

# THE INDICATOR

ROAD TRAFFIC AUTHORITY STAFF MAGAZINE VOLUME 1 ISSUE 1 OCTOBER 1986

## SINGAPORE BUYS OUR TRAFFIC CONTROL SYSTEM

SCRAM, the Road Traffic Authority's traffic signal control system has been sold to Singapore.

SCRAM will initially be installed at 24 sites in central Singapore at a cost to the Singapore authorities of \$2M.

Philips will be the Australian supplier of the system components and the RTA will provide the necessary technology.

Work will begin later this year on the installation of SCRAM in Singapore.

Ken Daley, Group Manager Traffic Signals, who has been involved with the SCRAM sale and negotiations, described it as the most advanced traffic signal control system in the world.

"This preliminary project creates the opportunity for the SCRAM network to be extended to a total of 600 sites in the Republic at a cost of around \$10M," he said.

"We won the tender for the signal control system because of proven technology, competitive tender price and effective export marketing.

Considerable marketing work was put in by the RTA and the recently established Overseas Projects Corporation of Victoria, in securing this contract."

In recent months the RTA has also been involved in negotiations for a similar project in Kuala Lumpur.

SCRAM, which is the traffic signal co-ordination system that links traffic signals to provide green lights at successive intersections to allow traffic to flow smoothly, was exhibited recently at Traffex, an international safety and traffic product exhibition in Adelaide.

More recently SCRAM was displayed at the Institute of Transportation Engineers annual meeting in Indianapolis.

The RTA also provided items to the Department of Industry Technology and Resources for an exhibition in Victoria's sister Province in Jaingsu, China.

In recent months representatives from several cities in China, Kuala Lumpur, Singapore and Iraq have visited Melbourne to view SCRAM in operation.

On his visit to Australia the British Minister for Roads and Traffic, Peter Bottomley, included the control centre and discussions about SCRAM's special features, in his itinerary.



Transport Minister, Tom Roper and wife, Marilyn, with David Nash, an RTA senior signals operations engineer, at Traffex in Adelaide where our traffic signal control system was recently displayed.

Mr Bottomley combined his viewing of SCRAM with discussions about road safety initiatives and programs in Victoria, with Dr Ian Johnston, General Manager Road Safety.

The system is known as SCATS in Sydney where it was developed and SCRAM in Melbourne where the RTA has enhanced the system to cater for our extensive tram network, making it the best of its kind in the world.

Others contributing to the RTA's promotion of SCRAM are the Department of Main Roads (NSW), Aldridge Traffic Systems, Amalgamated Wireless (Australasia) Ltd., Digital Equipment Corporation (Australia) Pty. Ltd., Philips Communication Systems Limited, R.J. Nairn and Partners Pty. Ltd., and Pak-Poy and Kneebone Pty. Ltd.

## RTA PART OF AWARD WINNING DISPLAY AT SHOW

The Road Traffic Authority display at this year's Royal Show as part of a larger Ministry of Transport display, won the Royal Agricultural Society Award for the best Government or Semi-Government display.

The feature of the RTA stand was a laser video disc machine which presented different road safety and road law situations and posed a question about each.

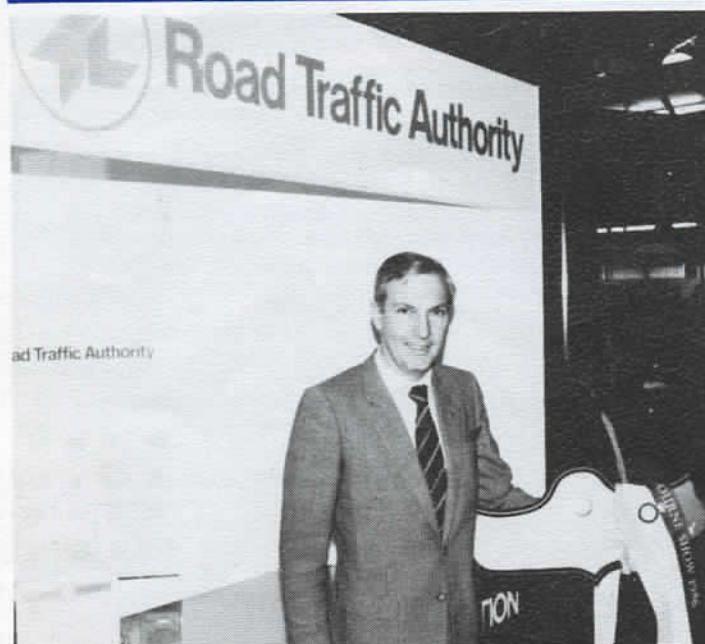
Thousands of people, mainly young, used the machine and, encouragingly, most of them answered the questions correctly.

At this year's show the Authority also built an office in the RAS Administration Pavilion

which proved extremely popular with show goers to the extent that the office took \$52,000 in licence and other normal office transactions and from sales of personalised and custom number plates.

Both the display in the Government Pavilion and the office were staffed by RTA personnel and the organisers wish to thank them all for their hard work during the 10-day show.

Special congratulations go to the Authority's display manager, Greg Rowe who put in many hours of thought and work to make the display the success it was.



Director-General of Transport, Russel Ingersoll, with the award at the RTA's stand at the show.

# SPORTING CHAIRMAN VIN SMITH RETIRES

By the time you read this you will probably have noticed the absence of Vin Smith – golfer, fisherman, lover of the outdoors and now the ex-Chairman and Managing Director of the Road Traffic Authority.

Because of his enjoyment of sports and interacting with people generally, Vin's absence will be felt by a great many of the 2000 Authority staff.

Vin retired officially on 11 October and his last day at work was Friday, 10 October.

Starting his career in Public Service in 1952 with the Motor Registration Branch, Vin set his sights early on a management career.

In 1978 he became Secretary of the Transport Regulation Board and before becoming RTA Chairman and Managing Director he was Chief General Manager – Registration and Regulation and then Deputy Managing Director.

His work in these roles had always been exacting and time consuming so the transition to Chairman was relatively straight forward although his area of responsibility was made considerably wider.

"I really enjoyed being Chairman and it was made more pleasurable because of the support of the entire management team and staff, and an excellent working relationship with the Authority Board," he said.

Modest about his own achievements, Vin considers the deregulation of goods transport to be a major positive change during his time with the TRB. The merging of the TRB and MRB in 1981 was a significant step forward in expanding registration and driver licensing services to the public and set the scene for



Vin Smith and his secretary for 10 years, Anna Naoum. "We always worked as a team," Vin said.

progress towards long overdue improvements in working conditions and systems in the Branch.

"I am happy to see the computerisation in Operations and the Road Safety Bill are well on their way."

"The computerisation in the Operations area will provide for greater efficiency and effectiveness, and is

essential for the provision of a high standard of service to the public."

"The new Road Safety Act will be a most important piece of legislation for the RTA and will have special significance for simplification of what have become quite complex procedures under the existing Motor Car Act."

But for Vin the people in an organisation are the ones who really count.

"Soundly based development programs for staff and their involvement through the consultative processes in decision making are critical to the successful running of the Authority."

"People are first and foremost in the success of the organisation – that's my philosophy," he said.

Vin is enthusiastic about the future of the RTA. "It is full of experienced and dedicated people and will go on to achieve great things. I was particularly proud to be part of it and will follow its progress with a special interest."

He doesn't have any definite plans for his retirement except a visit to Darwin to see his son Kieran and daughter Jacinta, and his granddaughters, and to visit his favourite barramundi waters. His wife Beverley and other children, Timothy, Kate and Christopher will also see more of him.

But his retirement is something Vin still has to address.

"I will miss the friendships I have established here and the interaction with people. It will be difficult to adjust," he said.

"I will miss being here – I know damn well I will. It will leave a big hole, a big gap. But, I guess I will get out the four wheel drive, the rods, the golf sticks – my German Shorthaired Pointer, Taras (Arthur) and I, we'll find our way around. But I will also maintain close contacts with those who have been special friends to me in the place that has been such an important and rewarding part of my life."

**\*From all of us at the RTA – Goodbye and good luck Vin and thank you.**

## CHAIRMAN'S MESSAGE

*My decision to retire has not been easy to take as many of you will understand. Most of my working life has been spent in the Public Service, commencing with the Motor Registration Branch in 1952, and to break the strong bonds that have developed over the years is something I find most difficult.*

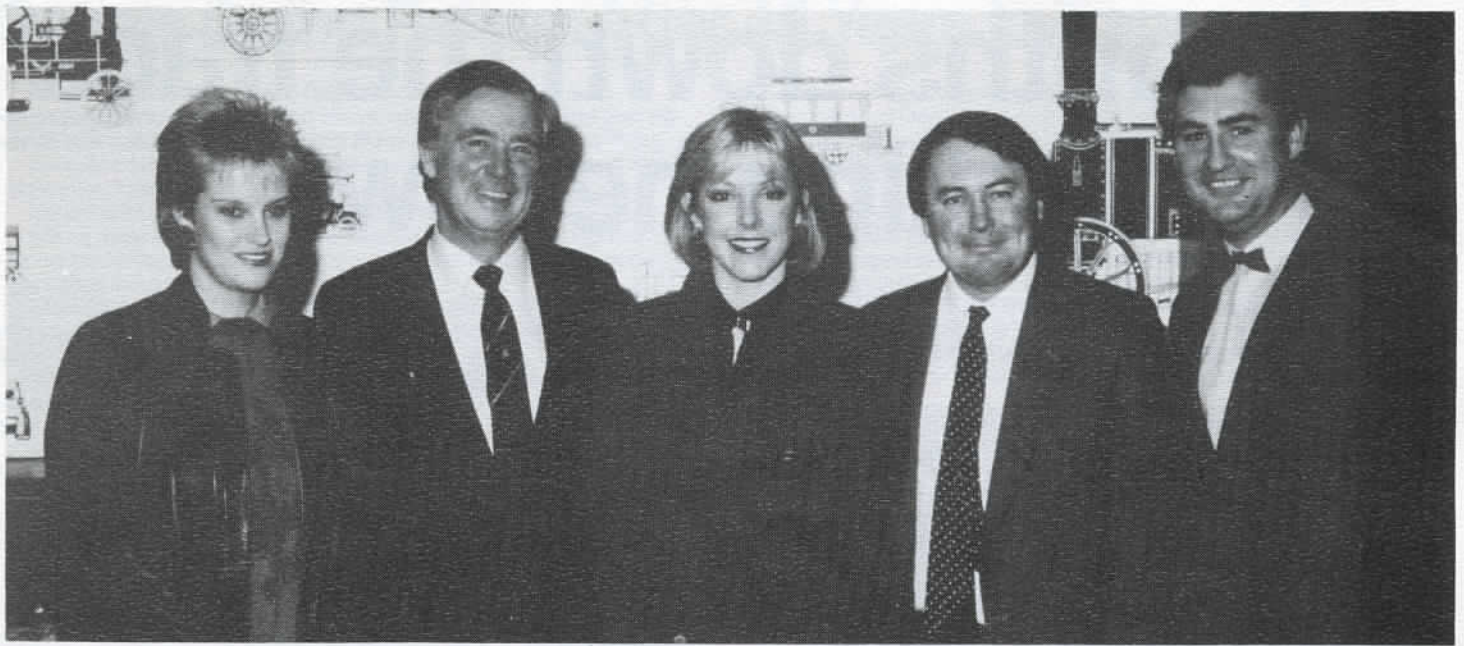
*The Road Traffic Authority is a strong and progressive organisation, well managed, and with tremendous capacity and potential to fulfil its functions and objectives in the interests of Road Safety. I wish the Authority and its personnel well for the future, knowing that the level of experience, expertise, dedication and commitment that exists will lift achievement to even greater heights.*

*I am grateful for the support and loyalty given to me by the Management Team and Staff over the years and I will carry warm and personal memories of this with me. The many good wishes I have received at this time have been particularly appreciated.*

*I hope you may see fit to honour me with an invitation to join you on some of your social occasions in the years ahead.*

*Goodbye and thank you – you are all very special.*

VIN SMITH



Pictured here are Elaine Smith from Neighbours, RTA Chairman and Managing Director, Vin Smith, Jo Pearson, Transport Minister, Tom Roper, and Rob Gell.

## STARS HELP OUT

Selling your wares via television commercials is normally an expensive procedure but the RTA's task of selling road safety to the public was made considerably easier when Channel 10 personalities recently gave their time free of charge to make a series of community service announcements.

The Channel 10 personalities who participated were news readers David Johnston and Jo Pearson,

weatherman Rob Gell, Elspeth Ballantyne and Maggie Kirkpatrick from Prisoner, Darryl Cotton and Marie Van Maaren from The Early Bird Show, and Jason Donovan and Elaine Smith from Neighbours.

A host of behind the scenes people at Channel 10 also gave their time for free.

The advertisements were a result of negotiations with the channel, the RTA and its advertising agency, MDA Mattingly.

The nine 15-second commercials cover drink driving, zero blood alcohol, seatbelts, child restraints, bicycle helmets and pedestrians.

The commercials are being screened at Channel 10's pleasure.

To thank those from the station, a luncheon was held in the Executive Dining Room in July.



Frankston Office Manager, Lyn Monaghan with Transport Minister Tom Roper and RTA Chairman and Managing Director, Vin Smith at the Frankston Office opening.

## New Frankston Office

The 17 Frankston RTA staff moved into their new offices earlier this year, only just in time to beat the winter chills.

Office manager, Lyn Monaghan, describes their new accommodation at 8 Hartnett Drive, as "salubrious compared with the old office."

Transport Minister, Tom Roper, opened the new office, the first to be fitted out to RTA specifications, on 18 June.

It accommodates the 17 staff, allowing also for expansion, has 37 customer carparks, a vehicle inspection centre and motorcycle training facilities.

After the official opening, Lyn showed the Minister and RTA Chairman, Vin Smith, around the new offices and sandwiches and tea and coffee were served to the visitors.

Lyn was delighted with the new office. "It can far more effectively and comfortably accommodate both staff and customers," he said.

In the month before the move, the Frankston office handled 7253 financial transactions, 3104 non-financial transactions and thousands of verbal inquiries, 732 licence tests and 311 learner permits. On average, more than 1000 licence photographs are taken each month.

## Decentralised Buying System for District Offices

Suburban and regional offices are now allowed to purchase basic office equipment and stationery direct from suppliers.

The move comes as an important step in the decentralisation of many of the RTA's office practices.

This new initiative relies upon a common sense ordering system where regional and country offices are allowed to buy office equipment that is urgently needed or not necessarily cheaper if purchased through the Authority.

Such items would include stationery and small office machines such as calculators.

To initiate the program, staff from the Administrative Services Group and a member from Regional Operations visited some of the RTA's decentralised offices in July.

The instructional staff were Barry Cronan (Manager Administrative Services), Mario Zorzut (Supply Officer), Dennis Sotiriou (Training Officer), Angelo Mezzasalma (Projects Officer) and Anne Larkins (Group Manager - Administrations).

## INDICATOR FACTS

Someone is killed in a road accident every two and a half hours in Australia.

million every year.

Every six minutes, somebody is injured on the roads in Australia.

More Australians have been killed on the roads in the last 12 years than died in active service during the second world war.

Traffic accidents claim more lives than anything else for those aged between one and 34.

To the end of September this year, 498 people had been killed on Victoria's roads, only four less than at the same time last year.

Road accidents cost the Australian community \$3000

# 12 months down the track ROVI making headway

The ROVI crew know they're not popular with some truck drivers, but universal popularity was never their aim.

Improved safety of commercial vehicles on our highways and streets is their goal and they have managed to earn the respect of many truck drivers.

ROVI stands for Random On-Road Vehicle Inspection. It comprises 16 vehicle surveyors who, as well as travelling to different locations throughout the state, also conduct investigations into the issuing of roadworthy certificates.

The Notices of Repair, or the "Canaries" as they are known outside the RTA, are still being issued by ROVI with at least the same regularity as when they started their operation on 14 October, 1985, but the vehicle surveyors hope that, in a year or so, frequency will diminish.

The ROVI are not popular with some operators because faults that warrant a Notice of Repair sometimes mean several thousand dollars in repair bills to the truck owner and loss of business for the time it takes for the repairs.

Owners are given between one and seven days to repair their truck depending on the potential danger of the faults found.

Occasionally (in about one per cent of cases) a truck is in such poor condition that the ROVI order it to be towed away for repairs.

As a result sometimes the truck drivers get upset but confrontations are usually avoided because of the courteous and businesslike approach of the crew members.

In most cases, however, the truck drivers once shown the faults, are usually more angry with themselves for not carrying out regular maintenance, or for being caught out.

The ROVI have earned a measure of respect by showing the drivers the faults and explaining the consequences should the faults worsen.

They also know what they are talking about. Most of the ROVI crew, headed by Gary Mahon and Ed Hollyoak, had all reached the level of service manager or the equivalent in private enterprise.



Vehicle Surveyor, Ivan Mann waves a truck into a ROVI site for inspection.

Additionally, most have driven trucks on long hauls while all have proven their investigative aptitude, their expertise in roadworthiness requirements, and their overall efficiency.

They also have a sense of humour. They need it if only to wear the comments from truckies on the CB radio about their presence.

The ROVI travel to several different sites in a day in specially designed V8 vehicles. They cannot stay in one place too long because truck drivers pass on to other drivers the ROVI location which they then bypass.

Each of the ROVI trucks is equipped to set up a random on-road inspection anywhere, carrying portable equipment capable of completely checking even the largest truck for roadworthiness.

They carry equipment that can digitally check the wear on a king pin, air pressured jacks to hoist the truck above the ground a wheel at a time and mini computerised keyboards to record vehicle details as they check it and the result of the inspection.

Most of their work is more physical, however, like crawling beneath wheels of huge prime movers to check brakes.

All the while, other trucks and cars are roaring past the site and sending up clouds of dust and dirt.

A roadworthy check that results in a pass takes 10 minutes; a Notice of Repair may take up to 20 minutes. The ROVI are particularly mindful not to delay trucks longer than necessary.

They also give a truck a small sticker, the colour of which changes monthly, if the truck passes inspection. If a truck carries a sticker of the correct colour, it is usually waved through other inspection sites without further check.

Twelve months down the track, ROVI crew members consider they have been effective.

Drivers seem more aware of the roadworthiness of their trucks, and some even return to tell them of the details of their repairs.

There are about 55,000 large trucks on our roads, and eventually ROVI hope to have tested them all.



Ron Kerwood, under a truck as part of his roadworthy inspection.

# Dennis Quinn Retires After 45 Years in Transport

When he joined the Traffic Regulation Board in 1941 as a temporary clerk, Dennis Quinn would never have guessed that he would retire as the RTA's Regional Manager for the LaTrobe Valley.

His retirement on September 5 marked the end of 45 years in the transport industry.

Dennis said that the Authority had become a big part of his life.

After a three year stint in the navy during the Second World War, Dennis became Assistant Secretary of the Road Passenger Service Operations Association until 1950.

From there he went to Ballarat where he was instrumental in amalgamating transport services after the end of tram services in that city.

After the success of this project, Dennis was instructed by the then Victorian Premier, Henry Bolte, to look into solving the growing public transport system problems in the LaTrobe Valley.

"It was during the time when Victoria was bidding for industries to set up throughout the state," he said.

"The greatest asset (in the LaTrobe Valley) was the volume and cheapness of the power supply, so there was a great influx of people into the Valley."

"Nearly all of the workers – and there were hundreds – used public transport and the situation was just short of chaotic," Dennis said.

With the help of the SEC, APM, the Gas and Fuel corporation and the many unions in the area, a joint consultation committee was set up to review the problem.

The committee was formed in 1948 and disbanded only eight years ago in 1978.

During its time, the committee helped to solve the considerable transport problems of the area.

In 1952, the TRB set up an office in Morwell that was to grow into the regional office for the LaTrobe Valley.

Shortly after the RTA was established in 1983, Dennis moved into the newly created position of Regional Manager.

Says Dennis, "I like to view this authority in the right way, that it gave me the chance to allow people to use their own talents for the betterment of the Authority."

One of several functions held to commemorate Dennis' retirement was a dinner at the Morwell Football Club Rooms – a fitting venue, as Dennis was captain/coach of Morwell when they won the 1952 and 1953 premierships.

The master of ceremonies for the evening was Kevin Foley, a life-long friend of Dennis'.

Over 140 people attended the dinner, including Vernon Wilcox, a former Minister for Transport, and others who know and worked with Dennis.

But Dennis didn't devote all of his time to the RTA.

Along with playing for and coaching the Morwell football team, Dennis helped to establish the Sacred Heart football team, was a foundation member of the Good Neighbour Council, the Chair of the LaTrobe Valley Festival for over 15 years and a Legacy member, among numerous other community organisations.

Dennis will enjoy his retirement with his wife, June, six children and grandchildren.



At a retirement function at Carlton are: FRONT (left to right): June Quinn & Dennis Quinn. BACK (left to right): Chris Fuchshoffer, Ray Pitcher, Cyril McDonald, Allan Stott, Lindsay Anderson & Anna Naoum.

## John Permezel Retires

After spending 30 years of his life involved with road and vehicle safety, the RTA's Group Manager, Vehicle Engineering, John Permezel has retired.

John, 61, describes retirement as one of the two most important events in his life. The other was to get married, but being considerably younger at the time of that event, he didn't dwell on it to the same extent as he did his retirement.

His retirement, which he viewed with "some trepidation" was on 7 July, and he expects to spend most of it chopping logs

of wood at his place in the country or overseas visiting son, Michael in England.

A few days before leaving, John was more concerned with what he would be missing than his future plans.

"I'll miss coming to work each day, I will miss the company and I will miss the sense of challenge of being in a relatively senior position," he said.

"I'll especially miss the challenge of trying to convince the non believers that there is something in making vehicles

safer."

"There's a general acceptance that vehicles are safe already, but we really haven't even scratched the surface."

John, however, is confident there will in future be even greater inroads made in vehicle engineering to make vehicles much safer.

"In my opinion, by the year 2000 we will be seeing the results of continued advances in vehicle engineering."

Before joining the RTA in 1981, John worked for the Commonwealth Government for 30 years in road and vehicle safety areas.

He considers the highlight of his career to be his leadership of the Australian delegation on Road Traffic to Vienna in 1968 where the world wide standards for traffic were formulated. These included the elementary components of road law and vehicle standards.

With more time on his hands, much more time in fact, John looks forward to spending more time with his wife, Patricia and grown up children, Penelope, Michael and Simon.

For several weeks, shortly after his retirement, John returned to the RTA as a consultant for the re-writing of the Road Safety Vehicle Regulations.



Pictured shortly before his retirement getting the computer in order, is John Permezel (in the suit) with vehicle surveyors, (left to right) Ross McArthur, Andrew Cuddas and Rod Howard.

## Max Douglas Regional Manager South Western Region Goes North

Max Douglas, Regional Manager South Western Region retired on 7 July, and staff held a dinner in his honour at the Dinosaur Hotel at Geelong on 13 June.

The dinner was attended by 67 RTA staff from offices at Geelong, Warrnambool, Portland, Hamilton, Ballarat and Morwell.

Max started with the Transport Regulation Board in 1959 in Geelong as an inspector and in 1966 he transferred to Swan Hill.

Max operated the one-man office at Swan Hill for three years. He then transferred to Morwell office in 1969 and returned to Geelong in 1972 as an Assistant Regional Officer, later becoming Regional Manager.

At the retirement dinner, Max was presented with a set of binoculars. His wife, Betty, received a bouquet of flowers.

# NEW COMPUTER SYSTEM FOR TRAFFIC MANAGEMENT

The Traffic Management Division has a new computer-based program management system to help schedule, record and measure the benefits of its work.

Geoff Spring, Manager of Works Scheduling and Co-ordination, said the system known as PMS, is designed to make key information about the division's past, present and proposed projects easily accessible for use in making decisions about new allocations of resources.

Geoff said it also allowed users to set targets and see clearly whether the targets had been reached or not.

"PMS is part of a wider strategy to implement computer-assisted information management throughout the division," he said.

"The other elements of the strategy are a computer-aided design system for traffic signal layouts at intersections, data bases for accident information and traffic statistics, and a signal co-ordinating and monitoring system which collects data on traffic movement and conditions."

Geoff says that two factors have combined in recent years to make PMS necessary.

The first was the establishment of the traffic management division, which



co-ordinates about 1500 small jobs a year, mainly roundabouts, traffic signal installations and minor roadworks. Many of these jobs are carried out by other authorities under delegation from the RTA.

The second factor was the present State Government's emphasis on program budgeting, where the outputs of government departments were measured in terms of benefits to the community.

"Program budgeting requires a management system to transform data into quantifiable benefits. It is a move away from seat-of-the-

pants operation and toward better reporting and greater accountability," Geoff said.

"Under PMS all expenditures are related to specific government policies. The budget structure can be modified at short notice if policies change, and the policy makers have realistic figures on which to base their decisions.

"PMS's main functions fall under five headings: forward planning; annual works program scheduling and monitoring; financial control; project evaluation; and communication with other parts of the Transport Ministry.

Geoff said that a key feature of PMS was its flexibility.

"A modular structure allows expansion as required and data can be constantly updated on-line. Information can be retrieved in several different formats - graphs, summary reports or detail reports, for example.

"A transaction log records all additions, deletions and changes in the system, which runs on a VAX 8600 computer.

"The system is still under development, but has already brought about a significant improvement in efficiency in roadworks planning by cutting down duplication of data, streamlining administrative procedures and allowing the annual peaks and troughs in workload to be identified and smoothed out through better resource management.

Geoff said that since many other government agencies suffered from similar problems, he saw potential for much wider application of PMS - perhaps with other departments drawing on the RTA's experience to develop similar systems of their own.

"In fact some representatives of other government agencies have already come to the RTA to have a look at the system," Geoff said.

## More Training Centres for Motorcyclists

The RTA is continuing to take the risk out of learning to ride motorcycles with the opening of four new Motorcyclist Training centres at Warragul, Bairnsdale, Hamilton and Frankston this year.

These new training centres will offer the same motorcycle rider training courses already offered at Maroochidah, Moorabbin, Preston, Braybrook, Port Melbourne and Richmond in the city and Ballarat, Shepparton, Geelong, Warrnambool, Morwell and Wodonga in the country.

The courses are available to riders with no previous experience in the saddle, as well as to those riders who have already had experience in off-road riding.

The courses include instruction in basic rider skills, such as emergency braking and accident avoidance.

The training centres were set up to give motorcyclists a better grounding in rider skills so that their first time on the road doesn't turn into a battle for survival.

Last year learner rider casualty accident involvement was 45 per cent lower than for the 12 months period before the program started.

Motorcycles make up only 3 per cent of road vehicles, yet before the introduction of the training courses, they were involved in 10 per cent of all casualty accidents.

And unlike car drivers, motorcyclists used to learn their road skills alone.

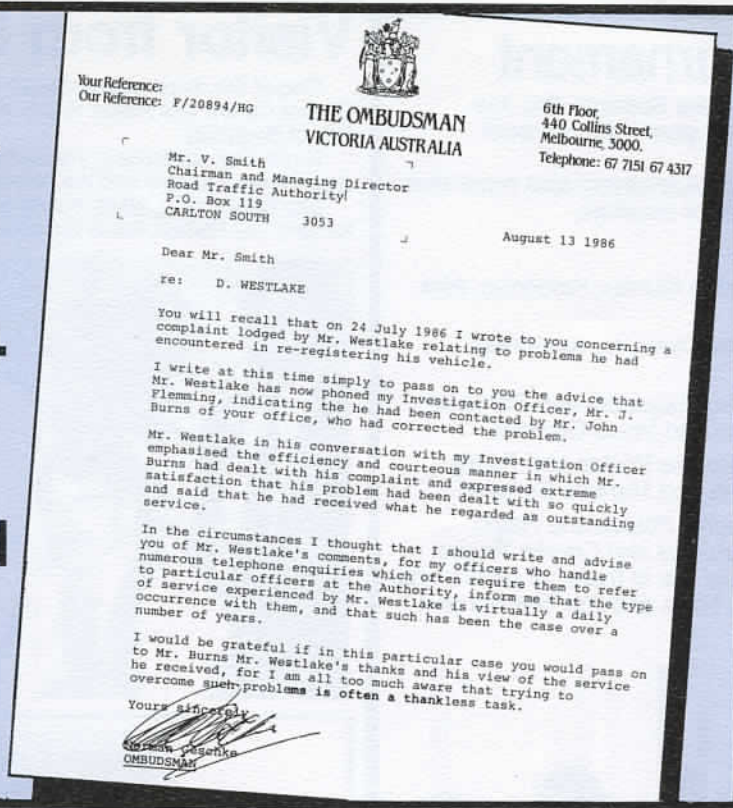
The motorcyclist training centres have gone a long way in helping to reduce the risks that face motorcyclists.

Along with this, the licence test for motorcyclists has been reviewed and now incorporates off and on-road testing combined with a written road knowledge and skill test that assess the rider's ability to avoid accidents.

The supporting training program, although not compulsory, costs only \$15 and is invaluable in equipping motorcycle riders with the necessary skills to survive on the road.



Here's some high praise – a letter from the Ombudsman. The letter speaks for itself, so read on...



THE **INDICATOR**  
TOPICS

The social club's special effort raffle prize of a double cassette stereo recorder was won by Desi Kamanis from the North Building.

At the beginning of July, 850 traffic signals on Melbourne's roads had been linked to SCRAM.

Ian West of Traffic Signals was the winner of the social club's winter offensive raffle, drawn in August.

Cars division defeated Drivers in the annual Wayne Pini memorial trophy football match. The match was held at Royal Park on Sunday July 6, with the winning margin a mere three points.

## Education Course for Drink Drivers

With the introduction two years ago of the zero blood alcohol level for P-plate and L-plate drivers, it also became compulsory for drink drivers convicted under this legislation to complete an education course before getting their licences back.

Unlicensed drivers or those caught driving while disqualified have their problems compounded by a blood alcohol reading over .00.

Since December 1984, as a result of this legislation, Marie Davis and Gabriella Hont have been conducting educational sessions for drivers convicted of exceeding zero blood alcohol, living in the metropolitan area.

Courts present convicted drink drivers with an RTA pamphlet, How to get your License Back, which informs them of the education course.

Staff in the regional offices play an important part in checking that eligible drivers have completed the course before being re-licensed. Drivers should be able to show a Certificate of Completion or a Certificate of Exemption (given if they have completed a different drink driving education or rehabilitation program) issued by the RTA.

To date most of the drivers attending the course have been under 25 years of age and on P-plates or L-plates.

Gabriella Hont says that six to ten drivers at a time attend the 2½ hour sessions. "They are informed of the risks and

hazards of driving after drinking, as well as the reasons for drink-drive laws and countermeasures," she said.

"The effect alcohol has on driving skills and on health are discussed with considerable participation from drivers.

"Group discussion is generally rather lively as drivers are asked to think carefully about why they drink and identify their own drinking pattern.

"Participants are encouraged to consider methods of changing their drinking and, or their driving habits."

Gabriella said most of the 700 drivers, who have attended the group sessions say that the course was very interesting and they appreciated the opportunity to discuss issues with other participants.

The free courses are held at Hawthorn and once a month in the City. They will be held in other suburbs should the need arise.

For drivers living outside the metropolitan area the course can be taken by correspondence. Drivers have to answer questions about alcohol and driving based on the information that is sent to them.

The correspondence course can be taken in Vietnamese and Greek and will soon be available in Italian. Paula Minter is responsible for sending the correspondence courses to drivers throughout the state and at times, interstate.

For more information about the Alcohol Education Program contact Marie Davis on (03) 810 2632, Gabriella Hont on 810 2638, or Paula Minter on 810 2631.

## Video Now Part of Driver Education Course

Soon the participants in the RTA's drink driving course will see a video designed to help them overcome the peer group pressure to drink and drive.

The video which runs 13 minutes was shot over three days in late August and was cut from about 30 hours of video tape.

Few of those who see the video will realise how many hours were put in by Authority staff and the film crew, into the writing, filming and editing of the video.

It's the story of a young man who loses his licence for drink driving, gets it back and has to abide by the rule of drinking nothing if he is going to drive his car.

He has to come to terms with combining a social life with not drinking and driving.

Our hero is confronted with several tricky situations but in the end... (no, telling you that would spoil it!)

The film was produced by Seven Dimensions Production Company whose crew and the cast seemed to take for granted the tediousness of getting a scene just right and working through the cold night until 5am.

Needless to say, Gabriella Hont, Peter Peberdy and Kerrina Watson who were the Authority's representatives overseeing the production, were impressed by their determination.

Pictured here is Patrick Daniels (right) Manager of the Prospect Hill Road office where a short scene was shot, with lead actor Karl Hansen.



## Annual Pool Tournament

Brendan Murray won for Drivers Section, the Joe Zammit Perpetual Trophy in this year's annual pool tournament.

It was the sixth annual pool tournament and more than 130 RTA South staff competed for trophies.

### RESULTS:

**MENS' SINGLES:** winner, Brendan Murray; runner-up, Alex Takacs.

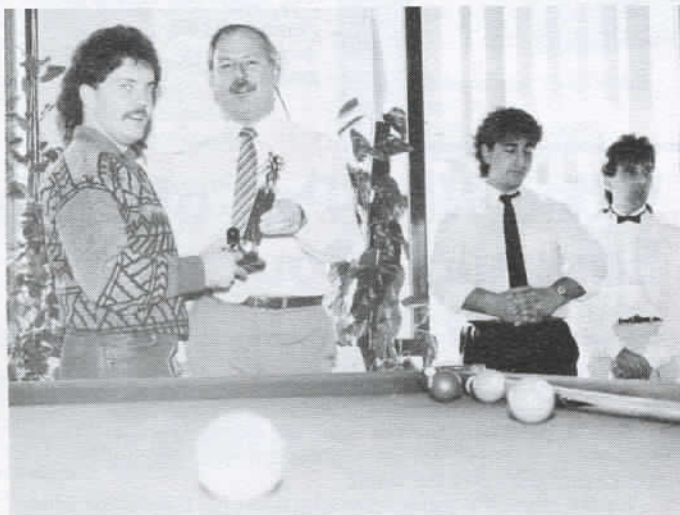
**LADIES' SINGLES:** winner, Rosa Casauria; runner-up Martess Camilleri.

**MENS' DOUBLES:** winners, Serg Ragozzini and Bruce La Brooy; runners-up, Bruno Denino and Vince Carbone.

**LADIES' DOUBLES:** winners, Sophie Poulos and Penny Rose; runners-up, Rosa Casauria and Martess Camilleri.

**MIXED DOUBLES:** winners, Sophie Poulos and Ralph Willenburg; runners-up, Litza Catsaras and Charlie Touma.

The South Building Club would like to thank all participants and particularly organisers Sam Failla and Joe Taverna and referee Godfrey Daniel.



Brendan Murray winner of the men's singles accepts his trophy from Peter Golden. In the background are organisers, Joe Taverna and Sam Failla.



Martess Camilleri and Rosa Casauria with their combined trophies won in the annual pool tournament.

Terry O'Keefe Manager, Drivers, accepts the Joe Zammit Perpetual Trophy.

## Visitor from Baghdad

One of the more recent visitors to the Metropolitan Traffic Signal Control Centre was Nadia Younis Aziz a traffic engineer with the City of Baghdad.

Nadia was particularly interested in the Authority's SCRAM traffic signal linking project and the Accident Blackspot Program.

Our photograph, taken during a break in discussions shows (left to right) Les French, Geoff Symons and Bruce Hearn with Nadia.



## THE INDICATOR

This magazine is edited by Kerrina Watson of the Public Relations Department. Staff contributions of stories, cartoons, or pictures are welcome. Please ring Kerrina on 810 2773 or forward copy to 818 Glenferrie Road, Hawthorn.

## The Ten Commandments of a Licence Test

1. Thou shall not scare the daylighters out of thy licence tester.
2. Thou shall not let thy vehicle get hit by thy neighbours vehicle.
3. Shouldst thy vehicle get hit, thou shall not let it get hit on the side that thy tester is sitting on.
4. Shouldst thy testing officer tell thee to turn left, thou shall not turn right under the wheels of an oncoming semi.
5. Thou shall not chase pedestrians along the footpath.
6. Thou shall not impede the exit of your testing officer from the car, shouldst said car stall on a railway level crossing with the wig wags operating.
7. Thou shall not commence to drive off till thy testing officer is completely in thy car.
8. Thou shall not place thy trust in a St. Christopher medal when the traffic lights turn to amber.
9. Thou shall not attempt to break the sound barrier, not even get close.
10. Thou shall not abuse thy testing officer, not make his name in vain if he shouldst find thee lacking. Remember thou hast to come back, and yee may yet get him again.

"Our first contribution to "Indicator" from the staff at C.L.A.R.O.