

77 of its report, recommends against any repayment of these losses. On the other hand, the Australian Government Actuary recommends repayment over a 5-year period. My government acknowledges that there is some justification for repayment and undertakes to act responsibly in reimbursing at least part of these accumulated losses. The Tasmanian government made a similar effort when their new scheme was brought into effect.

Administration: the committee recommends that a separate body be formed to handle all such compensation. There is a insufficient volume of business to make such a proposition efficient at present and the Territory Insurance Office will become the sole third-party insurer.

There are at least 3 major recommendations which are accepted with reservation pending further study. The first of these is an extension of the categories of persons who, in effect, should be deemed to have by their actions excluded, or partly excluded, themselves from no-fault benefits. Whilst the principle is accepted, extensive publicity will be required so that those who may be disqualified act in full knowledge of the fact. The second is the creation of a medical board to look at doubtful cases. I am not yet certain that this is required, reasonable though it may be, as the Territory Insurance Office is empowered to take medical advice from as wide a field as is necessary to establish or reassess the facts of the person's condition. The third is the introduction of a driver points merit system which an attached points penalty for licence renewal for payment into the accident contribution pool. My government is generally attracted to the principle that drivers who present the greatest risk should pay the most and will direct departmental attention to this possibility.

I can summarise without further elaboration those recommendations of the committee which are accepted. They are: the need for continued and expanded road safety measures, including those listed in chapter 8 of the report; the establishment, as a priority, of rehabilitation facilities in both Darwin and Alice Springs; the right to sue the nominal defendants for an accident involving an unregistered vehicle to be restricted to public roads; suspension or reimbursement of periodic payments while a person is under long-term institutional care; provision of additional first-party cover by extra insurance being made available; and termination of periodic payments at age 65. These matters will be implemented by my government immediately if possible but, if not, certainly as soon as finance or detailed preliminary work can be completed.

The major changes to the Motor Accidents (Compensation) Bill, which will incorporate the decisions which have now been taken, can be broadly stated. Periodic payments for injury: the categories of pension now shown in the bill as class B and class C pensions and the concept of allowances for dependants will all be removed in favour of a single system of periodic compensation solely on the basis of lost earning capacity. The Territory Insurance Office, in assessing a person's lost earning capacity, will have regard for his post-accident earning capacity and make up the difference between this and 85% of the Territory average weekly earnings, male or female, as the case may be.

Within this assessment process, there will also be certain guidelines which the TIO will be authorised to follow. The first is that there will be an overall maximum to the level of compensation for lost earning capacity so that the person does not exceed the sliding percentage of benefit based on his age. We will be faced, on the one hand, with situations where injured children turn 16 or complete their education and, on the other, with young people who have a relatively low earning capacity suffering injuries. Compensation to these young people will increase from 55% to the full calculation of 85% of weekly earnings at the age of 16 and to full 100% of that calculation at the age of 25. If an injured person within that age group is married, then