:
- Mr Bill Wallace (Chair) - the road freight industry.
- Mr Marzi De Santi - Manager Policy, Planning and Economics, NRMA Ltd.
- Councillor John Wearne AM - Local Government and Shires Associations.
- Mr Warrick Irvine - Labour Council of New South Wales.
- Emeritus Professor Ron Huckstep - the medical profession.

There are also four ex-officio members, the:
- Chief Executive of the RTA.
- Director-General of the Department of Urban Affairs and Planning.
- Director-General of the Department of Transport.
- Commissioner of the New South Wales Police Service.

Western Sydney Roads and Transport Committee
This independent committee, representing the community, was established in 1996 to monitor and verify expenditure of road funds approved for western Sydney by the Minister for Roads. The NSW Government's commitment to the people of western and south western Sydney is to expend an average of $160 million annually on road and road-related public transport infrastructure works in western Sydney.

Committee members are:
- Chairperson - Vacant.
- Mr Marzi De Santi - Manager Policy, Planning and Economics, NRMA Ltd.
- Mr Jim Angel - Deputy Mayor, City of Blue Mountains, nominee of Western Sydney Regional Organisation of Councils.
- Mr Mike Veysey - RTA advisor to the Committee.

Government Agencies' Road Safety Council (GARS)
The GARS Council, chaired by the RTA Chief Executive, is a forum for senior managers from Government agencies involved in road safety practice to meet and discuss their priorities and programs. It aims to capture the synergies available from ensuring that all agencies with road safety initiatives are kept informed of the whole range of road safety activity across the State.

As at 30 June 2001 the Council comprised:
- Mr Paul Forward (Chair) - RTA.
- Chief Supt Ron Sorrenson - NSW Police Service Traffic Branch.
- Mr David Bowen - Motor Accidents Authority.
- Mr Laurie Glanfield - Attorney General's Department.
- Mr Garry Payne - Department of Local Government.
- Mr John Hall - Department of Transport.
- Dr Andrew Wilson - NSW Health.
- Mr Lindsay Wasson - Department of Education and Training.

Road Freight Advisory Council
The Council provides a consultative forum for industry and Government to consider matters related to the development, co-ordination, planning and regulation and operation of road freight transport services in NSW.

Council members are:
- Mr Bob Angus - (Chair), Boral Transport.
- Mr Warwick Irvine - Transport Worker's Union.
- Mr David Pierce - NatRoad Limited.
- Mr Robert Gunning - Livestock Transporters Association of NSW.
- Mr Joe Seppos - Livestock Transporters Association of NSW.
- Mr Geoff Tinney - NSW Road Transport Association.
- Mr Terry Dene - NSW Road Transport Association.
- Mr Paul Campbell - Charter Freightlines Pty Ltd.
- Mr David Anderson - NatRoad Limited.
- Mr Peter Lewis - Mr John Morris, Mr Trevor Smith - regional road freight groups nominees.
- Mr Phil Leeds - RTA advisor.

Motorcycle Consultative Committee
The Motorcycle Consultative Committee was established in 1996 to discuss motorcycling issues and matters of concern to motorcyclists. The consultative group comprises representatives from the:
- Motorcycle Council.
- Motor Traders' Association.
- Federal Chamber of Automotive Industries.
- Minister's Office.
- Roads and Traffic Authority.

Bicycle Advisory Council
The Council was established to provide the RTA with advice and recommendations on bicycle related matters; facilitate activities of the RTA which impinge on bicycling; assist in the efficient coordination of effective programs to benefit cyclists throughout the public and private sectors; facilitate, but not necessarily undertake, provisions for cyclists by all levels of Government; assist in the development and ongoing review of RTA strategic plans for bicycles; and provide an effective consultative forum for cyclist organisations and Government .

As at 30 June 2001, the Council comprised six ex-officio members and was chaired by Cr Patricia Gould - Local Government and Shires Association. The organisations represented by members are:
- Local Government and Shires Association.
- Bicycle NSW.
- Newcastle Cycleways Movement.
- Department of Transport.
- NSW Police Service.
- RTA.

ITS Standards Committee - IT23, Intelligent Transport Systems Standards, Committee of Standards Australia (including Electronic Tolling and Dangerous Goods sub-committees)
Mr Peter Lardner-Smith - RTA.

RTA Heritage Committee

The committee advises on proactive management of heritage. It reviews and endorses recommendations on the management of the RTA's heritage portfolio and develops appropriate policy in heritage management areas. Membership was made up of:

Michael Bushby (Chair)	General Manager, Infrastructure Maintenance, RTA.
Jay Stricker	General Manager, Environment & Community Policy, RTA.
Brian Watters	General Manager, Network Development, RTA.
Sue Clarke	National Trust.
Ray Wedgwood	General Manager, Technical Services, RTA.
Brian Pearson	Former Chief Bridge Engineer, DMR.
Cameron White	NSW Heritage Office.
Glenn Rigden	Institution of Engineers.
Ross Walker	Property Services, RTA.
Paul House	Acting Aboriginal Strategy Program Manager, RTA.
Cara Crosswhite	National Trust.

Department of Urban Affairs and Planning Local Government Liaison Committee

A statutory committee established under Section 20 of the *Environmental Planning and Assessment Act, 1979*. Its function is to advise the Minister for Urban Affairs and Planning on a range of issues including:

- Effective coordination of public authority and local council activities and programs.
- Policies and procedures relating to the function of councils under the Environmental Planning and Assessment Act.
- Information, advice and procedural needs of councils in connection with their responsibilities under the Environmental Planning and Assessment Act.
- Local environmental planning policies and procedures.

The RTA is represented on the committee by the General Manager, Environment and Community Policy.

3x3 Committee

This independent committee, representing the community, monitors expenditure to ensure 3x3 funds are spent on road projects in accordance with criteria contained in the legislation. The 3x3 Road Improvement Program effectively ceased at 30 June 2000. A residual balance of funds was provided to the RTA in July 2000. Following the completion of some administrative matters, a final meeting of the Committee will be held to finalise the program and disband the Committee.

Committee members are:

- Mr Don Mackay AM (Chair) - Senior Partner, Deacons, Graham & James, former President NRMA and former Chairman NSW Police Board.
- Councillor Allan Fifield OAM - Culcairn Council, Grants Commissioner and Past President Shires Association.
- Mrs Audrey Hardman OAM - Past President Country Women's Association, Deputy Chair NSW Women's Consultative Committee and Co-Chair Rural Women's Network.
- Mr Robert Lynn - Financial Services Industry Leader, former partner, PricewaterhouseCoopers and Chairman Australian Audit Standards Board.

Environment Council

Committee membership has expired and is currently under review in accordance with Premier's Memorandum No. 99-3 Government Boards and Committees.

APPENDIX 5

Senior Executive Performance Statements (Level 5 and above)

Name:	Paul Forward
Position:	Chief Executive
Level:	8
Period in position:	2000 - 2001
Total Remuneration Package:	$288,158

Mr Forward led the development and implementation of key programs in the RTA's core business areas of road network infrastructure, road safety and road user management and traffic management. All programs were delivered as per pre-arranged targets.

Mr Forward led organisational improvements to achieve the Government's efficiency targets, with savings directed back into the roads program through the implementation of structural realignment and initiatives in road maintenance service delivery. He made a significant personal contribution to the Sydney 2000 Olympic Games both in the preparations for and during the Games.

He led the development and maintenance of the State Road Network, focusing on strategic routes to promote economic growth, providing safer roads and contributing to a totally integrated transport solution. A program of rehabilitation at 150 locations around the State Road network involving approximately 260km of road and 1.8 million M2 of pavement renewal, and program of resurfacing at more than 350 locations around the State Road network involving 11.5 million M2 of pavement renewal were delivered.

Development of road safety initiatives by the RTA were directed by Mr Forward that contributed to improved overall road safety outcomes. He continued to lead the implementation of initiatives to improve the delivery of driver and vehicle services.

He made a significant personal contribution to improvements in the road network performance. The management of environmental issues continued to be one of his major areas of focus.

Mr Forward continued to participate as a leading member of key coordinating bodies such as the Transport Co-ordinating Committee and the Standing Committee on Transport. A number of integrated planning initiatives such as implementation of Transitways in Western Sydney were progressed by working very closely with other agencies such as DUAP and DoT on major land use and transport issues. He also contributed to the Regional Co-ordination Program and the RTA was extensively involved in the development of Regional Service Delivery Plans for all areas of the State. Mr Forward further developed the role of the Government Agencies Road Safety Council (GARS) to facilitate a whole of Government approach in the pursuit of road safety objectives.

A substantial contribution to the planning and operation of the Olympic and Paralympic Games was made by the RTA. Traffic network efficiency during the Olympic period was at its best.

Under Mr Forward's leadership the electronic tolling system installed on the Sydney Harbour Bridge and Tunnel and the privately operated tollways in Sydney (the Eastern Distributor and M2, M4 and M5 Motorways) were determined as compatible. This interoperability, using tags and readers from different suppliers, is a world first. The Sydney system is also able to read tags from Melbourne and Queensland.

Vehicles with the new electronic tags are travelling successfully and smoothly through the tollbooths. By June 2001, after just over two months of operation, approximately 35,000 tags had been issued and more than 23,000 readings on business days or approximately 20 per cent of total transactions, were being recorded at the Bridge and Tunnel on electronic tags (including tags issued by the Eastern Distributor and M5 operators).

Mr Forward ensured that the RTA met the Government commitment set out in Action for Transport 2010, which commits the RTA to spend at least $100 million a year on this program. For 2000/01 a total of $105.9 million was spent on rebuilding country roads.

Name:	Mike Hannon
Position:	Director, Road Network Infrastructure
Level:	6
Period in position:	2000 - 2001
Total Remuneration Package:	$219,510

Mr Hannon continued to focus on the strategic direction of the organisation, overall management of the Road Network Infrastructure (RNI) programs and the implementation of the appropriate linkages between programs within RNI as well as with other Directorates.

Mr Hannon led and managed the Directorate's involvement in the major strategic projects including Cross City Tunnel, Lane Cove Tunnel, Western Sydney Orbital, Transitways, and the M5 East. He developed strategic partnerships with the Minister's Office, Federal Government, consultants and internal service providers.

Mr Hannon chaired the Maintenance Contracting Reference Committee, comprising representatives of the Local Government and Shires Associations, Institute of Public Works Engineers Australia, Municipal Employees Union, and RTA. He contributed to the review of major construction industry documents such as the Code of Tendering and Code of Practice for the Construction Industry and the Green Paper on Private Financing of Infrastructure. Under Mr Hannon's leadership, he maintained RTA's influential role on the Construction Policy Steering Committee and actively contributed to the promotion of a clear 'whole of Government' direction on construction, contract and industrial policy.

Mr Hannon managed the enhanced Road Maintenance Service regime for all RTA and Local Government road services workforces based on the introduction of Single Invitation Contracts and benchmarking agreed prices contained in Single Invitation Contracts.

Major initiatives that continued under Mr Hannon's leadership included, development of the Pacific Highway, asset maintenance of road network, continued implementation of the Rebuilding Country Roads Program, implementation of the NSW Government Road Maintenance Reform and preparation of a new National Highway Performance Agreement with the Commonwealth.

In addition other achievements included: Woronora Bridge and Linden Street Widening, West Charlestown Bypass, North Kiama Bypass, Hume Highway - Bookham Bypass, The Horsely Drive, Holsworthy Road road widening to four lanes, Princes Highway - Oak Flats Interchange, New England Highway- work on a number of new overtaking lanes and improvements to sections of road with poor alignments, Sturt Highway work continued on the elimination of narrow bridges between Narrandra and Mildura. Bridges completed included Gum Creek, Coleambally Canal, Federal Highway- completion of dual carriageway between the Hume Highway and Canberra, Northern Road Penrith four-lane upgrade completed July 2000.

Under Mr Hannon's leadership, a Commendation for Excellence in Planning award in the urban design category was received from the Royal Australian Planning Institute.

Mr Hannon satisfactorily maintained strong relationships with a number of other organisations, particularly the Premier's Department, the Police Service, Sydney City Council, ORTA, OCA, SOCOG, City Rail, DUAP, EPA, DOT, DPWS and the State Transit and Waterways Authorities.

Name:	Chris Ford
Position:	Director, Traffic & Transport
Level:	5
Period in position:	2000 - 2001
Total Remuneration Package:	$ 176,805

Mr Ford played a major role in the relationship with the Olympic Roads and Transport Authority (ORTA), and was a key contributor to preparations for the Sydney 2000 Olympic Games. He performed in the role of Director, Transport Operations during the Games. Mr Ford made significant improvements in network performance through the Transport Management Centre and the operational performance of the Sydney Harbour Bridge, Tunnel and Cahill Expressway, including the introduction of electronic tolling with interoperability with other motorways. He also made a significant contribution to the consolidation and strategic positioning of the Authority's role in the management of traffic and transport.

Mr Ford led the development and coordination of the numerous traffic management measures implemented during the Olympics and Paralympics Games, to facilitate the extra demands placed on Sydney's road system. Traffic management on Sydney's road network during the Olympic and Paralympic periods was an unprecedented success. This success was largely due to the travel demand management strategy, which encouraged drivers of private vehicles to minimise trips and change their travelling habits, and the range of traffic management measures implemented by the RTA for the Games period. Public perception of transport and traffic conditions was also very favourable. Polls taken indicated that 86% of people rated public transport during the Games as good or very good and 76% rated traffic conditions as good or very good.

Senior representatives from the various transport agencies and the Police were housed within the Transport Management Centre (TMC) and the Transport Operations Centre (TOC) under the direction of Chris Ford. Mr Ford has developed and maintained strong partnerships with a number of other organisations, particularly the Premier's Department, Police Service, Sydney City Council, ORTA, OCA, SOCOG, City Rail, and the State Transit and Waterways Authorities.

Mr Ford's leadership of the traffic and transport planning and implementation of major events continued after the Games and included New Years Eve 2001 and the Centenary of Federation celebrations, Australia Day 2001, the Gay and Lesbian Mardi Gras and many other community and sports events.

Under Mr Ford's leadership, the Directorate's contribution to the success of these major events has been formally acknowledged by the Premier and staff of the Premier's Department, the Lord Mayor of Sydney, the Chief Executive Officer of ORTA and the Minister.

Mr Ford has directed programs to improve traffic flow through the toll plazas on the Sydney Harbour Bridge and Tunnel, apply red pavement overlays to Bus Lanes in the Sydney CBD and Bridge approaches, and pilot a Bus Lane Monitoring System.

Further achievements in 2000/01 by Mr Ford have been improvements to incident detection and response systems and improvements to traffic signal coordination using the Sydney Coordinated Adaptive Traffic System (SCATS). Mr Ford has led the development of a traffic modelling capability. This has been applied in helping define the scope of major works such as the Lane Cove Tunnel and Cross City Tunnel and identifying their traffic management requirements. Outcomes included recognition of the need for a contraflow lane configuration on the M5 East Motorway. Mr Ford's achievements also included expansion of the cycleway network, bicycle promotion and the development of Pedestrian Access and Mobility Plans (PAMPs).

Name:	David Stuart-Watt
Position:	Director, Client Services
Level:	5
Period in position:	2000 - 2001
Total Remuneration Package:	$ 185,788

Mr Stuart-Watt's major focus for this period has been in driving consistency of practice and integration of programs at the local level to fulfill community needs across the State. The core business of managing the delivery of client programs and projects was undertaken with emphasis on demonstrating competitive advantage and providing value for money.

Under Mr Stuart-Watt's leadership, the core programs of road development, road maintenance, road safety and traffic management amounting to $1.62 billion were delivered in accordance with forecasts. This included the delivery of the Timber Bridge Replacement and the Rebuilding Country Roads Programs, with significant savings through efficient packaged procurement processes. He acted personally as Director, Transport Operations for a number of test events in the lead up to and then during the Sydney Olympics.

Important milestones in achieving these outcomes have been the delivery of commitments in ensuring the Sydney Olympic Games were the 'best ever'; facilitation of the Single Invitation Maintenance Contracts for road maintenance across the State, securing quality certification to ISO 9000 for the PMS quality system and benchmarking of project management activities.

Other achievements include piloting of e-tendering and e-project management under SAP's project system; no infringements against the RTA were received from the EPA; provision of Diploma training courses for project managers; and successful negotiations with Unions on various RTA-wide critical issues.

The Road Safety Program successfully delivered a number of high profile projects such as development of Operation Westsafe, Drink Driving Licensed Venue and Research, the RTA in-venue breathalyser, and the Pedestrian Safety Program, which were supported by a strategic multi-faceted education campaign.

The speed camera program was delivered as forecast with 50 sites installed by 30 June 2001. Approximately $10M in savings were identified across the Directorate throughout 2000/01.

Mr Stuart-Watt strengthened partnerships with local councils through the management and delivery of numerous road safety projects including the Courtesy Speed Monitor project and the implementation of the GLS Parent Workshop project. He facilitated a much closer working relationship between the Police and RTA in each rural region.

Name:	Ulf Fraser
Position:	Director, Operations
Level:	5
Period in position:	2000 - 2001
Total Remuneration Package:	$ 185,788

During the second year of operation of the new Operations Directorate, Mr Fraser focused heavily on achievement of the operating surplus target set, further improvement in OHS performance, reduction in overheads and on steady expansion of an external works portfolio in Road Services and Fleet Services, to ensure delivery of maximum savings to the RTA during a period of heavy call on funds.

Under the leadership of Mr Fraser, Operations Directorate successfully delivered works and services to the value of $741M and generated an operating surplus of $48M. Allowing for the $36M annual corporate management fee, this represented a $12M net surplus. Road Services, the business most subject to competition, continued to demonstrate that it can compete in the open market by winning over $81M of work in open competition. RTA works won as the head contractor included the Cumberland Highway project, the South Western Sydney network maintenance contract, the Myall Creek project north of Grafton, the Crookwell Road project near Goulburn, Stage 5 of the Great Western Highway upgrade project at Linden Bends and the South Western Region sealing contracts. Work as the subcontractor for the M5 East VMS project in Sydney and the West Charlestown Bypass grouting project in Newcastle was also won.

An overall surplus of $22M was achieved in Road Services on a total income of $427M earned from internal and external clients during the year. The equivalent figures for Fleet Services were $5M and $40M.

Mr Fraser continued his senior role on the RTA's Single Bargaining Unit involved in high level industrial negotiations with the unions/staff associations throughout the year and played a leading part in the development and implementation of the workforce renewal initiative. He was also an active member of the Audit and Change Management Steering Committees throughout the year as well as continuing his dual role as a director of ARRB Transport Research Ltd and as the RTA's member representative.

Name:	Sue Sinclair
Position:	Director, Road Safety & Road User Management
Level:	5
Period in position:	2000 - 2001
Total Remuneration Package:	$ 185,788

Ms Sinclair played a key role in ensuring that the NSW position with respect to national road reform was developed and promoted. An adjustment formula for heavy vehicle charges was developed and agreed nationally. NSW also implemented higher mass limits and the National Heavy Vehicle Accreditation Scheme from 1 July 2001.

Other initiatives under the leadership of Ms Sinclair included the implementation of a program of highly visible automatic digital Speed Cameras in conjunction with Police, and an additional 25 fixed digital speed cameras installed at agreed locations, taking the total in NSW to 50, an established 40 km/h school speed zones in an additional 5% of NSW schools to a total of 2801 schools, and increased the number of school crossing supervisors by 10% to 849.

Ms Sinclair directed the implementation of an enhanced enforcement program to extend the level of visible Police enforcement activity. A funding of $4.2m was provided to deliver 115,000 hours of enhanced enforcement which was a significant increase over the previous year.

Further development was initiated on on-line telephone and internet transactions to increase customer access to services. On-line registration renewal was extended in August 2000 to include renewal of registration for all cars less than 3 years old and trailers not requiring inspection slips. The trial of an Internet system to allow motor dealers to register new vehicles directly to the RTA system which was extended in September 2000 to 20 motor dealers.

The graduated licensing scheme, which commenced on 1 July 2000, is the most important change to the education and testing of drivers since the provisional licence was introduced in 1966. A key component of the scheme is that novice drivers must now pass through three licensing stages and spend at least three years on their P plates. In addition to a new requirement that learner drivers have a minimum of 50 hours driving experience certified in a log book, provisional drivers must now pass a hazard perception test and a driver qualification test.

The hazard perception test uses the latest touch screen computer technology to present applicants with real-life driving situations focussing on a range of key skills and crash types. These include judging stopping distances, safe gap selection and scanning for hazards. During the test, applicants are assessed on the appropriateness and timeliness of their response to hazards. When an applicant passes the test, they can then move to the less restricted provisional P2 licence. The driver qualification test will be a final test for applicants before moving to an unrestricted licence. The test will also use the latest computer technology and will focus on safe driving practice and driver behaviour.

The driver knowledge test was also upgraded, with an expanded knowledge test question bank implemented and an increase in the number of languages offered in audio to include English and 9 community languages to support people of non-English speaking background.

The storage and retrieval of photographic images on DRIVES was introduced to increase the integrity of the licensing system. This initiative will underpin other strategies to insure identity standards and road safety objectives are met. Vehicle Identification Inspection Unit (VIIU) expanded operations during the year to 23 examiners, including mobile inspections in country areas.

Ms Sinclair implemented a review of the direction of the emissions reduction program. As a result of the introduction of more stringent vehicle emission and fuel standards it was decided to examine a program of diesel testing of vehicles. With significant input from the Directorate there are now national standards for an in-service diesel emissions test and guidelines for emission reduction programs. The Directorate has secured substantial funding from the Commonwealth to begin program implementation and is taking the lead in Australia in this area.

Major strategic initiatives led by Ms Sinclair included the establishment of an Aboriginal and Torres Strait Islander Road Safety Strategy Reference Group to assist in the development of the NSW Aboriginal Road Safety Strategy, and the enhanced registration and licensing systems, policy and procedures to address issues identified in the 1999 ICAC Inquiry. Stringent new procedures for replacement licences and on-line validation of certificates with Registry of Births, Deaths and Marriages were introduced in August 2000.

Under Ms Sinclair's leadership, the Directorate contributed extensively to the planning and implementation of the Sydney 2000 Olympic and Paralympic Games. A wide ranging package of measures were developed to support the Games including temporary motor registry closures, alternative service delivery options, early registration and licensing renewal strategies, information packages for overseas and domestic travellers during the Games and an effective communications strategy.

NOTE: No performance related incentive payments were made for the year 2000/01 as per the determination of the 2000 Statutory and Other Offices Remuneration Tribunal (SOORT).

APPENDIX 6
Internal Audit

There is a growing public focus on the issue of corporate governance which has been broadly defined as "a process used for the effective management of the total risks of a business in order to optimise value for the stakeholders".

The Control Management Services Branch (CMS) facilitates the necessary coordination and integration of a range of functions relating to the corporate governance issue. These include: critical control management, internal audit, investigations, and corruption prevention.

The effective, efficient and coordinated performance of these functions in turn facilitates the provision of support and advice to the CEO and senior management in meeting the greater levels of accountability required in regard to identifying, assessing and controlling "the total risks" associated with the operations of the Authority.

Critical Control Management

The implementation of a risk management process called Critical Control Management (CCM) into the Road User Management business is a major part of the RTA's efforts in this regard.

CCM has as its aim the achievement of the following two objectives:

- To raise line management's awareness of their responsibilities in regard to ensuring that the businesses for which they are responsible operate in an appropriately controlled environment.
- To provide a tool/process to enable management to satisfy themselves that the critical controls within their operations remain appropriate and operate on an on-going basis.

The CCM process generally involves line management working with CMS staff to identify:

- The critical functions within the business.
- The major risks which exist within these critical functions.
- Controls to address these major risks.
- A means by which line management can confirm that the controls continue to operate on an ongoing basis.

Internal audit

The internal audit function consists of three sections, Information Technology (IT), Financial, and Operations and Engineering.

IT Audit had three areas of major focus during the year:

- The review of business blueprints to ensure correct functionality in the Integrated Management System currently being implemented.
- Pre-implementation reviews of several driver and vehicle initiatives including Licence Photo Capture, Dealer Online Registration and Mobile Communications for Vehicle Regulation Inspectors.
- Security reviews including the Data Centre and Unix operating system.

Financial and Operations Audit focused on identifying and addressing material risks. Systems, activities and asset categories identified as high risk were targeted during the year and major reviews included audits of staff redundancies, leave administration, wages payroll administration, skill hire and debt management, as well as a risk assessment review within the Road Safety Strategy Branch.

Engineering Audit undertook both system and project based reviews of activities in RNI, T&T, Road Safety, CSD and Operations Directorates to assess the appropriateness, effectiveness, compliance and efficiency of delivery. In consultation with line management and the Project Management Office, the audits have identified significant opportunities for improvement to current practices in the advance towards best practice. Some major reviews completed include:

- Post Completion Reviews of RTA Projects.
- Pacific Highway Program.
- Country Timber Bridge Program.
- Railway Crossing Program.
- Parramatta to Liverpool Cycleway.

Investigations

The Investigation Section has two distinct units. The Internal Corruption Unit investigates all reported allegations of corruption committed by staff members. Where appropriate, matters are forwarded to RTA senior management to consider whether disciplinary action is required. In addition, recommendations are made to line management to address any weaknesses or areas of concern relating to policies, procedures or controls highlighted by the investigations.

The External (Registry) Fraud Unit addresses allegations of external fraud (ie committed by members of the public) and impacting on the motor registry environment. Outcomes from these matters are primarily referred to the NSW Police for investigation and, as appropriate, to RTA senior management to address any policy, procedure and control issues.

This unit also addresses matters referred to it by law enforcement agencies relating to suspect fraudulent identities.

Corruption Prevention

The Corruption Prevention Section continued to provide research, advice and education initiatives to facilitate the RTA's commitment to mandatory ethical, probity and performance standards as expected by the public, executive management and Government. Highlights of its activities during the year included:

- The conducting of seminars around the State with new and existing staff as part of their induction or in response to identified needs, investigations or organisational changes.
- Probity audits of contracting processes.
- Providing advice on ethical issues in the workplace to many different staff members. Advice matters and investigation data fuelled research into a wide variety of areas.

Another highlight during the year was that the section received the only commendation awarded in the Ethics category at the Premier's 2000 Public Sector Awards.

APPENDIX 7
Risk Management

General

Again the Risk Management Branch focused on reduction of risk exposures associated with the engagement of contractors providing services to the RTA. The RTA currently requires contractors undertaking construction activities to effect works and public liability insurance covers. This represents a significant risk, as it is difficult to ensure that the policies are: in place; provide the appropriate covers; are current and protect fully the interests of the RTA. Following consideration of these issues the RTA's Chief Executive has approved the direct purchase of works and public liability insurance covers (known as Principal Arranged Insurance) for construction projects as a risk reduction action. It is planned that this insurance program will be implemented early in the 2001/02 financial year.

Insurable Risks

Workers' Compensation

Frequency of claims has fallen by 23.5% compared to 1996/97 and by 12.7% when compared to last year. Premium costs appear to have peaked in 1995/96 and have significantly decreased in the following years. This improvement is the direct result of senior management's commitment to improving performance in the areas of OHS & Rehabilitation. (Ref Figure 123)

Motor Vehicle

The number of claims per 100 vehicles has fallen by 11.5% when compared to last year. 2000/2001 premium cost remains low and it is estimated to be 22.7% less than in 1999/2000. (Ref Figure 24)

Property Insurance Premium

The 2000/2001 premium remained at the 1999/2000 level. This compares favourably against the general increase of approximately 30% levied by the Treasury Managed Fund. (Ref Figure 25)

Liability Insurance Premium

The 2000/01 liability insurance premium actually decreased 1% when compared to the previous year. This containment is due to the RTA's continued focus on reducing this category of risk exposure and improving claims management in an environment of increased community awareness of litigation processes and rising premium costs. (Ref Figure 26)

In Figures 23-26 Premium Costs are expressed as constant 2000/01 dollars using Sydney CPI.

Figure 23 - Workers' Compensation Premium Cost & Claims Frequency

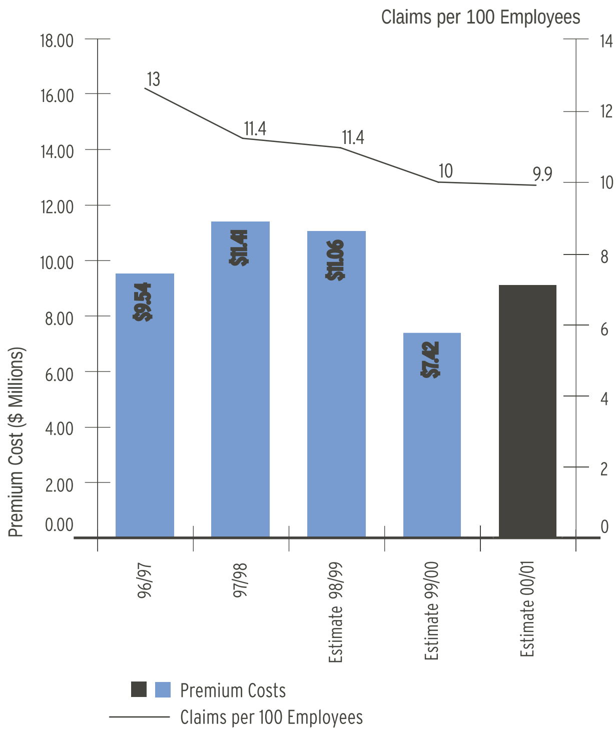


Figure 24 - Motor Vehicle Premium & Claims Frequency

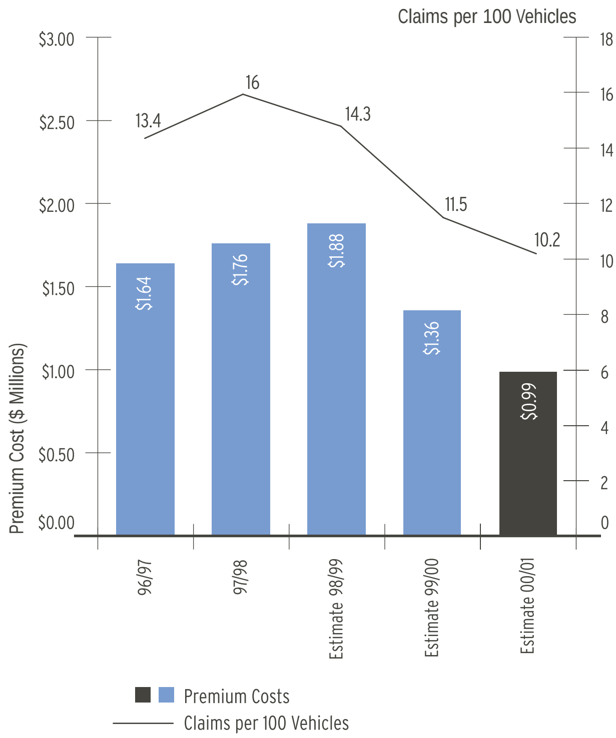


Figure 25 - Property Insurance Premium

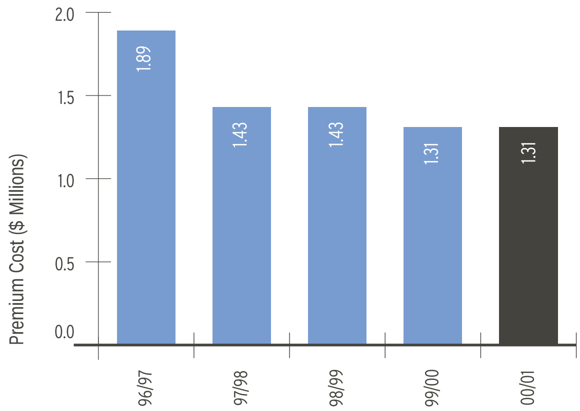
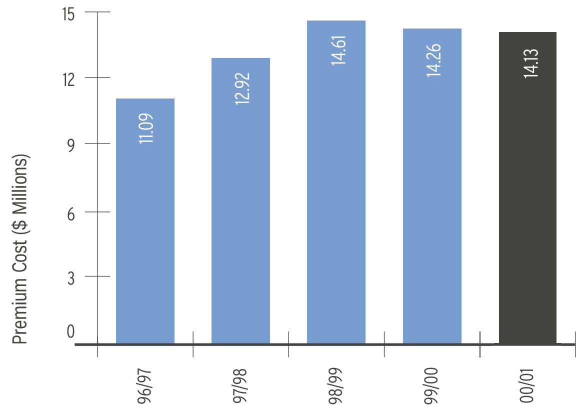


Figure 26 - Liability Insurance Premium



APPENDIX 8
Staffing

Workplace Relations

Enterprise Agreements/Awards

The majority of staff previously covered by Enterprise Agreements are now covered by Awards. These Awards require replacement in 2001/2002.

The Enterprise Agreements covering wages staff and Traffic Signals Salaried Staff were replaced by Awards in late 2000 and early 2001 respectively. The RTA is no longer subject to Industry Awards that formerly covered such staff.

Wages staff working in Broken Hill and Professional Engineers remain covered by Enterprise Agreements.

The general conditions Award for Public Service Association of NSW (PSA) covered staff and for Sydney Harbour Bridge Toll Collectors were both successfully reviewed by the Industrial Relations Commission. Eight RTA specific Awards were rescinded.

The Awards for Olympic related duties remain in force until 2 November 2001.

Communication and consultation

Consultative groups representing management, spokeswomen, grievance officers and unions discussed matters under review, sought opinions to proposals including the implementation of outcomes resulting from enterprise bargaining, change management and workplace reforms.

Movements in salaries, wages and allowances

All staff received a 2% increase in salaries and wages from the first period on or after 1 January 2001 of the Public Sector wide salary increases totalling 16% to cover the period January 2000 to July 2003.

Industrial relations policies and practices

Negotiations with wages unions for the introduction and implementation of the wages classification structure are continuing.

Provisional agreement has been reached with the PSA for the implementation of the Unified Salary Scale (USS) across all PSA covered classifications.

The USS was implemented for Traffic Signals Salaried staff and negotiations with APESMA are continuing for the implementation of the USS for Professional Engineers.

Sick leave - time lost through industrial action

Sick leave during the year increased by 12%, an increase of 3% over the previous year. During the year a total of 450 working days were lost by staff through industrial action, which represents 0.03% of the available working days. Of these days, 92% were taken by the wages staff at the Sydney Harbour Bridge Maintenance unit and Bellambi District Office.

GREAT Appeals

Promotional

Four promotional appeals were lodged with the Government and Related Employees Appeal Tribunal (GREAT). Two appeals were dismissed, one appeal was upheld and the other is proceeding.

Disciplinary

Two matters were heard before GREAT. One disciplinary matter was successfully defended by the RTA.

Reinstatement applications

One application for reinstatement was lodged. The hearing has been completed and the decision of GREAT is pending.

Industrial Relations Commission Appeals

Three unfair dismissal applications were heard by the Industrial Relations Commission of New South Wales (The Commission). One decision was made in favour of the applicant, another application was withdrawn and the third appeal is continuing.

Planned actions

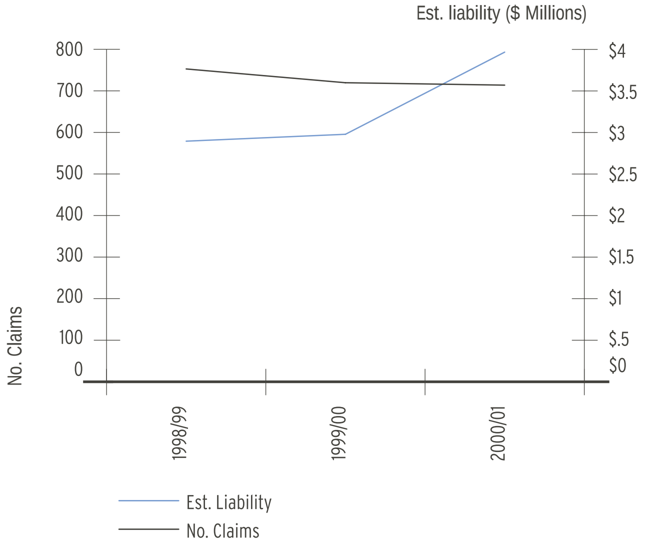
- Ensure industrial provisions, policies and practices are developed to meet the demands of change management.
- Develop and implement formal industrial agreements on change management initiatives with unions/associations.
- Review current provisions and negotiate new provisions for replacement enterprise agreements and awards.
- Implement a consolidated conditions of employment industrial instrument for all salaried staff.

Figure 27 - Staff Numbers - 1996/97 to 2000/2001

	Total EFT* Numbers			
Year	Salaried Staff	Wages Staff	Casual Staff	Total Staff
1996/97	4,128	2,196	334	6,658
1997/98	4,163	2,116	346	6,625
1998/99	4,368	1,893	238	6,499
1999/00	4,374	1,870	181	6,425
2000/01	4,488	1,781	195	6,464

The RTA employs full-time, part-time and casual staff.
Equivalent full-time* staff at 30 June 2001 was 6,464. Total staff numbers have decreased by 194, or 2.9% in the five years ended 30 June 2001.

Figure 28 - Total claims and liability - 3 year trend



Notes: Figures shown are as at the end of the 4th quarter.

Claims liability figures are amounts paid plus estimated future payments for claims in the reporting period. The estimated amounts are subject to change as claims management progresses.

Table 1 - Per cent of Total Staff by Level

LEVEL	TOTAL STAFF (Number)	Subgroup as per cent of Total Staff at each Level: Respondents	Men	Women	Subgroup as Estimated per cent of Total Staff at each Level: People from Aboriginal People & Torres Strait Islanders	People from Racial, Ethnic, Ethno-Religious Minority Groups	People Whose Language First Spoken as a Child was not English	People with a Disability	People with a Disability Requiring Work-related Adjustment
< $26,802	69	1%	51%	49%		100%	100%		
$26,802 - $39,354	2,422	44%	76%	24%	4%	18%	18%	17%	7%
$39,355 - $49,799	2,147	66%	57%	43%	1.4%	16%	16%	12%	4.1%
$49,800 - $64,400	967	71%	79%	21%	0.6%	14%	11%	10%	2.8%
> $64,400 (non SES)	1,011	74%	90%	10%	0.1%	25%	23%	10%	1.4%
SES									
TOTAL	**6,616**	**59%**	**72%**	**28%**	**2.0%**	**19%**	**18%**	**13%**	**4.6%**
Estimated Subgroup Totals		**3,916**	**4,778**	**1,838**	**132**	**1,237**	**1,180**	**867**	**306**

Table 2 - Per cent of Total Staff by Employment Basis

EMPLOYMENT BASIS		TOTAL STAFF (Number)	Subgroup as % of Total Staff in each Category: Respondents	Men	Women	Subgroup as Estimated per cent of Total Staff in each employment Category: People from Aboriginal People & Torres Strait Islanders	People from Racial, Ethnic, Ethno-Religious Minority Groups	People Whose Language First Spoken as a Child was not English	People with a Disability	People with a Disability Requiring Work-related Adjustment
Permanent	Full-Time	5,527	64%	80%	20%	1.8%	19%	18%	13%	4.3%
	Part-Time	612	45%	11%	89%		11%	12%	8%	3.3%
Temporary	Full-Time	285	31%	77%	23%	3.4%	14%	9%	9%	2.3%
	Part-Time	45		27%	73%					
Contract	SES	39	77%	92%	8%		10%	10%	13%	3.3%
Casual		329	15%	70%	30%	4.1%	8%	10%	12%	4.1%
TOTAL		**6,945**	**57%**	**72%**	**28%**	**1.8%**	**17%**	**16%**	**12%**	**4.0%**
Estimated Subgroup Totals			**3,965**	**5,008**	**1,937**	**122**	**1,167**	**1,105**	**834**	**280**

Notes:

1. Table 1 does not include casual staff.
2. Figures for EEO groups other than women have been adjusted to compensate for the effects of non-response to the EEO data collection. EEO statistics reported in years prior to 1998 may not be comparable due to a change in the method of estimating EEO group representation.

APPENDIX 9
Overseas visits by RTA officers

From 1 July 2000 to 30 June 2001, officers of the Roads and Traffic Authority (RTA) travelled overseas on 25 occasions to undertake official duties for the RTA and the NSW Government. The countries visited were Austria, England, China, Fiji, France, Italy, Mexico, New Zealand, Papua New Guinea, Philippines, Singapore, and Switzerland.

Of these visits, 17 involved officers from the RTA's Traffic Systems Branch and an officer from the Transport Management Centre. Their duties included the installation, technical support, testing, reviewing and upgrading of the RTA's Sydney Co-ordinated Adaptive Traffic System (SCATS) as well as training and providing expert advice to customers. The system is operating or being established in Singapore, New Zealand, China, Mexico, Fiji and the Philippines. All associated costs incurred by the RTA on SCATS visits are fully recoverable along with a margin of profit.

Also, at no cost to the RTA, overseas visits were made by:

- The former Director, Strategic Projects, to attend the were 7th World Intelligent Transport Systems Conference in Turin, Italy. Various authorities were also visited in London to discuss traffic management strategies.
- An RTA Bitumen Spray Inspector to Papua New Guinea for the testing and calibrating of bitumen sprayers.

Cost of trips met by the RTA with a contribution from Austroads were:

- The General Manager, Environment and Community Policy, visited Austria to attend as the Austroads representative at a Permanent International Association of Road Congresses (PIARC) Technical Committee meeting.
- The Manager, Motorway Services (formerly Sydney Motorway Projects Manager) travelled to Austria (also reported in 1999/00) and Jaca, Spain to represent Austroads at PIARC Technical Committee meetings. Coupled with this he visited Switzerland and Japan to inspect road tunnels; Paris, France to present a paper on the Eastern Distributor at the Urban Road Tunnel Conference; and to Milan, Italy to attend the World Tunnel Congress.

Visits during 2000/01 for which the costs were met by the RTA were as follows:

- The Roadside Furniture Projects Manager (Crashlab), attended a Highways Safety Features Workshop in Auckland, New Zealand.
- The Road User Protection and Investigation Manager, attended a joint Australian and New Zealand Standards meeting for restraint systems in vehicles in Wellington, New Zealand.
- The Chief Executive travelled to Paris, France to accompany the Minister for Roads and to represent the RTA at the 14th World Road Congress. At the request of the Australian Road Federation, the Chief Executive presented a paper at a Congress session dealing with road transport, the environment and visual pollution. Following the Congress, the Chief Executive travelled to London, England to meet with the Chief Executive of the Highways Authority to discuss transport planning and related issues.

APPENDIX 10
Freedom of Information (FOI)

In 2000/01, the RTA received 513 requests for information under the *Freedom of Information Act 1989*, compared with 494 in 1999/00. Nineteen applications were brought forward into the current period, compared to 16 in 1999/00. Forty nine applications were not completed at the end of the 2000/01 reporting period.

FOI requests continued to be received for access to internal documents concerning decisions made, details of the history of motor vehicles, the names and addresses of certain Authorised Inspection Stations (AIS), the sources of complaint letters, accident reports on motor vehicles, documents relating to the planning, construction, maintenance and funding of roads as well as records relating to maintenance of the road system. A significant number of applicants continue to use FOI to obtain details of the history of motor vehicles and to obtain details of the identity of the authors of complaint letters concerning licence holders. The use of FOI by legal practitioners and insurance investigators has continued to undergo a significant increase.

Of the 462 requests completed, 312 were granted in full, 34 in part, and 103 were refused, one was transferred to another agency, one was deferred and 11 were withdrawn. However, of the 137 applications refused in full or in part, 10 were refused on the grounds that the information was otherwise available, 43 were refused as the documents were not held by the RTA and 18 were refused as the applicant did not pay the necessary fees.

Of those requests not granted in full, eight applicants sought an internal review of the decision (compared with 10 in 1999/00) and three took the matter to the Ombudsman (compared with four in 1999/00).

There was one appeal to the Administrative Decisions Tribunal this year (compared with two last year).

Consultation was required on 174 applications, with a total of 294 third parties outside the RTA (128 applications required a total of 212 consultations in 1999/00).

Processing FOI requests cost an estimated $28,049 ($26,487 in 1999/00) and fees received totalled $26,030 ($27,440 in 1999/00). There was one request for amendments to personal records (none in 1999/00). There were no requests for a notation to personal records (none in 1999/00) and no Ministerial certificates have been issued in the last two years.

A total of 88 applications were finalised after the normal 35 day processing period. One of the major contributing factors for this was the continuing high number of applications during the reporting period, when compared to previous years (73 per cent more than pre1998/99). The RTA initially provided additional assistance then reviewed the resources available to the area responsible for Freedom of Information, Privacy and contract reporting. This resulted in the creation of a new Unit to deal with these matters and an increase in the resources available for dealing with these vital functions. The RTA will continue to monitor the area over the next 12 months.

There continues to be increased awareness by management of the importance of documenting the reasons for decisions.

The RTA continued with the identification, computerised recording and the provision of policy documents in accordance with the requirements of the FOI Act. The RTA's Summary of Affairs is now published on its website (www.rta.nsw.gov.au).

FOI Appeals to the Ombudsman

The first case was reported as still outstanding in last year's report. On 30 December 1999, the applicant had applied for part of a copy of an RTA audit report into the way that a number of local councils handled their road funding allocations. On 11 February 2000, the RTA had stated that the report was still being finalised and the part of the report requested would need to be read in conjunction with the general section of the report, covering all six councils examined. The RTA reviewed its decision, following representations by the Ombudsman, on 4 August 2000, that only the part of the report relating to a specific council needed to be released. On 31 August 2000, the RTA determined to release the part of the report requested, as the council in question had raised no objection to its release.

In the second case the applicant, a large construction company, lodged an FOI application, on 26 June 2000, seeking access to copies of the M4 Upgrading Project in Western Sydney for which tenders closed on 19 December 1995. In total 2,514 documents were located and seven third parties were consulted. On 18 October 2000, a determination was made that some documents were exempt under clauses relating to business affairs, legal professional privilege or the RTA's financial interests. The applicant lodged an internal review application on 10 November 2000. The internal review upheld the original determination. The application was referred to the Ombudsman on 6 February 2001. However, on 23 April 2001, the Ombudsman advised that the applicant had withdrawn the appeal.

In the third case the applicant made an FOI application, on 3 November 1999, seeking access to copies of documents related to a complaint concerning the applicant's ability to drive safely. Two documents were located. A determination was made, on 1 December 1999, that the documents were exempt under clauses relating to law enforcement and documents containing confidential material. The applicant lodged an internal review application, on 20 December 1999. The internal review upheld the original determination. The application was referred to the Ombudsman on 8 June 2001. The RTA reviewed its decision, following representations by the Ombudsman, on 6 June 2001, that new evidence had been received that indicated the complaint had been malicious. On 29 June 2001, the RTA determined to release the documents.

FOI Appeals to the Administrative Decisions Tribunal

The first case was reported as still outstanding in last year's report. In this case solicitors acting for the applicant made an FOI application, 18 November 1998, seeking access to copies of documents related to a complaint concerning the applicant's ability to drive safely. Four documents were located. A determination was made, 14 December 1998, that part of one and all of the other three documents were exempt under clauses relating to law enforcement and documents containing confidential material. The applicant lodged an internal review application, 5 February 1999. The internal review upheld the original determination. The applicant then lodged an appeal with the Ombudsman's Office, 29 March 1999. On 15 September 1999, the Ombudsman's Office advised that it had determined not to take any further action. The applicant lodged an appeal with the Administrative Decisions Tribunal on 29 September 1999. On 1 February 2000, the Administrative Decisions Tribunal upheld the RTA's determination that the documents were exempt. The applicant subsequently lodged an appeal with the Administrative Decisions Tribunal Appeal Panel. At the time of the previous report, the appeal was yet to be heard. The applicant subsequently withdrew the appeal.

In the case that occurred in the current reporting period, the applicant made an FOI application, 19 September 2000, seeking access to copies of documents related to a complaint concerning the roadworthiness of the applicant's motor vehicle. Four documents were located. A determination was made, on 13 October 2000, that two documents should be released and the other two documents were exempt under clauses relating to law enforcement and documents containing confidential material. The applicant lodged an internal review application, on 20 October 2000. The internal review upheld the original determination. The Administrative Decisions Tribunal advised the RTA, on 18 December 2000, that the applicant had lodged an appeal. On 26 March 2001, the Administrative Decisions Tribunal upheld the RTA's determination that the documents were exempt.

FOI requests	Personal		Other		Total	
	1999-2000	2000-2001	1999-2000	2000-2001	1999-2000	2000-2001
New (including transferred in)	44	36	450	458	494	494
Brought forward (incomplete requests from previous year)	5	5	11	14	16	19
Total to process	49	41	461	472	510	513
Completed	39	38	439	412	478	450
Transferred out	10	0	1	1	2	1
Withdrawn	2	0	16	11	18	11
Total processed	42	38	456	424	498	462
Unfinished (carried forward)	6	3	2	46	8	49

Results of FOI requests	Personal		Other	
	1999-2000	2000-2001	1999-2000	2000-2001
Grant in full	17	26	331	286
Grant in part	7	7	15	27
Refused	15	5	93	98
Deferred	0	0	0	1
Completed	39	38	439	412

Basis of disallowing or restricting access	Personal		Other	
	1999-2000	2000-2001	1999-2000	2000-2001
Section 19 (application incomplete, wrongly directed)	0	0	0	0
Section 22 (deposit not paid)	1	1	23	17
Section 25 (1) (a1) (unreasonable diversion of resources)	0	0	1	0
Section 25 (1) (a) (exempt)	12	8	21	61
Section 25 (1) (b), (b1), (c), (d) (otherwise available)	6	1	7	9
Section 28 (1) (b) (documents not held)	2	3	53	40
Section 24 (2) (deemed refused, over 21 days)	1	0	2	0
Section 31 (4) (released to medical practitioner)	0	0	1	0
Totals	22	13	108	127

Days to Process	Personal		Other	
1997-98 and 1998-99	1999-2000	2000-2001	1999-2000	2000-2001
0-21	20	19	234	295
22-35	3	3	51	45
Over 35	16	16	152	72
Over 21(Out of time)	0	0	0	0
Over 35 (Out of time)	0	0	0	0
Totals	39	38	437	412

Hours to Process	Personal		Other	
	1999-2000	2000-2001	1999-2000	2000-2001
0-10	35	37	430	402
11-20	2	1	2	4
21-40	3	0	3	2
Over 40	1	0	2	4
Totals	39	38	437	412

Type of discount allowed on fees charged	Personal		Other	
	1999-2000	2000-2001	1999-2000	2000-2001
Public interest	0	0	10	2
Financial hardship - Pensioner/Child	6	7	16	10
Financial hardship - Non profit organisation	1	1	12	33
Totals	7	8	38	45
Significant correction of personal records	0	0	0	2

Grounds on which internal review requested	Personal				Other			
	Upheld		Varied		Upheld		Varied	
	1999-2000	2000-2001	1999-2000	2000-2001	1999-2000	2000-2001	1999-2000	2000-2001
Access refused	0	0	0	0	0	0	0	1
Deferred release	0	0	0	0	0	0	0	0
Exempt matter	2	0	0	0	7	4	1	3
Unreasonable estimate of charges	0	0	0	0	0	0	0	0
Charges unreasonably incurred	0	0	0	0	0	0	0	0
Amendment	0	0	0	0	0	0	0	0
Totals	2	0	0	0	7	4	1	4

APPENDIX 11
Legal change

New Legislation from 1 July 2000 - 30 June 2001

New Acts

The ***Roads Amendment (Tolls) Act 1999*** was assented to on 3 December 1999 and commenced on 17 March 2001. The Act amends the Roads Act 1993 in order to provide a substantially uniform enforcement regime for the collection of both government and private tolls on tollways.

The ***Road Transport (Safety and Traffic Management) Amendment (Blood Sampling) Act 2000*** was assented to on 9 November 2000 and has not commenced (at the date of compilation of this list). This Act will adopt new procedures for blood collection and analysis relating to any motor vehicle driver who may have been under the influence of alcohol or some other drug.

The ***Road Transport (Heavy Vehicles Registration Charges) Amendment Act 2000*** commenced on 1 July 2000. The Act amended the Road Transport (Heavy Vehicles Registration Charges) Act 1995 and the Road Transport (Heavy Vehicles Registration Charges) Regulation 1996 and revised the charges payable for registration and renewal of registration of heavy vehicles (in line with the charges developed by the National Road Transport Commission); and provided for the indexation of those charges and heavy vehicle permit charges in line with determinations, based on the Consumer Price Index, of the Australian Transport Council.

The ***Statute Law (Miscellaneous Provisions) Act 2000*** which commenced on 1 July 2000 includes provisions clarifying the operation of section 25A (relating to offences committed by drivers with disqualified, suspended or cancelled licences) of the Road Transport (Driver Licensing) Act 1998 and correcting cross-references not reproduced when section 7A of the now repealed Traffic Act 1909 was re-enacted as section 25A.

New Regulations

The **Roads (General) Regulation 2000** essentially re-makes the Roads (General) Regulation 1994 (the latter having become repealed from that date by virtue of the Subordinate Legislation Act 1989). This new Regulation provides for a miscellany of matters that are dealt with more substantively and generally in the Roads Act 1993.

The **Roads (General) Amendment (Tolls) Regulation 2001** facilitates both the use of an electronic device for the payment of government and non-government tolls, and the enforcement of such tolls involving the use of digital cameras. This Regulation also provides for a number of associated matters like the creation of new offences, provision of a dispute resolution procedure, an exemption power, prescription of a security indicator on each digital camera photograph, and requirements for ‘authorised officers’.

The **Road Transport (Driver Licensing) Amendment (Graduated Licensing) Regulation 2000**, introduces a new two-stage provisional licence scheme extending over a 3 year minimum period for each novice driver and motorcycle rider which entail a more rigorous training regime. The Regulation increases the maximum permissible speed for drivers with a provisional licence from 80kms/h to 90 kms/h.

The **Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Graduated Licensing) Regulation 2000** imposes general speed limits of 90kms/h and 100kms/h on 1st and 2nd stage provisional driver licence holders respectively.

The **Road Transport (Safety and Traffic Management) (Driver Fatigue) Further Amendment (Fees) Regulation 2000** commenced on 11 August 2000 and reduced the fees payable in relation to: (i) the registration of an applicant in the Transitional Fatigue Management Scheme (TFMS) for heavy truck drivers and the employers of heavy truck drivers, and (ii) the issue of a replacement driver certification manual.

The **Road Transport (Safety and Traffic Management) (Driver Fatigue) Amendment Regulation 2001** requires persons who employ heavy truck drivers and commercial bus drivers to obtain a copy of the driver’s driving records for non local area work. The Regulation also reduces the fee for issuing a replacement driver certification manual and exempted drivers of motor homes from the application of the Road Transport (Safety and Traffic Management) (Driver Fatigue) Regulation 1999.

The **Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Motor Vehicle Security) Regulation 2000** permits the exemption of specific classes of vehicles (such as armoured vehicles operated by Chubb Security Services Limited) from the requirements, on a driver, of switching off an engine and removing the ignition key before leaving a vehicle.

The **Road Transport (Safety and Traffic Management) (Road Rules) Amendment (University of New England) Regulation 2001** declares the University of New England as a parking authority empowered to establish and operate pay parking schemes and to issue parking permits within the area of operations specified in the Regulation.

The **Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Taxi Stand Signs) Regulation 2001** facilitates the erection and use of a coloured taxi zone signs.

The **Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Driver and Passenger Safety) Regulation 2001** creates an offence for a driver of a motor vehicle to drive the vehicle if any person travelling in the vehicle is not wearing a seatbelt.

The **Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Car-based Motor Tricycles) Regulation 2001** prohibits the conveying of children under the age of 16 years in or on car-based motor tricycles.

The **Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Tow-away Charge) Regulation 2000** increases the tow-away charge payable for the removal of unattended motor vehicles or trailers.

The **Road Transport (Safety and Traffic Management) (Road Rules) Further Amendment (Tow-away Charge) Regulation 2000** commenced on 11 August 2000 and reduced the tow-away charge payable for the removal of unattended motor vehicles or trailers.

The **Driving Instructors Amendment (Fees) Regulation 2000** increases fees for licences (not licences subject to a condition that the holder completes a further course of training within a specified time) and renewal of licences.

The **Roads (General) Amendment (Penalty Notices) Regulation 2000** increases the penalties for offences (in relation contraventions of the specific provisions under the then Roads (General) Regulation 1994) for which penalty notices can be issued.

The **Road Transport (Mass, Loading and Access) Amendment (Fees) Regulation 2000** increases fees such as for the issue of permits for special towing as well as Class 1, Class 2 and Class 3 vehicles, and for exemption from the requirements regarding the projection of loading or equipment of vehicles as provided for in the Road Transport (Mass, Loading and Access) Regulation 1996.

The **Road Transport (Mass, Loading and Access) Amendment (Flexible Warning Signs) Regulation 2001** allows warning signs, carried by certain oversize and overmass vehicles, to be made of flexible material as long as the sign is held taut, is unlikely to furl, become dislodged from its position or otherwise become difficult to read.

The **Road Transport (Mass, Loading and Access) Amendment (Bus Load Limit) Regulation 2000** increases the mass allowable (under the Road Transport (Mass, Loading and Access) Regulation 1996) for the driving axle of certain 2-axle buses that are designed to be accessible by wheelchairs.

The **Road Transport (Vehicle Registration) Amendment (Fees) Regulation 2000** alters certain fees payable for specific services provided by the RTA in relation to vehicle registration or renewal or transfer of registration.

The **Road Transport (Vehicle Registration) Amendment (Number-plates) Regulation 2000** allows the RTA to enter into an agreement with any person for the use of a specified combination of numbers on special number-plates of a vehicle. Under the Regulation, the RTA can give notice so as to require the return of any vehicle number-plate.

The **Road Transport (Mass, Loading and Access) Amendment (Mass Management Accreditation Scheme) Regulation 2001** provides for the establishment and recognition of mass management accreditation schemes for heavy vehicles. The RTA can exempt a registered operator in relation to a heavy vehicle from specific regulatory mass, loading and access requirements.

The **Road Transport (Vehicle Registration) Amendment (Maintenance Management Accreditation Scheme) Regulation 2001** provides for the establishment and recognition of maintenance management accreditation schemes for heavy vehicles. The RTA can accept an accreditation of a registered operator in relation to a heavy vehicle as evidence that the vehicle complies with the applicable regulatory vehicle standards.

The **Road Transport (Driver Licensing) Amendment (Fees) Regulation 2000** increases a range of driver licensing related fees.

The **Road Transport (Driver Licensing) Further Amendment (Fees) Regulation 2000** commenced on 11 August 2000 and reduced those driver licensing related fees payable for information and certificates from the records of the RTA.

The **Road Transport (General) Amendment (Fees) Regulation 2000** increases the fees payable for access to information in respect to specific declarations, orders and records kept by the RTA and provided for under the Road Transport (General) Act 1999.

The **Road Transport (General) Further Amendment (Fees) Regulation 2000** commenced on 11 August 2000 and reinstates the lower former fees payable for access to information in respect to specific declarations, orders and records kept by the RTA and provided for under the Road Transport (General) Act 1999.

The **Road Transport (General) (Short Descriptions and Penalty Notice Offences) Amendment Regulation 2000** substitutes the list of short descriptions and increased penalties for penalty notice offences under the road transport legislation and the Roads Act 1993.

The **Road Transport (General) (Short Descriptions and Penalty Notice Offences) Amendment Regulation 2001** prescribes several offences relating to the unlawful possession or use of driver's licences as penalty notice offences.

The **Road Transport (General) (Short Descriptions and Penalty Notice Offences) Amendment (Driver and Passenger Safety) Regulation 2001** increases the penalties for several offences mainly under the Australian Road Rules and generally relating to the wearing of seatbelts, motor bike helmets and the fitting of child restraints.

The **Road Transport (General) (Short Descriptions and Penalty Notice Offences) Amendment (Graduated Licensing) Regulation 2000** commenced on 1 July 2000 (immediately after the Road Transport (General) (Short Descriptions and Penalty Notice Offences) Amendment Regulation 2000) and prescribes specific offences as penalty notice offences.

The **Road Transport (Safety and Traffic Management) (Driver Fatigue) Amendment Regulation 2000** increases the fees payable for a log book the registration of a participant in the Transitional Fatigue Management Scheme, and for the issue of a replacement driver certification manual.

The **Road Transport (Safety and Traffic Management) (Driver Fatigue) Amendment Regulation 2001** requires persons who employ drivers to drive heavy trucks or commercial buses to obtain a copy of the driver's driving records for non-local area work. The Regulation reduces the fee for the issue of a replacement driver certification manual and exempted drivers of motor homes from the application of the Road Transport (Safety and Traffic Management) (Driver Fatigue) Regulation 1999.

The **Road Transport (General) Amendment (Appeals) Regulation 2001** enables a person aggrieved by a decision by the RTA, to vary, suspend or cancel a registered operator's accreditation under the Maintenance Management Accreditation Scheme or the Mass Management Accreditation Scheme, to appeal to a Local Court following an internal RTA review.

The **Road Transport (Driver Licensing) Amendment (Miscellaneous) Regulation 2000** provides that it is not an offence if a provisional licence holder drives a vehicle without an automatic transmission provided that driver is accompanied by a fully licensed driver. The Regulation, in addition, prescribes the offence where a passenger travels on a motor bike where the driver has not held a licence for at least 12 months, as a demerit point offence.

The **Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Miscellaneous) Regulation 2000** deals with a range of requirements or powers by way of an extension or clarification of the Australian Road Rules. They include the rights to use bus and transit lanes, a specific seatbelt exemption, child restraint use in taxis, and the creation of new offences concerning the use of motor bikes and vehicles carrying dangerous goods.

The **Road Transport (Vehicle Registration) Amendment (Miscellaneous) Regulation 2000** prescribes the kinds of flashing lights that certain emergency and rescue vehicles may display and also enabled the police to require persons to present registerable vehicles for inspection by the RTA or authorised officers. The Regulation furthermore, addressed other ancillary matters such as the removing superseded appeal rights.

The **Road Transport (Driver Licensing) Amendment (Double Demerit Points) Regulation 2001** broadens the double demerit points regime (under which demerit points are incurred for road and traffic offences committed over a long weekend) to include offences relating to the failure to wear a seatbelt and or wear an approved motorbike helmet. The regulation removes a redundant reference to a speeding offence.

The **Road Transport (Driver Licensing) Amendment (Long Weekend Demerit Points) Regulation 2001** commenced on 8 June 2001 and specifies not only the number of demerit points applying to road and traffic offences committed over long weekends, but also extended the double demerit points regime to include offences relating to the wearing of seatbelts and helmets.

The **Road Transport (Driver Licensing) Amendment (Test Fees) Regulation 2001** prescribes the fees payable by car drivers to sit the Hazard Perception Test (which car drivers must pass before progressing from a provisional P1 licence to a provisional P2 licence) and the Driver Qualification Test (which car drivers must pass before progressing from a provisional P2 licence to an unrestricted licence).

The **Road Transport (Driver Licensing) Amendment (Car-based Motor Tricycles) Regulation 2001** allows holders of car licences (other than provisional licences) to drive car-based motor tricycles without the need to obtain a separate motorcycle licence. The Regulation also extends the demerit points regime to include the offence relating to the conveying of children under the age of 16 years in or on car-based motor tricycles.

The **Transport Administration (General) Regulation 2000*** replaces substantially the Transport Administration (General) Regulation 1995 (as far as concerns the RTA), expands the definition of 'traffic control facility' in the Transport Administration Act 1988, and prescribes the additional classes of persons to whom the RTA may delegate any of its functions.

The **Transport Administration (Staff) Regulation 2000*** replaces substantially the Transport Administration (Staff) Regulation 1995 and (as far as concerns the RTA) empowers the RTA to temporarily suspend (in specified circumstances), or remove a temporary suspension from, any of its officers.

The **Road Transport (General) (Short Descriptions and Penalty Notice Offences) Amendment (Olympic Games) Regulation 2000**** commenced on 15 August 2000 and applied until the 30 October 2000, and prescribed not only a number of traffic offences needed for the Olympic Games and Paralympic Games but also the short descriptions, and the officers authorised to issue penalty notices, for those offences.

The **Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Olympic Games) Regulation 2000**** commenced on 15 August 2000 and applied until the 30 October 2000 and prescribed traffic offences of standing or parking in contravention of a traffic management plan and the offence of stopping in an Olympic lane.

The **Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Olympic Arrangements) Regulation 2000** commenced on 11 August 2000 and allowed the establishment of an Olympic accredited vehicle scheme involving an Olympic accredited vehicle zone, and prescribed parking offences committed in such a zone.

The **Road Transport (General) (Short Descriptions and Penalty Notice Offences) Amendment (Olympic Arrangements) Regulation 2000** commenced on 11 August 2000 and prescribed penalties for parking and stopping offences in relation to special event parking zones and Olympic accredited vehicle zones.

* Submitted to the Governor by the Minister for Transport.
** Submitted to the Governor by the Minister for the Olympics.

Uncommenced Regulations

The following regulations increasing fees and fixing penalties (and removing some obsolete matters) were made by the Governor, gazetted on 29 June 2001 and commenced on and from 1 July 2001:

The **Driving Instructors Amendment (Fees) Regulation 2001**

The **Roads (General) Amendment (Penalty Notices) Regulation 2001**

The **Road Transport (Mass, Loading and Access) Amendment (Fees) Regulation 2001**

The **Road Transport (Vehicle Registration) Amendment (Fees) Regulation 2001**

The **Road Transport (Driver Licensing) Amendment (Fees) Regulation 2001**

The **Road Transport (General) Amendment (Fees) Regulation 2001**

The **Road Transport (General) (Short Descriptions and Penalty Notice Offences) Amendment Regulation 2001** this Regulation (this Regulation substitutes the list of short descriptions and increases penalties for penalty notice offences under the road transport legislation and the Roads Act 1993).

The **Road Transport (Safety and Traffic Management) (Driver Fatigue) Amendment (TFMS Fee) Regulation 2001**

The **Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Tow-away Charge) Regulation 2001**

Subordinate Legislation Act 1989

There were no departures from the Subordinate Legislation Act 1989.

Judicial Decisions Affecting the RTA

Lane Cove Council -v- RTA

This case in the Supreme Court centred on the RTA's decision that a traffic restriction placed on a local road in Lane Cove should be removed. Council challenged the RTA's decision on the basis that it was beyond the RTA's power and also that it was unreasonable having regard to the consultative process undertaken by council and also safety issues.

Judgment was given on 12 February 2001 in the RTA's favour, the Court finding that the RTA had "distinct, clear, full and unqualified" power to act in this instance.

WorkCover (Insp Mulder -v- RTA)

On 23 February 2001, Justice Marks in the Industrial Relations Commission in Court Session fined the RTA $75,000 plus costs for breach of Section 17(1)(a) of the Occupational Health and Safety Act 1983, arising out of the death of an employee of Nelmac Pty Ltd, which was engaged by the RTA to construct a bridge over Myrtle Gully. The employee was walking across the bridge where timber bearers had been placed between pre cast girders and plywood had been placed on the bearings to cover openings. He stepped on a piece of plywood which had not been nailed down and fell through the hole in the bridge and was killed.

The CMFEU prosecuted his employer Nelmac Pty Ltd and Justice Wright, President of the Industrial Relations Commission fined the defendant a total of $100,000. The RTA was prosecuted by the WorkCover Authority alleging the RTA did not provide such supervision of the site as was necessary to ensure persons could not fall from areas of the bridge construction site to the ground below. The RTA pleaded guilty to the prosecution.

WorkCover (Insp. S Charles) -v- RTA

On 13 March 1997, an employee of an RTA contractor received bitumen burns to the face and neck when a filter seal burst during road spraying operations.

The evidence revealed that the contractor supplying the bitumen mixing plant did not comply with their own standards as to the pump set up. Some aspects of the bitumen transfer procedures being utilised did not comply with the RTA's guidelines. WorkCover instituted proceedings in the Chief Industrial Magistrates Court against the company which was fined $6,000 (plus costs).

In the proceedings against the RTA instituted by WorkCover under s.16 of the Occupational Health and Safety Act 1983 the Chief Magistrate took into account parity in sentencing although the RTA was strictly not a co-offender, but the charges arose out of the same facts and circumstances. The Court imposed a penalty of $10,000.

Abolition of Non-Feasance Immunity

On 31 May 2001, the High Court handed down a judgment which has abolished, within Australia, a long standing legal principle known as the non-feasance immunity.

The non-feasance immunity or "highway rule" was developed by English courts hundreds of years ago and in effect provided that a roads authority could not be liable for any damage or injury sustained arising from its failure to repair or maintain a road. The immunity had been upheld by Australian courts over many years. Two recent cases concerning the application of the non-feasance immunity were taken to the High Court.

In a majority judgment the High Court held that the non-feasance immunity no longer forms part of the Australian common law and that the liability of roads authority is now to be determined in accordance with the ordinary principles of common negligence.

A Parliamentary Inquiry into the effects of the abolition of the immunity in NSW has been announced and the RTA has made a detailed submission to it.

APPENDIX 12
Land disposal

The RTA owns property for administrative purposes and acquires property for road construction. Properties that are surplus to requirements are disposed of in accordance with Government policy.

During 2000/01 contracts were brought to account for the sale of 210 properties for a total value of $34.378 million (net of GST). Of these, 19 properties were valued over $0.5 million each, with a total value of $21.353 million. A property at Canal Road, Leichhardt was sold to the Ministry of Arts for $7 million.

No properties were sold to people with family or business connections between the purchaser and the person responsible for approving the disposal.

Proceeds from property sales are used to improve the State's road network infrastructure. All documents relating to the disposal of properties are available under the *Freedom of Information Act 1989.*

APPENDIX 13
Publications

The RTA produces a wide range of publications to assist customers, to promote road safety and new technology, and to fulfil statutory requirements under annual reporting, environmental and Freedom of Information legislation. Publications on driver licensing, vehicle registration and road safety are available free from motor registries.

Technical and AUSTROADS publications are available for sale from the RTA Library at 52 Rothschild Avenue, Rosebery (tel 02 9662 5065). The library's collection of books, journals, and CD-ROMs includes extensive coverage in the areas of road and bridge engineering, road safety, environment and management.

The following new or substantially revised titles were issued during 2000/01.

Community newsletters/fact sheets

- Barton Highway Route Selection
- Bray Street to Arthur Street - Official Opening brochure
- Bulahdelah Upgrade of the Pacific Highway
- Colemans Bridge Study
- Coolongolook to Wang Wauk - Community Newsletter No. 7
- Country Timber Bridge Program: Bridge over Five Day Creek
- Country Timber Bridge Program: Bridge over Whiteman Creek
- Country Timber Bridge Program: Brinner Bridge over Coldstream River
- Country Timber Bridge Program: Coramba Bridge over Orara River
- Ewingsdale Interchange - Traffic Switched onto Interchange
- Great Western Highway: Blackheath to Mount Victoria - Soldiers Pinch Reconstruction
- Great Western Highway: Linden 4 Upgrade, Tolgate Drive (East) to Hepburn Road - Have Your Say
- Helping to Plan Your Trip (Northern Client Services)
- Karuah Bypass - Newsletter No. 7
- Lyons Road to Englands Road - New Northbound Carriageway Opens to Traffic
- Moorland to Herons Creek - Community Newsletter No. 1
- Moree Bypass
- New England Highway Upgrade: Devils Pinch
- Newsletter No. 1: Traffic Management Improvements on Stacey Street between Hume Highway and Wattle Street, Bankstown.
- Next Stage of $9 Million Upgrade of Mona Vale Road
- Northern Distributor Extension, Wollongong
- Robinvale/Euston Bridge Replacement Information Bulletin No. 2
- "Take A Break" Brochure (reprint)
- Upgrading of Old Windsor Road/Windsor Road - Sunnyholt Road to Schofields Road
- Upgrading the New England Highway at Devils Pinch

Upgrading the Pacific Highway

- Bulahdelah Upgrade - Newsletter No. 2
- Completed Projects - Brochure: Bray Street to Arthur Street, Coffs Harbour
- Upgrading the Pacific Highway: Bray Street to Arthur Street, Coffs Harbour - official opening
- Completed Projects - Fact Sheets:
  - Raymond Terrace to Karuah
  - Ewingsdale Interchange
  - Lyons Road to Englands Road
- Coolongolook to Wang Wauk - Newsletter No. 7
- Karuah Bypass - Newsletter No. 7
- Moorland to Herons Creek - Newsletter No. 1 & 2
- "Take A Break" Brochure (reprint)
- Tandys Lane - Newsletter No. 9
- Ulmarra Bypass - Newsletter No. 7
- Upgrading the Pacific Highway Fact Sheet
- Yelgun to Chinderah - Project Brochure
- Yelgun to Chinderah - Newsletter No. 1 & 2
- Yelgun to Chinderah - Fact Sheets:
  - Blasting Clothiers Creek Road
  - Change traffic conditions: Pottsville/Mooball Rd
  - Concrete paving
  - Crushing activities: North of Cudgen Rd
  - Cudgen Tunnel - Progress Update (2)
  - Installation of pile for bridge works Yelgun Ck
  - Advice of closure of office during Christmas
  - Concrete Pour - Pacific Highway Overbridge
  - Acid Sulphate Soil
  - Air Quality
  - Fauna
  - Flora
  - Soil and Water Management
  - Bridges
  - Tunnel
  - Community Involvement & Liaison Group

Construction

- Cross City Tunnel: Air Ventilation Management Proposal information sheet
- Guide to the Maintenance of Concrete Pavements (Interim version, covering PCP)
- M5 East Update
- MR108 Bobs Farm - Submissions Report 21/9/00
- The Proposed Western Sydney Orbital Working Papers (volumes 1-11)
- The Cross City Tunnel - Release of Preferred Activity Report
- The Proposed Western Sydney Orbital brochure
- User Guide for Specifications R83 and R84 (concrete paving)
- Western Sydney Orbital Summary Booklet
- Windsor Flood Evacuation Route Across South Creek - Newsletter

Corporate

- Annual report 2001: 1,000 printed copies and 1,000 CD ROM copies produced - estimated unit production cost $24.50
- M4/M5 Cashback brochure
- Statement of Business Ethics
- The RTA Strategic Plan 2000-2005

Customer service for the Sydney 2000 Games

- RTA Service Solutions for the Games: Bus & Coach Industry
- RTA Service Solutions for the Games: Driving Instructors
- RTA Service Solutions for the Games: Firearms or Security Industry
- RTA Service Solutions for the Games: Good Behaviour Election
- RTA Service Solutions for the Games: Heavy Vehicle Route Restrictions (heavy vehicle inspections, registry services, special road conditions, breakdowns, temporary truck rest areas)
- RTA Service Solutions for the Games: Heavy Vehicle Route Restrictions (special road conditions, breakdowns, temporary truck rest areas)
- RTA Service Solutions for the Games: Motor Dealers
- RTA Service Solutions for the Games: Taxis
- RTA Service Solutions: Renew Firearms Licence

- RTA Service Solutions: Renew Licence
- RTA Service Solutions: Renew Mobility Parking Authority
- RTA Service Solutions: Renew Registration
- RTA Service Solutions: Vehicle Inspection

Driver licensing

- Dementia - Driving and Dementia
- Drivers from overseas - Licensing requirements for drivers from other countries
- Hazard Perception Test Handbook
- How to get your Heavy Vehicle Driver's Licence
- Learner Driver Log Book
- Medical and driving tests brochure
- Motorcycle Rider: how to get your rider's licence
- Motorcycle Rider's Handbook
- Older Drivers Handbook
- Photo Storage to prevent fraud - Protecting your identity and privacy (brochure)
- Renew your Licence early - Avoid Delay

Environment

- Hazard Perception Test Handbook
- How to get your Heavy Vehicle Driver's Licence
- Learner Driver Log Book
- Medical and driving tests brochure
- Motorcycle Rider: how to get your rider's licence
- Motorcycle Rider's Handbook
- Older Drivers Handbook
- Photo Storage to prevent fraud Protecting your identity and privacy (brochure)
- Renew your Licence early - Avoid Delay
- Western Sydney Orbital Environmental Impact Statement (volumes 1-5)
- Western Sydney Orbital Species Impact Statement
- Annual Review of Environmental Issues Eastern Distributor - July 1999 to June 2000 by PPK Environment & Infrastructure (February 2001)
- Corowa Bridge Environmental Impact Statement (RTA/VicRoads)
- Cowpasture Road upgrade from Elizabeth Drive to North Liverpool Road REF
- Developments in Vehicle Regulation, Driver Testing and Licensing Oral History Summary Report
- Eastern Distributor in Woolloomooloo and East Sydney, Surface Works and the Redevelopment of Residual Lands and Air Rights Master Plan (August 2000) by Jackson Teece Chesterman Willis Pty Ltd.
- Five Islands Road project environmental impact statement
- Five Islands Road Project Environmental Impact Statement - Summary brochure
- Great Western Hwy Statement of heritage impact for Hillcrest (Shell Corner at Katoomba)
- Great Western Hwy Upgrade at Medlow Bath REF
- Great Western Hwy Upgrade at Soldiers Pinch REF
- Linden Section 4
- Linden Section 5
- Liverpool - Parramatta Rapid Bus Transitway EIS (brochure)
- Liverpool - Parramatta Rapid Bus Transitway EIS Overview (booklet)
- Liverpool - Parramatta Rapid Bus Transitway Environmental Impact Statement
- Proposed Western Sydney Orbital - Summary of the Environmental Impact Statement
- Proposed Western Sydney Orbital Environmental Impact Statement (volumes 1-5)
- Proposed Western Sydney Orbital Species Impact Statement
- Roadside Management Guidelines Book 7: State Highway 5 - The Great Western Highway (Blackheath - Lithgow - Bathurst) - MR516 The Bells Line (Bell to Lithgow)
- RTA Environmental Impact Assessment Policy, Guidelines and Procedures Version 4
- Salvage of Aboriginal Sites at Black Hill
- The Great South Road - Self-guided Tour
- Western Sydney Orbital Working Papers (volumes 1-11)
- Windsor Rd McGraths Hill Flood evacuation route - REF

Freedom of Information

- Protecting Your Privacy brochure
- RTA Privacy Management Plan - July 2000

Road safety

- 2000-2001 RTA/Police Road Safety and Traffic and Transport Action Planner
- 50 km/h Urban Speed Limit Evaluation; Summary Report
- 50 km/h Urban Speed Limit Evaluation; Technical Report
- 50km/h Urban Speed Limit Evaluation - Summary Report, RR3
- 50km/h Urban Speed Limit Evaluation - Summary Report, RR4
- A Road Safety Notice for Scooters, Bicycles and Skateboards brochure
- Age profile of controllers in Southern Region - focus report
- Australian New Car Assessment Program (ANCAP) Large Car (brochure)
- Australian New Car Assessment Program (ANCAP) Small Car (brochure)
- Buyers Guide to Child Restraints (brochure)
- Certificate IV in Road Safety - Participants Handbook Version 3:01
- Certificate IV in Road Safety: Participants Workbook
- Certificate IV in Road Safety: Supervisor's Handbook
- Discussion Paper (reviewing road crash involvement by young people in NSW and the factors that influence this behaviour)
- Drink Drive Education Wallet Card
- Drink Driving: Problem Definition and Countermeasure Summary
- Drinking & Driving. The Facts.
- Driver Reviver Site Manual
- Driver Reviver Site Operations Guidelines
- Driving North? Plan your trip now
- Early Childhood poster - Children in Cars
- Early Childhood poster - Commentary Walking
- Early Childhood poster - Fitting Stations
- Early Childhood poster - Oliver's Morning
- Evaluation of the Road Safety Education Program - Association of Independent Schools
- Evaluation of the Road Safety Education Program - Catholic Education Commission Schools
- Evaluation of the Road Safety Education Program - Children's Services
- Evaluation of the Road Safety Education Program in Department of Education and Training Schools
- Evaluation of the Road Safety Education Program in NSW Schools
- Helping Learner Drivers Become Safer Drivers flyer
- Helping Learner Drivers Become Safer Drivers package

- Helping Learner Drivers Become Safer Drivers poster
- Helping Learner Drivers Become Safer Drivers Workshop Manual
- Helping Learner Drivers become Safer Presenters Manual
- 'Helping you Plan Your Trip' - Olympic Holiday Period
- Kids and Traffic - Issue No 1, 2001
- Kids and Traffic: Early Childhood Road Safety Education Program - MEMORY game
- Kids and Traffic: Early Childhood Road Safety Education Program - It only takes a second .....
- Let's save lives on country roads - flyer and bumper sticker
- Move ahead with street sense
- Northern Region Road Toll Monthly Preliminary Status Report
- Overtaking crashes in Southern Region - focus report
- Pacific Highway - Olympic period Highway holiday campaign
- Pedestrian Crossings brochure
- Pedestrian involvement in crashes in Southern Region - focus report
- Preventing Driver Fatigue. Every 2 Hours. Stop. Revive. Survive.
- Protrusions on the Front of Vehicles (brochure)
- Rear end crashes in Southern Region - focus report
- Regional Crashes related to Alcohol, Fatigue and Speeding Focus Report
- Report on Bathurst Road Safety Forum
- Report on the Hunter Region Road Safety Forum
- Report on the Western Sydney Road Safety Forum
- Road Safety 2010 Stakeholder Consultations (Maitland, Bathurst, Campbelltown)
- Road Safety Focus Report on Rear End Crashes, 1997 - 2000
- Road Safety for Overseas Visitors (brochure)
- Road Safety Task Force Report
- Road Traffic Accidents in NSW - 1998
- Road Traffic Accidents in NSW - 1999
- RTA Local Government Program: Road Safety Project Funding Guidelines
- Share the Road (brochure)
- Southern Region Road Toll (monthly preliminary status report)
- Speed Problem Definition and Countermeasure Summary
- Stick to the speed limit poster
- Summary of Focus Groups Studies on Young Drivers
- Used Car Safety Ratings (brochure)
- Way to Go brochure

Technology

- Austroads Guide to the Selection of Road Surfacings
- Austroads Guidelines on Pavement Roughness

Traffic management

- 1998 Journey to Work Travel Time
- 50km/h speed limit for Wyong and Gosford
- Bicycle Facilities Options SH1 Minnamurra Bridge Kiama
- Cahill Walk brochure
- Liverpool-Parramatta Rapid Bus Transitway EIS brochure
- Liverpool-Parramatta Rapid Bus Transitway EIS Overview
- New Electronic Toll Collection - Available Now
- New Electronic Toll Collection for Sydney Harbour Bridge and Tunnel
- Notice to Electronic Toll Collection Customers - Details of GST Procedures
- Rail Trail: Parramatta to Liverpool Cycleway
- Regulatory Signs manual
- Remember money for bridge toll. Or get E-Toll.
- Sharing the Road
- Southern Region Wollongong Traffic Survey Data 1999
- Streets Ahead (video)
- Traffic Management Options - Figtree
- Traffic Management Options - MR261 Tongarra Road, Albion Park
- Travel Times - The Journey to Work - Southern Region

Vehicle registration

- 1999 NSW Driver and Vehicle Statistics Report
- Car Carriers (longer than 19m)
- Converter Dolly Combinations
- Federation Number Plates brochure
- Heavy Vehicle Mass Loading and Access brochure
- NHVAS: Maintenance Management Accreditation Guide
- NHVAS: Mass Management Accreditation Guide
- NHVAS: National Heavy Vehicle Accreditation Scheme
- PrimEmoves (Heavy Vehicle Owner and Drivers Newsletter)
- Professional, powerful and pretty quiet.
- Registration renewal insert
- Registration: Protrusions on the Front of Vehicles
- Renew your Registration early - Avoid Delay
- The Guide to Purchasing a Second Hand Vehicle
- Truck and dog Trailers over 42.5 tones
- Vehicle Standards Information No 15 - Engineering Signatories
- Vehicle Standards Information No 44 - Retro-fitting seatbelts to buses and coaches

APPENDIX 14

Details of payments to consultants

Details of the amounts paid to consultants in 2000/01 are provided below.

Project	Consultant	$
Legal advice in relation to the Cross City Tunnel project	Clayton Utz	651,930
Financial advice in relation to the Cross City Tunnel project	Arthur Anderson	248,333
Review of documentation in relation to traffic systems	Uniquest Ltd	49,850
Probity audit in relation to the Cross City Tunnel project	John Tyrril and Associates	37,320
Consultants costing $30,000 or less	1	3,000
TOTAL		**990,433**

The RTA also engages numerous contractors for professional services not classified as consultancies, including valuation, legal services, road and bridge design, investigation, construction supervision, preparation of environmental impact statements, as well as contract agency services and personnel.

APPENDIX 15

Account payment performance

Quarterly Outstanding Accounts for Financial Year 2000/01

Aged analysis at the end of each quarter

Quarter	Current	< 30 Days Overdue	Between 30 - 60 Days Overdue	Between 60 - 90 Days Overdue	More than 90 Days Overdue
September 2000	$22,468,543	$369,646	$11,468	$574	$1,597
December 2000	$26,379,234	$1,140,436	$575		$2,584
March 2001	$26,607,508	$274,190		$1,354	
June 2001	$47,250,463	$16,492	$763	$344	

Accounts paid on time within each quarter

		Total Accounts Paid on Time		
Quarter	Target %	Actual %	$	Total Amount Paid
September 2000	86%	80.48%	$411,210,076	$460,258,742
December 2000	86%	78.13%	$437,715,470	$491,138,813
March 2001	86%	94.20%	$378,373,782	$401,669,090
June 2001	86%	91.61%	$538,921,705	$569,015,829

Commentary

Promptness of payments for the Authority was below targeted expectations during the September and December 2000 quarters. This was contributed primarily to the allocation of Authority wide resources to support the Sydney 2000 Olympic Games. However, the overall accounts payable performance has shown an improvement in this financial year. New internal operating procedures within the accounts payable function coupled with the pending implementation of a new accounts payable system will lead to continuing improvements in the future.

According to the RTA financial records, there were no incidences of penalties incurred for late payments during 2000/01, as required under clause 18 of the Public Finance and Audit Regulation 2000.

APPENDIX 16

Funds granted to Non Government Community Organisations

Event/Sponsorship	Description	Organisation	Cost	Performance Area
Australian-International Model Car Solar Challenge (September 2000)	Assistance with Parramatta High School's entry to NSW State Championship	Parramatta High School	$1,000	Road Safety and Road User Management (RS&RUM)
2000 Engineering Excellence Awards (October 2000)	Community and Environment Award	Institution of Engineers Australia	$14,850	Environment and Community Policy
Walk to Work Day (November 2000)	Encourage walking to work as part of a transport strategy	Pedestrian Council of Australia	$25,000	Traffic and Transport
Clean Air Conference (November 2000)	"Gold" sponsor and Promotion Bag sponsor	Clean Air Society of Australia and New Zealand	$18,700	Environment and Community Policy
Australian Hotels Association - Patron Transport Safety Award (November 2000)	Promotion of responsible service of alcohol and alternative transport with the aim of reducing road related injury involving alcohol	Australian Hotels Association	$5,000	RS&RUM
RTA Cycle Sydney (December 2000)	Support for BikePlan 2010 by encouraging cycling as a viable transport alternative and promotion of safe cycling	Bicycle New South Wales	$115,500	Traffic and Transport
RTA Big Bike Ride - Oberon to Forbes (March 2001)	Promotion of safe cycling as part of 'Share the Road' with Bicycles	Bicycle New South Wales	$105,000	Traffic and Transport
Walk Safely to School Day (April 2001)	Reinforce safe pedestrian behaviours around schools and school bus stops	Pedestrian Council of Australia	$25,000	Traffic and Transport
2001 Youth Week (April 2001)	Development of mural at Syd Einfeld Drive abutment	Woollahra Council	$1,000	Client Services
Grant	Ongoing coordination and management of native wildlife rescue work	Wildlife Information and Rescue Service	$25,000	Environment and Community Policy

APPENDIX 17

Driver and vehicle statistics and heavy vehicle infringements

No. of Vehicles Registered in NSW as at 30 June 2001 by Year of Manufacture

Year of Manufacture	No. of Vehicles
Pre-1960	8,641
1960 to 1964	11,379
1965 to 1969	25,128
1970 to 1974	92,335
1975 to 1979	209,716
1980 to 1984	462,845
1985 to 1989	773,694
1990 to 1994	963,215
1995	235,832
1996	231,077
1997	270,783
1998	315,347
1999	304,190
2000	306,519
2001	105,770
Unknown	79,018
Total	4,395,489

No. of Vehicles Registered in NSW as at 30 June 2001 by Vehicle Usage

Vehicle Usage	No. of Vehicles
Private	2,898,855
Pensioner Concession	569,368
Primary Producer Concession	99,295
Business General	679,942
Taxi	5,769
Public Bus and Coach	9,292
FIRS	1,926
Other Vehicle Usages	131,042
Total	4,395,489

No. of Vehicles Registered in NSW as at 30 June 2001 by Vehicle Type

Vehicle Type	No. of Vehicles
Passenger Vehicles	2,751,929
Utilities and Vans	622,495
Trailers	639,006
Motorcycles	89,994
Rigid Trucks	244,612
Buses	13,011
Plant	20,278
Prime Movers	14,164
Total	4,395,489

Offence numbers by region: 2000/01

ITEM	Central West	North	South	Total
Defect Notices (including HVIS Activities)	32,300	16,149	18,372	59,933
Traffic Infringement Notices	2,816	3,208	3,847	9,871
Breaches (weight and longhand)	1,438	1,610	3,937	6,985

APPENDIX 18
Privacy

Statement of action taken by the RTA and statistical details of reviews.

Section 33(3)(a) the *Privacy and Personal Information Protection Act 1998* requires the RTA to provide a statement of the action taken in complying with the requirements of the Act.

In order to comply with the Act the RTA:

- has identified and considered the requirements of the Act - principles, codes, public register provisions and internal reviews;
- identified collections of personal information for which the RTA is responsible;
- ensured measures are in place to provide an appropriate level of protection for personal information;
- developed and distributed the RTA's first Privacy Management Plan within the RTA and placed it on the RTA's website to ensure it is available to its clients;
- established mechanisms to ensure RTA staff are aware of their obligations under the Act and appropriately trained to apply the information protection principles. The RTA is currently developing a training program, which will incorporate Privacy issues and be presented to all RTA staff. A series of internal memos have been distributed to staff to highlight the needs of the Privacy Act.

Part of the role of the Records Access Unit is to address the RTA's responsibilities under the Privacy Act. The Privacy and Contract Reporting Co-ordinator is responsible for processing any allegations that improper use has been made of personal information. Such allegations are termed, under the Privacy Act, Reviews of Conduct.

The Privacy Act requires the Reviews of Conduct to be finalised within 60 days.

Twelve Reviews of Conduct were received between the 1 July 2000 and 30 June 2001. Details of the matters brought to the RTA's attention are:

1. On 18 July 2000, a customer sought particulars of persons or organisations that had accessed his drivers licence or any associated records between 1 March 2000 and 15 July 2000. The customer was of the opinion that information regarding his traffic offences had been released without authorisation. The matter was researched, and on 25 September 2000 the RTA determined that the records had only been accessed as part of the duties of the officer concerned. Therefore, no improper accesses were made to the complainant's driving or personnel records. The applicant was advised of the RTA's findings.
2. The matter has been comprehensively investigated, and the investigations are expected to be finalised, in the near future. The complainant will be informed of the outcome of the investigations, as soon as possible.
3. On 5 September 2000, a customer alleged that a motor dealer at Liverpool had gained information from the RTA regarding her personal affairs. The complainant stated that she had received literature, from the motor dealer, showing the name that she uses only for RTA transactions, and that the literature was received shortly after she obtained a Learner Driver's Licence at Liverpool Motor Registry. The DRIVES database was examined, and it was the RTA's view that no improper accesses were made to the complainants driving or personnel records. Further, a RTA investigator was able to confirm that the complainant's name and address had been obtained from the electoral roll. On 30 January 2001, the complainant was informed of the RTA's findings and that no further action would be taken.
4. On 5 September 2000, a customer asked the RTA to investigate the improper release of details of her RTA transactions. It was suggested that, without authorisation, a third party had been given information that she intended to take her vehicle to Carrington Heavy Vehicle Inspection Station. The complainant was subsequently harassed at the site. A RTA investigator investigated the request. There appeared a number of possible sources of the information. On 13 March 2001, it was determined there was no evidence that there had been any breach of privacy by the RTA and the applicant was advised accordingly.
5. On 20 October 2000, a customer expressed concern that RTA Safe-T-Cam records that identified his vehicle had been improperly released to a motor dealer with whom he was in dispute after the purchase of a vehicle. An investigation revealed that the vehicle information had been released as a result of a Freedom of Information application. There had been no personal information released. On 9 January 2001, the RTA determined that that no improper accesses had been made to the customer's driving or personnel records and that no further action should be taken.
6. On 24 January 2001, a customer asked for details of staff members who had accessed, in the past twelve months, her RTA personal information and that of her husband. Notwithstanding that the matter was under review, on 12 June 2001 the applicants said that they would withdraw their request if the RTA confirmed that a motor registry Customer Service Officer whom they named had not accessed their personal records. Following investigations, the RTA confirmed that the individual in question had not accessed their records and, accordingly, the applicants withdrew their complaint.
7. On 13 March 2001, a customer asked the RTA to delete offences in his traffic record that could be considered as being spent, pursuant to Section 8 of the Criminal Records Act 1991. On 21 March 2001, the RTA determined to refuse the request for an amendment of records. The applicant sought a Review of Determination and, on 14 June 2001, the Director, Road Safety and Road User Management determined that the records were not out of date, incomplete or misleading and that they were retained in accordance with the *Road Transport (Driver Licensing) Act 1998*, the Road Transport (Driver Licensing) Regulation 1999 and the *Criminal Records Act 1991*. Accordingly the applicant was advised that the RTA would take no further action.
8. On 16 March 2001, a customer advised that he suspected his date of birth had been improperly obtained from the RTA driver and vehicle database sometime between 1 February 2001 and 8 March 2001. The RTA investigation of accesses gained to the complainant's records found that the records had not been retrieved for any reason in the period mentioned. On 21 March 2001, the applicant was advised of the findings and the RTA determined to take no further action.
9. On 1 June 2001, a customer asked the RTA to establish whether her RTA personal information had been improperly accessed, stating that she had received a letter from a member of her natural family and that her address could only have been obtained from RTA records. The only users of the records in question were representatives of the NSW Police Service. When contacted the Police Service stated that, as provided for in Section 27 of the Privacy Act, 'the records in question were accessed for law enforcement purposes.' On 6 June 2001, the complainant was advised accordingly, and stated that she would take the matter further with the NSW Police Service.
10. On 29 June 2001, a customer complained that he was aware that access was gained to his personal RTA records in October 2000, without authorisation, and that an attempted fraud had transpired. RTA inquiries revealed that an attempt was made to obtain a replacement licence in the complainant's name. Therefore, the NSW Police Service was asked to investigate one aspect of the application for a replacement licence. On 4 July 2001, a Police Officer from Revesby Police Station advised the RTA that the Police Service would only involve itself if requested by the complainant. On 6 July 2001 the complainant was advised that, if he wished to take the matter further, he should contact the Police Service.
11. On 6 June 2001, a customer complained that staff at a RTA motor registry had released her personal information, without her authorisation. The matter is currently under investigation.
12. On 29 June 2001, a customer alleged that personal information in the DRIVES database, relating to three customers, might have been released without authorisation. The complainant insinuated that either a NSW Police Officer or an officer of the RTA released the information. The matter is currently under investigation.

Privacy NSW has been notified of the receipt of all matters. As can be seen, most matters were responded to within the statutory timeframe of 60 days.

APPENDIX 19

Reporting of all RTA private sector contracts

On 27 April 2000, the Government issued Premier's Memorandum 2000 - 11, which requires the disclosure of certain information on Government contracts (including panels) with the private sector. This applies to any case where there was an opportunity for a number of parties to tender or express interest in supplying the goods or services. As a result the Chief Executive issued Corporate Policy Statement No.3, 'Disclosure of details of all RTA contracts with the private sector'. Generally, contracts are categorised into up to $100,000, $100,000 to $5 million and over $5 million. Specific information is required, depending on the value of the contract.

The Records Access Unit either records the information on its own database or, where the contract value exceeds $100,000, arranges for it to be placed on the RTA's internet site at:
http://home.rta.nsw.gov.au/frames/business/g_f.htm?/frames/business/gb&/business/gb_c.htm&Contracts+Awarded&0

Any inquires can be directed to the Privacy and Contract Reporting Coordinator on (02) 9218 3667.

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Acknowledgements

Annual Report coordination: Sarah Rosewell
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Photography: Mike Pratt
Front cover image: Fatuma Roba of Ethiopia runs across the Anzac Bridge in the Women's Marathon, during the Sydney 2000 Olympic Games
Michael Steele /Allsport
Back Cover Image: Sydney's famous blue line - an enduring Games celebrity
Rick Stevens /The Sydney Morning Herald

Roads and Traffic Authority
www.rta.nsw.gov.au

Where to Find Us

Internet
http://www.rta.nsw.gov.au

Customer Service / Motor Registries
For information on vehicle registrations, drivers' licences, motor registry locations and opening hours call 13 22 13 from anywhere in NSW.
Monday-Friday 8.30am - 5.00pm
Saturday 9am - 2pm
For all Regional offices call 131 782 from anywhere in NSW. Monday-Friday 8am - 5.30pm

Transport Management Centre
25 Garden Street
Eveleigh 1430
PO Box 1625
Strawberry Hills 2012
Telephone 131 782 or 8396 1400
Facsimile 02 8396 1425
Monday-Friday 8.00am - 5.00 pm
To report traffic incidents 131 700 (24 hours)
Traffic inquiries 132 701 (24 hours)

Head Office
Centennial Plaza
260 Elizabeth Street
Surry Hills 2010
PO Box K198, Haymarket 1238
DX 13 Sydney
Telephone 02 9218 6888
Facsimile 02 9218 6286
Monday-Friday 8am - 5.30pm

Sydney Region
Ground Floor, 83 Flushcombe Road
Blacktown 2148
PO Box 558, Blacktown 2148
DX 8120 Blacktown
Telephone 02 9831 0911
Facsimile 02 9831 0926
Monday-Friday 8.30am - 5.00pm

Hunter Region
59 Darby Street, Newcastle 2300
Locked Bag 30, Newcastle 2300
DX 7813 Newcastle
Telephone 02 4924 0240
Facsimile 02 4924 0344
Monday-Friday 8.30am - 5.00pm

Northern Region
31 Victoria Street, Grafton 2460
PO Box 576, Grafton 2460
DX 7610 Grafton
Telephone 02 6640 1300
Facsimile 02 6640 1301
Monday-Friday 8.30am - 5.00pm

Southern Region
Level 4, 90 Crown Street
Wollongong 2500
PO Box 477, Wollongong 2520
DX 5178 Wollongong
Telephone 02 4221 2460
Facsimile 02 4227 3705
Monday-Friday 8.30am - 5.00pm

South Western Region
1 Simmons Street, Wagga Wagga 2650
PO Box 484, Wagga Wagga 2650
DX 5407 Wagga Wagga
Telephone 02 6938 1111
Facsimile 02 6938 1183
Monday-Friday 8.30am - 5.00pm

Western Region
51-55 Currajong Street, Parkes 2870
PO Box 334, Parkes 2870
DX 20256 Parkes
Telephone 02 6861 1444
Facsimile 02 6861 1414
Monday-Friday 8.30am - 5.00pm

Pacific Highway Office
21 Prince Street, Grafton 2460
PO Box 546, Grafton 2460
DX 7610 Grafton
Telephone 02 6640 1000
Facsimile 02 6640 1001
Monday-Friday 8.30am - 5.00pm

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Roads and Traffic Authority

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2000/2001 BUDGET

Funds budgeted to be available to the Roads and Traffic Authority for 2000/2001 as published in State Budget Paper No. 3 amounted to $2,200 million. Variations to the initial budget were as follows:

	$M	$M
Total Initial Budget		2,200
Add:		
Increase in Receipts		
Commonwealth Funds - RONI's & ATSB Blackspot Program	8	
Motor Vehicle Taxation	8	
Consolidated Fund Revenue	22	
Authority Revenue	49	87
		2,287
Less:		
Decrease in Receipts		
Commonwealth Funds - National Highways	9	9
		2,278
Plus:		
Increase in use of Cash Balances	20	20
		2,298
Less:		
Decrease in Balance Sheet Movements	**8**	**8**
Total Revised Budget		**2,290**

Total funds available for 2000/2001 amounted to $2,290 million and variances from the revised budget were as follows:

	$M	$M
Total Revised Budget		2,290
Increase in Receipts		
Commonwealth Funds - National Highways	4	
Motor Vehicle Tax	5	
Authority Revenue	23	32
		2,322
Less:		
Decrease in Receipts		
Commonwealth Funds - ATSB Blackspots Program, RONI's & Interstate Vehicle Registration Scheme	3	
General Consolidated Fund Revenue	3	6
		2,316
Add:		
Increase in Balance Sheet Movements	73	73
		2,389
Less:		
Decrease in use of Cash Balances	14	14
Actual Total Funds Available		**2,375**

The most significant variations between the revised budget and actual funds available were due to:

– an increase in Authority Revenue particularly for Plate Fees, Minor User Charges and Right to Receive Private Sector Infrastructure revenue;

– increase in the balance sheet movements primarily relates to an actuarial adjustment to the liability for unfunded superannuation.

COMMONWEALTH GRANTS

The Commonwealth Government provides road funding to New South Wales for the construction and maintenance of National Highways, upgrading Roads of National Importance and for a Road Safety Blackspots Program.

Funding received in 2000/2001 was $210.6 million (1999/2000; $210.5 million) for National Highways, $96.4 million (1999/2000; $85.3 million) for Roads of National Importance and $13.1 million (1999/2000; $18.3 million) for the Road Safety Blackspots Program.

Interstate Road Transport Act, 1985

The *Interstate Road Transport Act, 1985* enables heavy vehicles to have Federal registration if they are not registered in a State or Territory and are involved only in interstate trade.

Under the Federal Scheme vehicle owners are required to pay either a flat rate or a charge based on distance travelled. The moneys are collected in NSW by the RTA on behalf of the Commonwealth and paid into the Interstate Road Transport Trust Fund. The proceeds are then distributed to the States as a contribution towards road repair and maintenance costs.

Funds received by the RTA under this scheme during 2000/2001 amounted to $12.2 million (1999/2000; $12.5 million).

STATE SOURCES

Allocation from the Consolidated Fund

The fuel excise surcharge imposed by the Federal Government ceased and was replaced by GST Revenue Grants and Budget Balancing Assistance payments to the State, with effect from 1 July 2000. In 2000/01, $656 million ($1999/00: $616 million) was appropriated to the RTA to replace the former fuel excise revenue.

Motor Vehicle Taxation

Motor vehicle taxation, collected by the RTA when vehicles are registered, is hypothecated to the Roads Program. During 2000/2001 receipts from motor vehicle taxation totalled $768.7 million (1999/2000; $728.1 million).

Number of Registered Motor Vehicles in NSW

Year	Number of Motor Vehicles Registered *	% Change Over Previous Year
1991/92	3,234,814	0.4(-)
1992/93	3,199,756	1.1(-)
1993/94	3,290,594	2.8(+)
1994/95	3,311,402	0.6(+)
1995/96	3,367,092	1.7(+)
1996/97	3,421,409	1.6(+)
1997/98	3,493,340	2.1(+)
1998/99	3,535,732	1.2(+)
1999/00	3,636,353	2.8(+)
2000/01	3,729,100	2.6(+)

* Excluding plant, tractors, trailers and caravans 1992/93-2000/2001 figures exclude vehicles on register without current registration

Contributions for Specific Works

The following contributions towards specific works were received during 2000/2001:

	$M
State Government Departments for	
- General Purposes	21.243
- Sydney Harbour Bridge	1.903
Councils	1.133
Private Firms and Individuals	4.240
	28.519

Untied Commonwealth Road Grants

Since 1990/91, Commonwealth road funds have been provided to the States under the Australian Land Transport Development program. However, the Commonwealth decided that funds previously allocated for the State's arterial roads were to be untied from 1 January 1994 and were to be provided to the States under the heading of "Identified Roads Grants within the General Revenue Assistance to the States".

The basis of the distribution of these funds to the States has been transitioned from the proportions issued in 1993/94 to the proportions utilised in 2000/2001, when the untied funding was fully distributed in accordance with the Financial Assistance Grants (FAGs) formula.

The Commonwealth Government untied road funding to NSW for 2000/2001 was $127.4 million (1999/2000; $124.3 million).

Figure 20 - Funding of State Road Network (constant dollar 2000/01 terms)

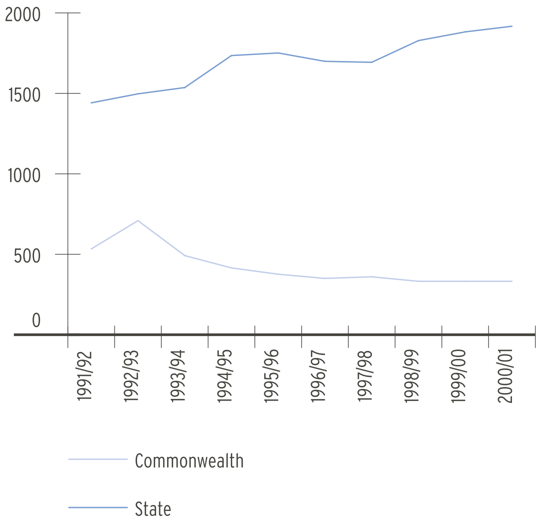


Figure 22 - Commonwealth Grants (constant dollar 2000/01 terms)

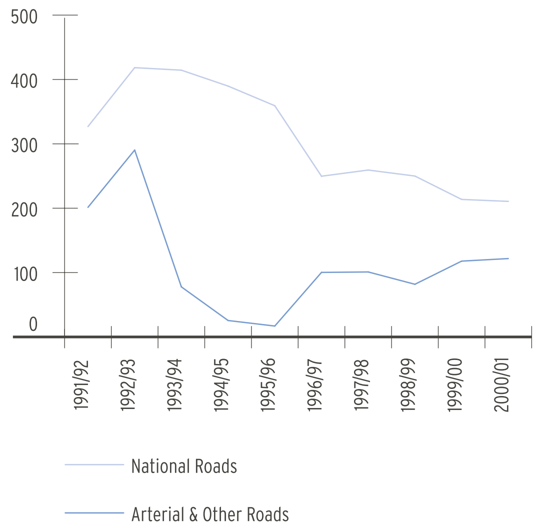
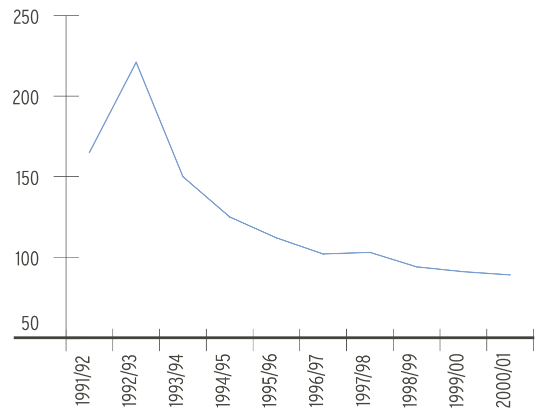


Figure 21 - Commonwealth Grants per registered vehicle (constant dollar 2000/01 terms)



Road Cost Index

The Authority's Road Cost Index, which is used to adjust money values in various tables and graphs within this Annual Report, is shown in the table 'Roads and Traffic Authority Road Cost Index'.

The index, which has been specifically developed by the RTA, is widely accepted as a measure of change in the cost of roadworks, bridgeworks and traffic facilities. It is based upon changes in prices of samples within the broad elements of wages, stores, plant, haulage, corporate and regional administration, property acquisitions and financing costs. Each index component has been allocated a predetermined weighting which is reviewed at 3 to 4 yearly intervals to adjust for changes in the proportions used in RTA roadwork activities.

Roads and Traffic Authority Road Cost Index (Base Year - 1996/97)

Year	Index	% Increase/(Decrease) Over Previous Year
1991/92	92.90	2.5
1992/93	91.07	(2.0)
1993/94	90.89	(0.2)
1994/95	92.62	1.9
1995/96	97.36	5.1
1996/97	100.00	2.7
1997/98	102.50	2.5
1998/99	107.00	4.4
1999/00	107.40	0.4
2000/01	109.00	1.5

SUPPLEMENTARY FINANCIAL INFORMATION (continued)

For the Year Ended 30 June 2001

PAYMENTS TO COUNCILS

Payments made to local government councils during 2000/2001 were as follows:

	$M	$M
Classified Roads		
- Development	8.178	
- Maintenance	210.879	
- Vehicle Management	0.592	
- Road Safety	14.994	
- Traffic Management	36.374	271.017
Local Roads		
- Natural Disasters		26.766
		297.783

ADMINISTERED REVENUES - COLLECTIONS

The RTA administers, but does not control, the collection of various fees, fines and levies on behalf of the Crown Transactions Entity. Monies collected on behalf of the Crown Transactions Entity are not recognised as the RTA's revenues.

The RTA's Administered Revenue Collections are as follows:

	2000/01 $M	**1999/00 $M**
(A) Consolidated Fund Receipts		
Vehicle Registration Fees	168.836	160.481
Drivers Licence Fees	123.324	127.854
Vehicle Transfer Fees	29.923	29.707
Other Fees & Charges	18.213	20.213
Registration Levy	0.049	2.174
Total	**340.345**	**340.429**
(B) Collection - Other Authorities		
Transcover Levy	4.205	32.429
Unregistered Vehicle Permit Stamp Duty	471.639	470.353
Interstate Road Transport Scheme Receipt	4.839	4.047
Firearms Licence Fees	0.451	1.896
Security Licence Fees	0.548	0.009
Proof Of Age	0.736	0.491
Olympic Plates	0.816	-
Centenary of Federation Plates	0.770	-
Other Fees & Charges	0.028	0.008
Total	**484.032**	**509.233**

THE YEAR AHEAD

	2001/2002 Budget $M
New Funds Available	
Commonwealth	
National Highways	207
Roads of National Importance	103
Federation Fund	12
Australian Transport Safety Bureau Blackspots Program	13
Other	10
Total Commonwealth	**345**
State	
Motor Vehicle Taxes	796
Consolidated Fund Allocation	677
Untied Commonwealth Road Funds	130
M4/M5 Cashback Scheme	50
RTA Revenue	264
Total State	**1,917**
Total New Funds	**2,262**
Increase in Liabilities/Reduction in Operational Assets	27
Total Funds Utilised	**2,289**
Expenditure	
Road Network Infrastructure	
- Network Development	903
- Infrastructure Maintenance	627
Traffic & Transport	228
Road Safety & Road User Management	373
Debt Servicing & Repayment	103
M4/M5 Cashback	50
Voluntary Redundancies	5
Total Expenditure	**2,289**