

**STANDING COMMITTEE ON SOCIAL ISSUES INQUIRY INTO THE
STRATEGIES TO REDUCE ALCOHOL USE AMONG YOUNG PEOPLE IN NSW
TRANSPORT FOR NSW – QUESTIONS (MAY 2013)**

Supplementary Questions on Notice

1. Can you provide any data relating to the accidents, injuries or incidents recorded in relation to Bicycle riders, including motorised bikes where alcohol is a contributing factor?

See Table 1 for bicycle data and Table 2 below for mopeds and motorised bicycles.

Table 1. Pedal cycle rider casualties (killed and injured) by age and BAC band range

Bicycle rider casualties by age group and BAC band, NSW, 2000 and 2011

Age group	BAC band	Reporting year		% Change
		2000	2011	
Under 17	Nil	27	12	-56%
	.001-.049	0	0	
	.050 or more	3	2	-33%
	Unknown	293	99	-66%
	Sub-Total	323	113	-65%
17-25	Nil	75	51	-32%
	.001-.049	4	2	-50%
	.050 or more	13	7	-46%
	Unknown	147	87	-41%
	Sub-Total	239	147	-38%
26 - 39	Nil	119	118	-1%
	.001-.049	2	2	0%
	.050 or more	19	15	-21%
	Unknown	229	179	-22%
	Sub-Total	369	314	-15%
40 or over	Nil	83	171	106%
	.001-.049	1	4	300%
	.050 or more	17	12	-29%
	Unknown	94	206	119%
	Sub-Total	195	393	102%
Unknown		90	35	-61%
Total		1216	1002	-18%

Table 2. Motorcycle rider injuries of mopeds/motorised pedal cycles by age and BAC band

**Motorcycle rider injuries of mopeds/motorised pedal cycles
by age and BAC band, NSW, 2000 and 2011**

Age group	BAC band	Reporting year	
		2000	2011
Under 17	Nil		
	.001-.049		
	.050 or more		
	Unknown		7
	Sub-Total	0	7
17-25	Nil		3
	.001-.049		1
	.050 or more		1
	Unknown		5
	Sub-Total	0	10
26 - 39	Nil		7
	.001-.049		1
	.050 or more		
	Unknown		1
	Sub-Total	0	9
40 or over	Nil	1	6
	.001-.049		
	.050 or more		3
	Unknown		6
	Sub-Total	1	15
Unknown			1
Total		1	42

2. Do you have information relating to the utilisation of fake identification for the purpose of proof of entry to licensed premises or for the purpose of purchasing alcohol? And what action is being taken to address the authenticity issue and the misuse of fake information?

Since 2009, Roads and Maritime Services (RMS) has applied or programmed to extend the period of provisional licence tenure under clause 31C of the Road Transport (Driver Licensing) Regulation 2008 for 1059 customers.

Information is provided to Roads and Maritime Services from the State Debt Recovery Office (SDRO) or via a court for the offence of 'Minor use false evidence of age document to gain entry remain in or obtain liquor' under section 129 of the *Liquor Act 2007*.

Below is a breakdown of the customer licence class at the time the offence was received:

- Unlicensed 154
- Learner 342
- P1 495
- P2 78

In regards to unlicensed and learner drivers, the extension of the provisional licence can only be applied if the offender applies for any licence within 5 years of having committed the Liquor Act offence. If it is identified that the offender first applies for a learner licence more than 5 years after the offence date, the offence and ineligibility that was earlier applied to the

customer is removed and no action is taken to extend the provisional licence when it is eventually issued.

Also if the offender is under 14 years of age at the date of the offence no action is taken to extend the provisional licence nor is it recorded by RMS.

The Document Verification Service (DVS) is part of the Australian Government's commitment to protecting the identity of Australians. The service is a secure, electronic, on-line system. It can be used to check, in real time, if a person applying for a high-value benefit or service has provided a proof-of-identity document that is accurate and up-to-date. Driver licences, passports, citizenship certificates, visas, Medicare cards, as well as birth, marriage and change-of-name certificates are among the identity documents that can be verified.

As part of the 2012-13 Budget, the Australian Government announced the extension of the Document Verification Service, on a fee-for-service basis, to private sector organisations. Access to the service will allow eligible businesses to check, in real time, the accuracy of identifying documents such as passports, Medicare cards, visas and citizenship certificates. Arrangements are in the final stages to allow private organisations access to the DVS.

Also the introduction of new features for under 18 licences is a counter-measure itself. In general, whenever RMS changes the security features of their licences, they write to businesses and organisations and provide mock ups to help communicate to their customer service staff. For licensed premises, RMS has worked with the Office of Liquor, Gaming and Racing to include relevant information in their bulletins for the liquor industry.

In 2009-10, the security features of the drivers licence cards issued to drivers under 18 years of age were modified to increase card security. These changes were:

- Repeating the date of birth in the card background, making it more difficult to modify or fraudulently reproduce;
- A highlighted box surrounding the facial image to indicate that the holder was a minor at the time of issue; and
- Including a reference to the date of the 18th birthday in the banner of the card for ease of age identification.

Questions Taken on Notice (29 April 2013)

1. Where are road safety officers located by Local Government Areas? What resources are being allocated?

Location of Road Safety Officers

There are currently 73 Road Safety Officers (RSO) covering 92 councils. It is noted that up to three rural councils may share one RSO. Councils with an RSO are listed below.

RMS Northern Region

Ballina, Coffs Harbour, Lismore, Port Macquarie, Tamworth, Tweed

RMS Hunter Region

Dungog, Gloucester, Gosford, Great Lakes, Greater Taree, Maitland, Newcastle, Port Stephens, Wyong

RMS Southern Region

Eurobodalla, Goulburn/Mulwaree, Kiama, Queanbeyan, Shellharbour, Shoalhaven, Wingecaribee, Wollondilly, Wollongong

RMS South West Region

Albury, Bland, Boorowa, Coolamon, Cootamundra, Corowa, Deniliquin, Greater Hume, Griffith, Gundagai, Junee, Leeton, Lockhart, Murray, Murrumbidgee, Narrarandra, Temora, Tumbarumba, Tumut, Urana, Wagga Wagga, Yass

RMS Western Region

Bathurst, Blayney, Cabonne, Dubbo, Forbes, Gwydir, Lachlan, Lithgow, Moree Plains, Orange, Parkes, Warrumbungles, Wellington

RMS Sydney Region

Auburn, Bankstown, Fairfield, Blacktown, Blue Mountains, Burwood, Camden, Campbelltown, Canada Bay, Canterbury, Hawkesbury, The Hills Shire, Holroyd, Hornsby, Kogarah, Ku-ring-gai, Lane Cove, Leichhardt, Liverpool, Manly, Marrickville, Mosman, North Sydney, Penrith, Pittwater, Rockdale, Ryde, Randwick, Strathfield, Sutherland, Sydney City, Warringah, Willoughby

Resources allocated to councils

About \$4 million of funding is provided annually to RMS regions to cover the following:

- 50% of road safety officer (RSO) salaries
- 50% of cost of RSO road safety projects costs
- RMS regional management and administration of the Local Government Program including extensive guidance and support for RSOs in local councils (within the region); approval of RSO community road safety projects.

Additionally, resources including DVDs of artwork supporting road safety public education campaigns are developed for RSOs and RMS regional officers for use in local road safety projects (eg Drink Driving Plan B).

Further resources include community information about legislative changes e.g. use of appropriate child restraints; learner driver changes and heavy vehicles. Additionally, road safety education targeted at vulnerable road users including pedestrians, school children, seniors, motorcyclists, bicycle riders are made available to RSOs.

2. What is the declining trend in road fatalities as a percentage across different age groups?

Table 3. Fatalities across different age groups (all fatalities)

Fatalities by age group, NSW, 2000 and 2011

Age group	Reporting year		% Change
	2000	2011	
0-4	10	4	-60%
5-16	32	15	-53%
17-20	99	31	-69%
21-25	70	48	-31%
26-29	50	24	-52%
30-39	84	39	-54%
40-49	79	57	-28%
50-59	52	51	-2%
60-69	39	33	-15%
70+	88	62	-30%
Total	603	364	-40%

Table 4. Fatalities across different age groups (illegal alcohol related fatalities)

Fatalities across different age groups (illegal alcohol level), NSW, 2000 and 2011

Age group	Reporting year		% Change
	2000	2011	
0-4	1	0	-100%
5-16	4	3	-25%
17-20	20	9	-55%
21-25	21	16	-24%
26-29	17	8	-53%
30-39	23	13	-43%
40-49	13	14	8%
50-59	5	5	0%
60-69	2	2	0%
70+	1	0	-100%
Total	107	70	-35%

~ The legality of a given alcohol level may depend on a number of factors:

- the person's age
- the person's licence status
- the State that issued the licence
- the type of vehicle being driven
- whether the vehicle was carrying a dangerous load
- the date of the crash (because of changes over time to drink-driving legislation).

3. What is the trend in road fatalities related to driver's age?

Table 5. Fatalities based on age of driver/rider (all fatalities) – key vehicle status

Fatalities arising from crashes involving drivers/riders of the key traffic unit by age group, NSW, 2000 and 2011

Age group	Reporting year		% Change
	2000	2011	
Under 26	201	92	-54%
26 or more	386	259	-33%
Unknown	10	1	-90%
Total	597	352	-41%

~ The 'key' traffic unit (vehicle) is generally that vehicle considered by Police to have played the major role in the crash

The difference in totals between Table 3 and Table 5 is due to a number of crashes where the key traffic unit has no controller or a non-motor vehicle controller involved.

Table 6. Fatalities based on age of driver/rider (illegal alcohol related fatalities) – key vehicle status

Fatalities arising from crashes involving drivers/riders of the key traffic unit~ with an illegal alcohol level* by age group, NSW, 2000 and 2011

Age group	Reporting year		% Change
	2000	2011	
Under 26	46	27	-41%
26 or more	61	43	-30%
Total	107	70	-35%

~ The 'key' traffic unit (vehicle) is generally that vehicle considered by Police to have played the major role in the crash

* The legality of a given alcohol level may depend on a number of factors:

- the person's age
- the person's licence status
- the State that issued the licence
- the type of vehicle being driven
- whether the vehicle was carrying a dangerous load
- the date of the crash (because of changes over time to drink-driving legislation).

4. What are the statistics with respect to pedestrian deaths, where alcohol consumption by the pedestrian is a factor? What is the breakdown of these statistics by gender?

Table 7. Pedestrian fatalities by gender and BAC band

Pedestrian fatalities by gender and BAC band, NSW, 2000 and 2011

		Reporting year		
	BAC band	2000	2011	% Change
Male	Nil	43	21	-51%
	.001-.049	0	4	
	.050 or more	24	8	-67%
	Unknown	9	4	-56%
	Sub-Total	76	37	-51%
Female	Nil	26	8	-69%
	.001-.049	1	0	-100%
	.050 or more	2	3	50%
	Unknown	5	1	-80%
	Sub-Total	34	12	-65%
Total	Nil	69	29	-58%
	.001-.049	1	4	300%
	.050 or more	26	11	-58%
	Unknown	14	5	-64%
	Total	110	49	-55%

5. Are there any statistics on fatalities involving intoxicated pedestrians killed while sleeping on the road?

Table 8.

Pedestrian deaths (playing, working, lying, standing on carriageway) by BAC band, NSW, 2000 and 2011

		Reporting year		
	BAC band	2000	2011	% Change
	Nil	9	4	-56%
	.001-.049	0	1	
	.050 or more	8	2	-75%
	Unknown	1	1	0%
	Total	18	8	-56%

6. What are the statistics with respect to fatalities involving suspended and disqualified drivers?

Table 9. Fatalities arising from fatal crashes involving drivers/riders with an unauthorised licence status, NSW 2000 and 2011

Reporting year			
2000	2011	% Change	
63	42	-33%	

7. How many drivers are losing their drivers licence annually, and as a proportion of all drivers?

Table 10. Number of drivers losing their licence annually by licence class

Number					
Start date of sanction	Licence type	Age group			Total
Yr 2008	Learner	587	1050	185	1822
	P1	15105	3510	533	19148
	P2	14014	2892	327	17233
	Unrestricted	3260	17026	16345	36631
	Unknown	2191	2364	793	5348
	Total	35157	26842	18183	80182
Yr 2009	Learner	764	1190	251	2205
	P1	13461	3720	612	17793
	P2	13483	3551	378	17412
	Unrestricted	3129	16165	15898	35192
	Unknown	2337	2551	858	5746
	Total	33174	27177	17997	78348
Yr 2010	Learner	2005	1766	492	4263
	P1	13254	3741	596	17591
	P2	15465	4553	498	20516
	Unrestricted	3072	13674	12844	29590
	Unknown	1970	2387	877	5234
	Total	35766	26121	15307	77194
Yr 2011	Learner	1992	1825	558	4375
	P1	13090	4193	740	18023
	P2	13363	4659	522	18544
	Unrestricted	2417	10050	9289	21756
	Unknown	1653	2297	788	4738
	Total	32515	23024	11897	67436
Yr 2012	Learner	2009	1720	581	4310
	P1	11733	4209	753	16695
	P2	12475	4971	636	18082
	Unrestricted	2236	8934	8575	19745
	Unknown	1505	2070	783	4358
	Total	29958	21904	11328	63190

Table 11. Drivers losing their licence annually as a percentage of a snapshot of total numbers of drivers of each licence class as at 30 June of each year.

Percentage of snapshot					
Start date of sanction	Licence type	Age group			Total
		Up to 24	25-39	40+	
Yr 2008	Learner	0.3%	2.0%	1.2%	0.8%
	P1	13.6%	13.5%	9.0%	13.4%
	P2	7.9%	5.9%	3.3%	7.3%
	Unrestricted	1.8%	1.4%	0.6%	0.9%
	Unknown	0.0%	0.0%	0.0%	0.0%
	Total	5.4%	2.0%	0.7%	1.7%
Yr 2009	Learner	0.4%	2.1%	1.7%	0.9%
	P1	13.5%	14.4%	10.1%	13.5%
	P2	7.4%	6.1%	3.3%	6.9%
	Unrestricted	1.7%	1.4%	0.6%	0.9%
	Unknown	0.0%	0.0%	0.0%	0.0%
	Total	5.0%	2.0%	0.7%	1.7%
Yr 2010	Learner	1.1%	3.3%	3.4%	1.7%
	P1	12.5%	12.3%	8.7%	12.3%
	P2	9.0%	7.3%	4.0%	8.3%
	Unrestricted	1.6%	1.1%	0.5%	0.7%
	Unknown	0.0%	0.0%	0.0%	0.0%
	Total	5.4%	2.0%	0.5%	1.6%
Yr 2011	Learner	1.0%	3.1%	3.3%	1.6%
	P1	12.6%	12.4%	9.3%	12.4%
	P2	7.8%	6.9%	3.8%	7.3%
	Unrestricted	1.2%	0.8%	0.3%	0.5%
	Unknown	0.0%	0.0%	0.0%	0.0%
	Total	4.8%	1.7%	0.4%	1.4%
Yr 2012	Learner	1.0%	2.7%	3.0%	1.5%
	P1	11.4%	12.4%	8.9%	11.5%
	P2	7.1%	6.7%	3.9%	6.8%
	Unrestricted	1.1%	0.8%	0.3%	0.5%
	Unknown	0.0%	0.0%	0.0%	0.0%
	Total	4.4%	1.6%	0.4%	1.3%

Note:

- 1) Licence type is the primary licence type.
- 2) Percentage is the percentages of sanctions over the corresponding snapshot counts by licence type, age group and calendar year.
- 3) Data for 2012 is not complete.
- 4) Excluding medical, fine default, admin and police suspensions.

8. How many drivers are losing their drivers licence annually due to alcohol and as a proportion of all drivers (split by metropolitan and rural)?

Table 12. Number of drivers losing their licence annually by licence class

Number										
		Sydney-Newcastle-Wollongong				Rest of NSW				
Date of offence	Primary licence type	Age group								Total
		Up to 24	25-39	40+	Sub Total	Up to 24	25-39	40+	Sub Total	
Yr 2008	Learner	219	71	18	308	269	53	20	342	650
	P1	677	184	24	885	894	154	15	1063	1948
	P2	1123	295	22	1440	1017	193	17	1227	2667
	Unrestricted	792	3708	2532	7032	543	2255	2110	4908	11940
	Unknown	596	873	403	1872	1024	1225	605	2854	4726
	Total	3407	5131	2999	11537	3747	3880	2767	10394	21931
Yr 2009	Learner	231	113	21	365	286	69	20	375	740
	P1	570	203	31	804	818	192	25	1035	1839
	P2	1137	307	34	1478	916	225	19	1160	2638
	Unrestricted	820	3749	2595	7164	526	2105	2033	4664	11828
	Unknown	601	999	380	1980	1033	1271	550	2854	4834
	Total	3359	5371	3061	11791	3579	3862	2647	10088	21879
Yr 2010	Learner	197	83	20	300	207	76	27	310	610
	P1	514	201	23	738	711	219	25	955	1693
	P2	865	322	28	1215	787	234	24	1045	2260
	Unrestricted	734	3266	2415	6415	520	1854	1795	4169	10584
	Unknown	528	801	300	1629	807	1052	529	2388	4017
	Total	2838	4673	2786	10297	3032	3435	2400	8867	19164
Yr 2011	Learner	163	64	20	247	200	55	16	271	518
	P1	465	208	25	698	534	234	34	802	1500
	P2	753	302	28	1083	642	250	20	912	1995
	Unrestricted	607	2757	2424	5788	424	1667	1956	4047	9835
	Unknown	371	708	266	1345	664	901	439	2004	3349
	Total	2359	4039	2763	9161	2464	3107	2465	8036	17197
Yr2012	Learner	153	61	19	233	173	48	18	239	472
	P1	364	162	29	555	469	222	39	730	1285
	P2	628	350	33	1011	592	227	15	834	1845
	Unrestricted	525	2253	2089	4867	389	1349	1612	3350	8217
	Unknown	273	561	246	1080	546	671	392	1609	2689
	Total	1943	3387	2416	7746	2169	2517	2076	6762	14508

Table 13. Drivers losing their licence due to alcohol annually as a percentage of a snapshot of total numbers of drivers of each licence class as at 30 June of each year.

Percentage of snapshot										
		Sydney-Newcastle-Wollongong				Rest of NSW				
Date of offence	Primary licence type	Age group								Total
		Up to 24	25-39	40+	Sub Total	Up to 24	25-39	40+	Sub Total	
Yr 2008	Learner	0.2%	0.2%	0.1%	0.2%	0.5%	0.8%	0.7%	0.5%	0.3%
	P1	1.0%	0.9%	0.5%	0.9%	2.1%	2.6%	1.3%	2.2%	1.4%
	P2	1.0%	0.7%	0.3%	0.9%	1.7%	2.0%	1.0%	1.7%	1.1%
	Unrestricted	0.6%	0.4%	0.2%	0.3%	0.9%	0.7%	0.2%	0.3%	0.3%
	Unknown	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Total	0.8%	0.5%	0.2%	0.4%	1.7%	1.1%	0.3%	0.6%	0.5%
Yr 2009	Learner	0.2%	0.2%	0.2%	0.2%	0.5%	0.9%	0.8%	0.5%	0.3%
	P1	0.9%	1.0%	0.6%	0.9%	2.1%	3.0%	2.0%	2.2%	1.4%
	P2	1.0%	0.7%	0.4%	0.8%	1.5%	1.9%	1.0%	1.5%	1.1%
	Unrestricted	0.6%	0.4%	0.2%	0.3%	0.8%	0.6%	0.2%	0.3%	0.3%
	Unknown	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Total	0.8%	0.6%	0.2%	0.4%	1.6%	1.1%	0.2%	0.6%	0.5%
Yr 2010	Learner	0.2%	0.2%	0.2%	0.2%	0.3%	1.0%	1.1%	0.4%	0.2%
	P1	0.8%	0.9%	0.4%	0.8%	1.8%	2.8%	1.6%	1.9%	1.2%
	P2	0.8%	0.7%	0.3%	0.7%	1.3%	1.7%	1.1%	1.4%	0.9%
	Unrestricted	0.6%	0.4%	0.1%	0.2%	0.8%	0.6%	0.2%	0.3%	0.3%
	Unknown	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Total	0.7%	0.5%	0.2%	0.3%	1.3%	0.9%	0.2%	0.5%	0.4%
Yr 2011	Learner	0.1%	0.1%	0.1%	0.1%	0.3%	0.6%	0.6%	0.4%	0.2%
	P1	0.7%	0.8%	0.4%	0.7%	1.3%	2.6%	1.7%	1.6%	1.0%
	P2	0.7%	0.6%	0.2%	0.6%	1.0%	1.6%	0.8%	1.1%	0.8%
	Unrestricted	0.4%	0.3%	0.1%	0.2%	0.6%	0.5%	0.2%	0.3%	0.2%
	Unknown	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Total	0.5%	0.4%	0.2%	0.3%	1.1%	0.9%	0.2%	0.5%	0.4%
Yr2012	Learner	0.1%	0.1%	0.1%	0.1%	0.3%	0.5%	0.6%	0.3%	0.2%
	P1	0.6%	0.7%	0.5%	0.6%	1.2%	2.3%	1.7%	1.4%	0.9%
	P2	0.6%	0.6%	0.3%	0.6%	0.9%	1.3%	0.5%	1.0%	0.7%
	Unrestricted	0.4%	0.3%	0.1%	0.2%	0.6%	0.4%	0.1%	0.2%	0.2%
	Unknown	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Total	0.4%	0.3%	0.1%	0.2%	0.9%	0.7%	0.2%	0.4%	0.3%

9. What is the breakdown of fatalities by driver's age, where alcohol is factor compared with unlicensed driving? How do metropolitan and regional areas compare in this respect to drink driving?

Table 14.

Fatalities by crash location¹ and age of an unauthorised² driver/rider in the key vehicle³ where illegal alcohol* was involved in the crash, NSW, 2000 and 2011

	Age Group	Reporting year		% Change
		2000	2011	
Metropolitan	Under 26	1	1	0%
	26 or more	5	0	-100%
	Sub-Total	6	1	-83%
Country	Under 26	8	10	25%
	26 or more	10	7	-30%
	Sub-Total	18	17	-6%
Total NSW	Under 26	9	11	22%
	26 or more	15	7	-53%
	Total	24	18	-25%

¹ Metropolitan area includes Sydney, Newcastle and Wollongong metropolitan areas, Country is defined as the rest of NSW

² An 'authorised licence status' includes expired, unlicensed, disqualified, suspended or cancelled licences.

³ The 'key' traffic unit (vehicle) is generally that vehicle considered by Police to have played the major role in the crash

* The legality of a given alcohol level may depend on a number of factors:

- the person's age
- the person's licence status
- the State that issued the licence
- the type of vehicle being driven
- whether the vehicle was carrying a dangerous load
- the date of the crash (because of changes over time to drink-driving legislation).

Table 15.

Fatalities by crash location¹ and age of an unauthorised² driver/rider in the key vehicle³ where speed was involved in the crash, NSW, 2000 and 2011

		Reporting year		
	Age Group	2000	2011	% Change
Metropolitan	Under 26	7	2	-71%
	26 or more	4	0	-100%
	Sub-Total	11	2	-82%
Country	Under 26	11	15	36%
	26 or more	11	10	-9%
	Sub-Total	22	25	14%
Total NSW	Under 26	18	17	-6%
	26 or more	15	10	-33%
	Total	33	27	-18%

¹ Metropolitan area includes Sydney, Newcastle and Wollongong metropolitan areas, Country is defined as the rest of NSW

² An 'authorised licence status' includes expired, unlicensed, disqualified, suspended or cancelled licences.

³ The 'key' traffic unit (vehicle) is generally that vehicle considered by Police to have played the major role in the crash

10. What is the breakdown for young drivers by provisional and full-licence class?

Table 16. Number of licence holders 24 years old and under with current and valid licences as at 30 June 2012.

Licence class	Numbers
Learner	199,326
P1	102,633
P2	175,100
Unrestricted	204,715
Total	681,774

11. What is the breakdown of how many people get the minimum licence disqualification period compared to the higher automatic disqualification period?

See Tables 17 and 18 below.

Table 17. Disqualification (minimum or maximum) periods for drink driving offences

Offences		First Offence	Second or subsequent offence
High range PCA (BAC 0.15 or above) OR Refuse a Test	Minimum	12 months	2 years
	Automatic*	3 years	5 years
Mid range PCA (Blood alcohol concentration of 0.08 to less than 0.15)	Minimum	6 months	12 months
	Automatic*	12 months	3 years

Offences		First Offence	Second or subsequent offence
Low range PCA (BAC of 0.05 to less than 0.08) OR Novice range PCA (BAC over zero for novice drivers) OR Special range PCA (BAC over 0.02 for special category drivers)	Minimum	3 months	6 months
	Automatic*	6 months	12 months
Driving Under the Influence (DUI) of Drug or Alcohol	Minimum	6 months	12 months
	Automatic*	12 months	3 years

* 'automatic' is the disqualification period that applies in the absence of a specific court order.

Table 18. Disqualification for drink driving offences 1 July 2010 to 30 June 2012

Disqualification	Prescribed Concentration of Alcohol					DUI	Test	Other
	Novice	Special	Low	Mid	High			
Not disqualified	250	721	5939	2615	136	190	629	432
< 3 mths	20	73	206	744	17	89	5	86
3 mths	212	904	3774	36	2	12	3	14
> 3 mths to < 6mths	35	209	984	2308	36	111	18	124
6 mths	95	650	2124	4939	8	549	6	24
> 6 mths to < 1 year	7	69	372	3448	732	365	91	144
1 year to < 2years	14	148	501	3543	2833	774	295	119
2 or more years	0	16	30	1301	2941	350	265	26
All	633	2790	13930	18934	6705	2440	1312	969

12. What data is the prevalence of drivers being caught for drink driving, the morning after consuming alcohol, and what measures are there to educate the public about this issue?

Transport for NSW does not have data available on the prevalence of drivers being caught for drink driving, the morning after consuming alcohol.

The Roads and Maritime Services website and the *Zero Blood Alcohol limit for novice drivers* brochure warns drivers of the risk of being over the blood alcohol limit after a night of alcohol consumption.