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ANNUAL REPORT 1986-87

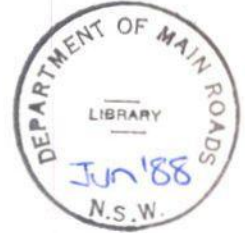


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November 1987

The Hon. R.J. Mulock, LL.B., M.P.,
Deputy Premier and Minister for Transport,
SYDNEY

Dear Mr. Mulock,

I submit for presentation to Parliament the Annual Report of the Department of Motor Transport for the year ended 30 June, 1987.

The report highlights the Department's performance within the context of its stated objectives and priorities and provides comparative financial and other information relating to its various activities.

I would like to acknowledge, with appreciation, the work and loyalty shown by the Department's staff and to thank you for your support for the Department's efforts during the past year.

Yours faithfully,

Commissioner



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PERFORMANCE HIGHLIGHTS

PERFORMANCE HIGHLIGHTS

The 1984/85 Annual Report established the Department's commitment to service, quality and integrity, and to achieving our goals through innovation. It provided a vision which could attract loyalty and effort and give our people greater reason to be proud of how they serve the community. It set the agenda for building a management team supported by an enthusiastic staff unafraid to use their imagination and initiative.

The Department's Manifesto was published in the 1985/86 Annual Report. It provided a concise statement of the Department's objectives and pinpointed issues demanding priority attention from the new executive. Two themes continued through from the previous Report - serving our customers better and achieving our goals through innovation. Ten major initiatives were singled out as essential elements of the Department's management agenda.

Significant progress is evident but there is some distance to go.

We now have a Customer Service Centre. We have completed successful trials of extended business hours and better staffing and counter arrangements in motor registries. Credit payment arrangements have been devised. A thorough review of vehicle inspection programs has been completed. We have substantially upgraded our staff development and training efforts and implemented a staff appraisal scheme. A system of excellence awards is on its way and promotion by merit is closer than ever. The remaining recommendations arising from STAYSAFE 2 and STAYSAFE 3 have been dealt with.

The highlights of 1986/87 are briefly presented on the following pages with an eye on their contribution to the achievement of our objectives and better serving our customers. Details of these initiatives and other activities of the Department are provided in the relevant sections of the Report.

Accurate identification and recording of all motor vehicles registered for use on NSW roads and of the users responsible for the operation of those vehicles.

- From October 1986, a \$50 surcharge was applied to registration transfer applications made more than 14 days after the date of sale. 95% of transfers are now applied for promptly (up from 40% in 1985/86). Vehicle ownership records are accordingly much more up to date and less than 1% of the Department's eight million mail items were returned unclaimed.
- Recommendations initiated by the Department resulted in approval by the Australian Transport Advisory Council of a national Vehicle Identification Number System being introduced from 1st January, 1989. All numbers issued by vehicle suppliers will be recorded on a central data base against which all vehicles manufactured after January, 1989 will be checked prior to registration.
- The feasibility is being investigated of maintaining a comprehensive "wrecked vehicle" file of vehicles classed by insurers as unrepairable to assist the detection of disguised stolen vehicles presented for registration.
- The feasibility is also being investigated of introducing identity proving procedures for applicants for the registration of vehicles similar to those intended for licence applicants (see below).

Accurate identification and recording of all persons licensed to drive on NSW roads

- In March 1987 the Government approved the introduction of photo-licence

cards. The presence of a photograph and the use of special security features will discourage the use of stolen or borrowed licences by disqualified and unlicensed persons and enable easier detection of forgeries and tampering. The new cards are to be introduced at the beginning of 1988.



- The new photo-licence cards will be introduced in conjunction with new identity proving procedures to provide greater assurance as to the identity of existing licence holders and future applicants as well as their entitlement to the issue of a driver's licence.

Ensuring that all registered vehicles are capable of safe operation

- A major study of roadworthiness inspection arrangements was undertaken by independent consultants. The report is under active consideration.
- On 1st February, 1987 new regulations were introduced requiring that any vehicle offered for private sale be covered by an inspection report issued by an Authorised Inspection Station. By the end of June 1987 almost 60% of private sale transfer applications were accompanied by inspection reports.
- During the year the majority of tow-trucks were assessed and rated to ensure they only engaged in work appropriate to their lift capacity.

Ensuring that all newly licensed drivers can drive safely

- The new photo-licence cards will be colour-coded to indicate the holder's status as a driver:

Green	- Learner's Licence
Red	- Provisional Driver's Licence
Silver	- Driver's Licence (renewable annually)
Gold	- Driver's Licence (renewable every 5 years)
Black	- Probationary Driver's Licence

Green, Red and Silver Licences are essentially the same as existing learners permits, provisional licences and unrestricted licences respectively. To qualify for a Gold licence, a licensee must have held an unrestricted licence continuously for the previous five years; that is, without suspension, cancellation or disqualification in that period. The Gold licence offers substantial cost and convenience advantages - the fee is about half that of existing licences and it only needs to be renewed each five years. Black probationary licences are issued to those drivers whose records have warranted their disqualification or licence cancellation.

The system is designed to encourage all licence holders to aspire for and retain a Gold licence card.

- Arising from recommendations in the STAYS SAFE 3 report, the Department is introducing in 1988 a pre-learner's licence training and testing scheme for motorcycle riders. It is based on a similar scheme in Victoria which has proved very successful in reducing fatalities and injuries among young motorcycle riders.

Facilitating the Government's motor vehicle-related safety, revenue and welfare programmes

- Several significant legislative provisions were prepared by the Department to facilitate road safety initiatives. These included compulsory taking of blood and urine samples from drivers suspected of being under the influence of

drugs; the acceptance by courts of the accuracy of Police radar equipment; the use of cameras to detect red traffic light violations; and the removal of vehicles which are obstructing roads or creating a traffic hazard.

- Legislative and other changes were also implemented to ensure the proper collection of all fees and charges due under various Acts and regulations. These included business rates of vehicle tax being collected on all vehicles registered in business names (worth \$2.5 million pa); the introduction of a simpler and more equitable system of weight taxes on light vehicles; stricter declaration requirements of primary producers (worth \$3.5 million pa); and surcharges on late transfer applications (worth \$4 million pa).
- New procedures and extensive publicity covering the collection of stamp duty on transfers of registration achieved an increase in income equivalent to \$22 million pa.
- Following agreement by the Australian Transport Advisory Council on certain recommendations of the National Road Freight Industry Inquiry, the Department acts as an agent of the Federal Government to collect road charges levied on vehicles engaged solely in interstate trade and commerce. This action was taken to ensure that those vehicles contribute towards the maintenance of our road system.
- Savings equivalent to \$13.5 million pa have been achieved in payments to private bus operators under the School Student Transport Scheme.
- Total receipts, including road taxes, third party insurance and stamp duty, increased by 11% to \$1,275 million. Revenue from the Department's own fees and charges, which meets administrative costs as well as the cost of Police traffic services and contributes to the provision of traffic facilities, also increased by 11% to \$197 million. The Department's accumulated deficit has been reduced by \$25 million during the past three years.

Ensuring that private bus and taxi services meet community needs

- Legislation was introduced to finalise adoption of recommendations arising from the Department's review of the taxi and hire car industries. These are designed to increase the availability and quality of taxi services. The number of licensed taxis in Sydney has increased from 3,775 in 1985 to 3,964 in 1987 including 252 which have conditions requiring or restricting them to operate at night and weekends when demand tends to exceed supply.
- 57 of the Sydney taxi licences are for the operation of vehicles specially modified for the carriage of disabled persons.
- State-wide enquiries have identified 181 locations where school children are forced to change transport services and the Department is working with the private bus industry to eliminate as much as possible of the inconvenience and cost caused by these transfers.
- Improvements to timetables, routes and service frequencies were authorised for several private bus services and additional services were licensed in newly developed areas.
- Trial deregulation of long distance bus services was commenced in November 1986 on the North Coast and connecting Sydney with the North Coast and with Canberra. A further trial was commenced in April 1987 linking Sydney with the South Coast.



Providing ready and cost-effective access to records to legitimate users

- The extension and upgrade of the Department's computer network was commenced. All motor registries will be linked to the Department's licence and registration records allowing a much quicker service to customers.
- The Department's computer is to be directly linked to the Police computer allowing stolen vehicle checks to be undertaken by motor registry staff, eliminating the inconvenience of customers having to attend two locations before registering their vehicles.
- A Customer Service Centre has been established with greatly enhanced telephone and computer enquiry facilities.
- New systems were introduced to provide more timely replies to requests for certificates and information from the records.
- An improved service has commenced for customers receiving statistical data from the records.

Ensuring our customers receive prompt, efficient, consistent service and satisfaction in all their transactions

- A new style of counter operation was introduced in motor registries to speed up transactions and provide more convenient service to customers.
- Extended business hours (Thursday nights and Saturday mornings) have been successfully trialled at six motor registries and will be extended to others in 1988.
- Three part time driver testing centres were opened in country towns and another ten are planned.
- New motor registries equipped to inspect heavy vehicles were constructed at Penrith and Queanbeyan. New premises are to be built at Bathurst, Orange, Port Macquarie and Gunnedah.
- New motor registries were also opened in leased premises at Tenterfield, Leichhardt, Blacktown, Canly Vale and Bondi Junction. Premises were purchased at Yass and arrangements made to lease offices in a number of other country and city locations for additional motor registries. The Department now has 104 motor registries throughout the State.
- New arrangements were introduced to allow easier annual registration of seasonal-use vehicles such as harvest and over-snow vehicles. Owners will, in future, be able to re-register these vehicles in the same way as an ordinary renewal.
- A detailed review of the training needs of motor registry staff was completed and plans commenced to establish a Registry Training School to ensure all staff are able to provide a high level of service to customers.
- Major reductions have been achieved in the time taken to process renewal applications for licences subject to medical review and to assess the fitness of applicants to drive public motor vehicles.
- An Ethnic Affairs Policy Statement has been prepared and a number of initiatives proposed to improve services to customers from non-English speaking backgrounds.



ACTIVITIES OF THE DEPARTMENT

- Organisation and Principal Officers
- Objectives and Legislative Charter
- Access
- Legislative Changes
- Driver Licensing
- Vehicle Registration
- Personnel
- Regional Services
- Information Systems
- Finance and Administration

COMMISSIONER

ASSISTANT COMMISSIONER (1)

ASSISTANT COMMISSIONER

DIRECTOR DRIVER LICENSING

LICENSING

DRIVER
TESTING

DIRECTOR VEHICLE REGISTRATION

MECHANICAL
ENGINEERING

REGISTRATION
SERVICES

REGISTRATION
POLICY

SPECIAL
PLATES

DIRECTOR INFORMATION SYSTEMS

DATA
PROCESSING

RECORDS
MANAGEMENT

NEW SYSTEMS

EXECUTIVE DIRECTOR

DIRECTOR REGIONAL SERVICES

REGIONAL
OPERATIONS

REGIONAL
BRANCHES

*CENTRAL
METROP

*WESTERN
METROP

*HUNTER

SOUTH
EASTERN

*NORTHERN

*WESTERN

*SOUTHERN

TRANSPORT
POLICY

PROPERTY

DIRECTOR PERSONNEL

INDUSTRIAL

STAFF
RESOURCES

EMPLOYMENT
POLICY

DIRECTOR FINANCE & ADMINISTRATION

ACCOUNTS

SERVICES

INTERNAL
AUDIT

LEGISLATION
& POLICY

LEGAL

DIRECTOR TRAFFIC AUTHORITY

ADMINISTRATIVE
SERVICES

POLICY &
RESEARCH

(1) Awaiting New Legislation

PRINCIPAL OFFICERS AS AT 30th JUNE, 1987

M J BUTLER, BSc, MBA, FCIT, MACS, MRAIPA

Commissioner for Motor Transport and
Chairman, Traffic Authority of NSW



E B BLACKHALL, LLB,

Assistant Commissioner

C R AILWOOD, BSc (Hons), MBA

Executive Director

D G BELL

Director,
Driver Licensing

G J NORTHCOTE, MACS,

Director,
Information Systems

P A BALDING, AASA, CPA, ACIS, MIAA,

Director,
Regional Services

J D STOTT, BSc (Technology)

Director,
Vehicle Registration

L G APOLONY, MBA, Dip Admin, MRAIPA, MCIT

Director,
Finance & Administration

D LINKLATER, BA (Hons), PhD, Dip NEd, MCIT, MRAIPA, MAPS

Director,
Personnel

H L. CAMKIN, BE, Dip T & CP, MIE (AUST), FCIT, MRAIPA

Director,
Traffic Authority

The Commissioner and Assistant Commissioner are appointed by the Governor pursuant to provisions of the Transport (Division of Functions) Act and subsequent legislation. M J Butler was appointed Commissioner on 6th April, 1985 for a term of seven years. E B Blackhall was appointed Assistant Commissioner on 15th May, 1985 for a term of seven years.

The other principal officers of the Department are appointed by the Commissioner.

OBJECTIVES

- Accurate identification and recording of all motor vehicles registered for use on NSW roads and of the users responsible for the operation of those vehicles.
- Accurate identification and recording of all persons licensed to drive on NSW roads.
- Ensuring that all registered vehicles are capable of safe operation.
- Ensuring that all newly licensed drivers can drive safely.
- Facilitating the Government's motor vehicle-related safety, revenue and welfare programs.
- Ensuring that private bus and taxi services meet community needs.
- Providing ready and cost-effective access to records to legitimate users.

LEGISLATIVE CHARTER

- Registration of motor vehicles and licensing of drivers; drink driving and certain other driving laws and penalties; mechanical fitness of vehicles; fitness of motorists to hold licences on the basis of competence, medical fitness and/or driving records – **Motor Traffic Act.**
- Collection on behalf of the Minister for Roads of tax payable in connection with registration of vehicles – **Motor Vehicles Taxation Management Act and Motor Vehicles (Taxation) Act.**
- Regulation and licensing of commercial goods carrying and passenger carrying road transport services; collection of tax on transfer of certain urban taxi-cabs – **Transport Act, State Transport (Co-ordination) Act and Transfer of Public Vehicles (Taxation) Act.**
- Administration of compulsory motor vehicles third party bodily injury insurance scheme and collection of premiums for insurance effected with the Government Insurance Office – **Motor Vehicles (Third Party Insurance) Act.**
- Collection on behalf of the Stamp Duties Office of stamp duty payable on issue of new and transferred certificates of registration – **Stamp Duties Act.**
- Licensing of paid motor vehicle driving instructors – **Motor Vehicle Driving Instructors Act.**
- Licensing of tow-truck operators and drivers – **Tow-truck Act.**
- Administration on behalf of the Minister for Transport of the licensing of aircraft operated commercially on intrastate journeys – **Air Transport Act.** (This function was transferred to the Ministry of Transport from 1st July, 1987).
- Licensing of passenger ferries operating in the Ports of Sydney and Newcastle – **State Transport (Co-ordination) Act.**
- Provision of the Secretariat of the Traffic Authority of New South Wales – **Traffic Authority Act.**



OTHER FUNCTIONS AND ACTIVITIES

- The Commissioner is Chairman of the Traffic Authority of New South Wales and an official member of the Board of the Urban Transit Authority of New South Wales. Both of these bodies present Annual Reports to Parliament. He is also a member of the Transport Strategy Advisory Committee, an advisor to the Ministerial Road Safety Committee and an advisor to the Australian Transport Advisory Council.
- The Department is responsible for the administration of the School Student Transport Scheme.
- The Department is also an agent for the Federal Government under the Federal Interstate Road Transport Act for registration of vehicles engaged solely on interstate business.

Australian Transport Advisory Council (ATAC)

The Australian Transport Advisory Council, which includes the Commonwealth, State and Territory Ministers for Transport, provides a Ministerial level forum for discussion and resolution on a national basis of major matters of transport policy and administration.

A number of subordinate bodies, in which DMT officers participate, have been established to develop and provide expert advice to the Council on a wide range of matters.

- **Road Safety Group (RSG)** Advises ATAC on policy considerations arising from the work of the Advisory Committees listed hereunder and co-ordinates the work programs of those Committees. It exercises delegated powers in respect of minor technical amendments to Australian Design Rules and the Consolidated National Draft Regulations (defining vehicle construction, equipment and performance standards) and to the National Road Traffic Code.
- **Road User and Trauma Advisory Committee (RUTAC)** Provides advice on factors which contribute to road crashes with particular emphasis on road user attitudes and behaviour and uniform adoption of best practice in relation to traffic laws, traffic management, enforcement and driver licensing.
- **Vehicle Standards Advisory Committee (VSAC)** Provides advice on safety standards in respect of the design, "on road" standards and equipment of motor vehicles and their loads.
- **Australian Motor Vehicle Certification Board (AMVCB)** The Board's principal function is to issue Certificates of Compliance with Australian Design Rules for individual models of motor vehicles.
- **Advisory Committee on Vehicle Emissions and Noise (ACVEN)** The function of this Committee is to provide advice on motor vehicle exhaust emissions and noise standards.
- **Advisory Committee on Promotion and Education in Road Safety (ACPERS)** This Committee develops and implements, with the endorsement of ATAC, co-ordinated plans for the production and distribution of traffic safety promotional and education material.
- **Advisory Panel on Recall and Unsafe Parts (APRUP)** The functions of this Panel include the monitoring of the application of the "Uniform Code of Practice for Safety Related Defect Campaigns" and the "Procedures for the Rectification of Safety Related Defects in Vehicles". The Panel is also

responsible for the development of standards for automotive replacement parts and accessories.

Conference of Australian and New Zealand Transport Authorities (ANZTAC)

Representatives of the authorities of each State of Australia and New Zealand concerned with vehicle registration, driver licensing and public vehicle regulation meet each year to consider developments and problems of common concern, to share experiences in these matters and to develop and maintain, as far as possible, uniform administrative policies.

The 1987 meeting was held in Auckland in April and among many matters discussed were proposals which are designed to achieve more stringent procedures for driver licensing and tighter controls over the identification of vehicles and their owners.

ACCESS



Head Office

The DMT's Head Office is located at:

50-52 Rothschild Avenue
ROSEBERY NSW
AUSTRALIA 2018

Its mailing address is:

Box 28, GPO
SYDNEY NSW
AUSTRALIA 2001

Its general hours of business are 8.30 am to 4.30 pm on Mondays to Fridays.

Its main switchboard can be reached on (02) 662 5555.

Local Offices

Regional and District Offices, Motor Registries and Vehicle Inspection Stations are at more than 100 locations throughout the State and are generally open on Mondays to Fridays only (see Appendices C and E for locations). Hours of business are:

Regional and District Offices	8.30 am to 4.30 pm
Motor Registries	9.00 am to 4.00 pm
Vehicle Inspection Stations	8.00 am to 4.00 pm

Several metropolitan Motor Registries are also open on Thursday nights and Saturday mornings on a trial basis.

Customer Service Centre

The Customer Service Centre is available by telephone from 8.00 am to 5.00 pm on Mondays to Fridays. Assistance is provided on the following matters:

General enquiries	(02) 662 5000	Private bus routes	(02) 662 5402
	(008) 25 1563	Taxi service standards	(02) 588 7787
Licence cancellations		Statistical information	(02) 662 5856
or disqualifications	(02) 662 5022	Hearing impaired callers	(02) 662 5923
Medical fitness to drive	(02) 662 5022	Recorded information	(02) 11 542
Vehicle safety standards	(02) 662 5400		

LEGISLATIVE CHANGES

NEW LEGISLATION

Motor Traffic (Sale of Vehicles) Amendment Act

To protect the interests of the purchasers of motor vehicles which are offered for sale privately, the Motor Traffic Act was amended to make it compulsory from 1st February, 1987 for private sellers of motor vehicles under 4.5 tonnes GVM to produce to prospective purchasers a current inspection report on the vehicle's condition.

The General Traffic (Shared Traffic Zones) Amendment Act

This Act, cognate with the Motor Traffic (Shared Traffic Zones) Amendment Act, and effective from 1st July, 1987, imposes obligations on pedestrians and drivers of vehicles within shared traffic zones and facilitates traffic and pedestrian management by local councils within areas where shared zones arrangements apply.

The purpose of shared zones, which are used only in very lightly-trafficked residential streets, is to ensure the safe interaction of pedestrians and vehicles. Public streets or portions of public streets designated as shared traffic zones provide for a maximum speed limit of 10 km/h within the zone. Parking is permitted only within designated parking bays.

Statute Law (Miscellaneous Provisions) Amendment Act

This Act amended, inter alia, -

- the Transport Act to remove the requirement under section 3(4) that the consent of a local council must be gained before any area of that local council be included in, added to or excluded from a Transport district;
- the State Transport (Co-ordination) Act to remove all provisions requiring motor lorries registered for the carriage of goods to be licensed and all provisions restricting the carriage of passengers on vehicles constructed principally for the carriage of goods; and
- the Motor Vehicles (Third Party Insurance) Act to remove the requirement that an additional amount of third party insurance premium be paid for the carriage of passengers upon a motor lorry,

with effect from 28th May, 1987.

Motor Traffic (Road Safety) Amendment Act

The Act, cognate with the Crimes (Road Safety) Amendment Act and the General Traffic (Road Safety) Amendment Act, was assented to on 21st May, 1987 and provides for the compulsory taking of blood and urine samples from drivers suspected of being under the influence of a drug other than alcohol. These provisions are expected to be proclaimed by the end of 1987.

The legislation also permits blood samples currently taken routinely at hospitals for alcohol analysis from drivers and pedestrians treated after road accidents to be used for approved drug/driving research purposes. In addition, it extends the existing provisions under which those blood samples are taken, to encompass also riders of bicycles and other non-motor vehicles and horse riders injured in road accidents. These provisions came into effect on 1st July, 1987.



Motor Traffic (Radar Detected Offences) Amendment Act

This Act and the cognate Crimes (Radar Detected Offences) Amendment Act were assented to on 15th May, 1987 and provide for the acceptance by courts of certification as prima facie evidence of the accuracy of Police radar speed measuring devices.

Motor Traffic (Photographic Evidence) Amendment Act

This Act, which was assented to on 17th December, 1986, amended the Motor Traffic Act to provide for the use of cameras to detect the offence of disobeying a red traffic light signal. The Act is expected to be proclaimed by the end of 1987.

Motor Vehicles Taxation Management (Amendment) Act

This Act, cognate with the State Roads (Motor Vehicles Taxation) Amendment Act, the Transport (Motor Vehicles Taxation) Amendment Act and the Motor Vehicles (Taxation) Amendment Act, provided as from 1st July, 1987 for –

- business rates of tax to be paid where a vehicle is registered other than in the name of a natural person or natural persons;
- the Commissioner for Motor Transport to determine average weights for particular makes and descriptions of motor vehicles for the purpose of assessing motor vehicle taxation; and
- increased penalties for offences under that Act.

The Acts also replaced the current tax rates (comprising a motor vehicles tax levy and a motor vehicles weight tax) with a single motor vehicles tax. The rates of tax are based on the determined vehicle weight and the use of the vehicle. Concessions for certain classes of vehicles, including those owned by primary producers, are continued.

Motor Traffic (Staysafe) Amendment Act

This Act and the cognate Transport (Staysafe) Amendment Act, assented to on 12th June, 1987, amended the Motor Traffic Act and the Transport Act to provide for –

- the issue of photo-licences;
- new identity-proving procedures;
- the automatic cancellation of any licences held by a person who is disqualified from driving by a court;
- clarification of the date of cancellation where a licence is cancelled by the Commissioner for Motor Transport;
- the introduction of a right of appeal where a visiting driver's right to drive in NSW is withdrawn; and
- the removal of anachronistic driver licensing provisions from the Transport Act.

The major sections of the Act are to be proclaimed in advance of the introduction of photo-licences in January 1988.

State Transport (Co-ordination) Amendment Act

This Act, cognate with the Transport (Amendment) Act and the Transfer of Public Vehicles (Taxation) Amendment Act, received assent on 17th December, 1986.

Major provisions include –

- new taxi and hire car licences are to be sold by the Commissioner for Motor Transport;
- use of "stand-by" taxis in place of taxis temporarily out of service;
- control by the Commissioner of aspects of the operation of taxi radio networks;
- imposition of a tax on the transfer of taxis and private hire cars; and
- the use of a taxi to operate a service over a regular bus route where the use of a bus is not economic.

NEW REGULATIONS

Additional Traffic Offences in Schedule L

Schedule L to the Motor Traffic Regulations was amended on 11th July, 1986 to enable licence cancellation action to be taken against provisional licensees convicted of –

- not wearing approved safety helmet;
- not wearing seat belt; or
- drive with unrestrained child as passenger.

Driving of Unregistered Motor Vehicles on Public Streets

The Motor Vehicles (Third Party Insurance) Regulations, the Motor Traffic Regulations and the Transport (Public Vehicles) Regulations were amended with effect from 1st August, 1986 to provide for the use of unregistered motor vehicles on public streets for purposes directly associated with effecting registration. These purposes include –

- travelling to a motor registry;
- travelling to an inspection station and during the course of inspection;
- travelling to a weighbridge; and
- returning following inspection where repairs are necessary.

Surcharge on Late Transfers

The Motor Traffic Regulations were amended with effect from 1st October, 1986 to provide for the payment of a late transfer surcharge of \$50. The surcharge applies to any application for the transfer of registration of a motor vehicle made more than 14 days after the date of sale.

Display of "L" and "P" Signs on the Roof of Motor Vehicles

The Motor Traffic Regulations were amended on 17th October, 1986 to enable the holders of learner's licences and provisional drivers' licences to display "L" and "P" signs on the roof of motor vehicles if they are clearly visible from the front and rear of such vehicles.

New Electronic Lane Change Control Light Signals.

The Motor Traffic Regulations and the General Traffic Regulations were amended

on 31st October, 1986 to provide for the use of red crosses, green arrows and flashing red crosses as lane change control signals. These types of signals were first introduced in New South Wales on the Sydney Harbour Bridge.



Increase in Taxi Fares and Charges

The Transport (Public Vehicles) Regulations were amended on 1st November, 1986 to increase taxi fares applying in the Metropolitan, Newcastle and Wollongong Transport Districts. The new rates are \$1.10 flag fall, 65 cents per kilometre travelled, \$16.80 per hour waiting time and a maximum pre-arranged contract hiring charge of \$18.00 for the first hour and \$4.50 for each succeeding 15 minutes or part thereof.

Licensing Requirements for Drivers of Heavy Vehicles and Speed Limit for Trucks

The Motor Traffic Regulations were amended with effect from 1st January, 1987 to implement measures arising from the National Road Freight Industry Inquiry and provide for –

- a light truck driver's licence to be held for a year before a licence to drive heavy trucks or large buses is issued;
- the maximum speed limit for trucks with a laden weight exceeding 4.5 tonnes to be increased to 90 km/h; and
- increased traffic infringement penalties where drivers of heavy trucks or buses exceed the 90 km/h speed limit.

As an adjunct to these amendments, an order was made under s.265B of the Transport Act to remove the out-of-State fee of \$100 per quarter imposed on trucks registered in other States which were used for the carriage of goods on journeys wholly within New South Wales.

Revised Angle Parking Arrangements

The Motor Traffic Regulations, the General Traffic Regulations and Local Government Ordinance 34A (for parking meters) were amended to introduce revised angle parking arrangements with effect from 1st January, 1987. The amendments provide that –

- any notice permitting angle parking will indicate the angle at which a vehicle must be parked;
- a vehicle is to be parked wholly within any parking bay marked on the roadway in the angle parking zone; –
- a vehicle may be parked facing either direction, except where front to kerb or rear to kerb parking is specified on the notice.

Disabled Persons' Parking Authority Scheme

As from 1st February, 1987 a revised Disabled Persons' Parking Authority Scheme was incorporated in the Motor Traffic Regulations and the Local Government Ordinances.

The new scheme provides improved parking concessions for disabled drivers who may now park on half hour parking zones for up to two hours and in metered zones, without payment of the fee shown on the meter. These more generous parking concessions are not available to authority holders conveyed by another person.

Under the new arrangements, there are three separate classes of colour-coded authorities to distinguish between disabled drivers (orange), disabled persons conveyed as passengers (blue), and service organisations conveying disabled persons (green).

Mandatory Fitment of a Child Restraint Anchorage in Taxis

The Transport (Public Vehicles) Regulations were amended with effect from 1st May, 1987 to require all taxis licensed to operate in the Sydney, Wollongong and Newcastle Transport Districts to be fitted with an anchorage bolt to enable the attachment of a child restraint.

Custom Number Plates

The Motor Traffic Regulations were amended with effect from 1st May, 1987 to provide for the right to display custom number plates to be traded upon payment of a transfer fee (of \$100) by the new lease holder.

Registration of Seasonal-Use Vehicles

The Motor Traffic Regulations were amended with effect from 1st May, 1987 to provide for seasonal-use vehicles (such as harvest and oversnow vehicles) to be registered for one to two quarterly periods each year. The number plates may be retained so that registration can be revived by renewal process in the following year, obviating presentation of the vehicle each year at a Motor Registry.

Tow-truck Licence Fees

The Tow-truck Regulations were amended with effect from 1st July, 1987 to provide for fees prescribed under Schedule E of those Regulations to be increased in conjunction with the general increase in the Department's fees and charges.

Removal of Obstructing or Hazardous Vehicles

The Tow-truck Regulations were amended with effect from 19th December, 1986 to facilitate the removal of vehicles which are obstructing roads, parked contrary to the law or are abandoned. The amendments provide an exemption from the requirement to obtain towing authorities by persons directed under the terms of the Motor Traffic Act, State Roads Act or Local Government Act to remove obstructing vehicles.

Imported Second-Hand Motor Lorries

Amendments to the Motor Traffic Regulations provide that every second-hand motor lorry with a manufacturer's gross vehicle mass exceeding 12 tonnes imported into Australia on or after 1st July, 1987 must comply, before its first registration in New South Wales, with the Australian Design Rules appropriate to that particular class of motor vehicle as at its date of entry into Australia.

FEDERAL SCHEME FOR THE REGISTRATION OF VEHICLES USED IN INTERSTATE TRADE

On 1st January, 1987 the Federal Government introduced the Interstate Road Transport Act and the Interstate Road Transport Charge Act. These Acts provide a system of Federal registration of vehicles used solely on interstate journeys as well as journeys which are State/Territory and Territory/Territory including those between New South Wales and the ACT.

The Commissioner for Motor Transport has been appointed as the Registration Authority for the Federal scheme in New South Wales, acting as an agent in all registration matters for the Federal Government. Similar arrangements have been made with registration authorities in all other States and Territories.



DRIVER LICENSING

The DMT is responsible under the Motor Traffic Act for the issue of all driver's and rider's licences, ranging from learner's licences and provisional licences to licences to drive taxis, buses and articulated vehicles. The Driver Licensing Directorate is responsible for the development of effective procedures for the testing and licensing of applicants, for maintaining an accurate record of serious traffic offences and for the administration of the Provisional Licence and Demerit Points Schemes.

INTRODUCTION OF PHOTO-LICENCE CARDS

On 9th March, 1987 the Government gave approval for the Department to introduce colour-coded photo-bearing licence cards. In conjunction with this, stringent identity proving procedures for new licence applicants will also be introduced. These initiatives follow recommendations by STAYSAFE.

Tenders for the supply, installation and maintenance of equipment were invited in April, 1987 and closed on 28th May, by which date 12 submissions had been received. The Minister has since announced that CPE Australia Ltd has been awarded the contract. CPE Australia Ltd is a wholly-owned subsidiary of ACI International Ltd, a major publicly-owned Australian company.

The technology chosen to produce photo-licence cards is unique in Australia so far as licence production is concerned and will enable the Department to issue a photo-licence card with a number of built-in security features. The licensee's portrait, signature and licence details will be engraved and sealed on the card by processes which enable easy detection of imitations and tampering.

Conversion of the existing 3.4 million licensees to photo-licence cards is planned to commence in January 1988 and will be spread over three years. Those to be given first preference for conversion will be those who have held their licence longest and who qualify for a gold licence. To qualify for a gold licence a licensee must have held an unrestricted licence continuously for the previous five years; that is, without suspension, cancellation or disqualification during that period.

The photo-licence equipment will be installed progressively in all motor registries during the first half of 1988.

NEW INITIATIVES

Licensing Requirements for Drivers of Heavy Vehicles

Arising from the National Road Freight Industry, a new licensing requirement was introduced with effect from 1st April, 1987 for drivers of heavy vehicles in the licence classifications 3B, 4B, 5A and 5B. An applicant for any licence in the foregoing classifications must now have first held at least a class 3A licence, or its equivalent, for a minimum period of 12 months.

Issue of Probationary Licences

A person whose unrestricted licence is cancelled under the demerit points scheme must serve a three months cancellation period or, after passing a written knowledge test of the road rules, may apply for a probationary licence (previously known as a type of provisional licence). The probationary licence is subject to immediate cancellation should the licensee be convicted of any traffic offence during its 12 months currency.

From 1st May, 1987 upon cancellation of a probationary licence and completion of the three months cancellation period – and subject to passing a written knowledge test – a further probationary licence may be applied for. This means that an offence-free period of 12 months must be completed before the licensee may again be issued with an unrestricted licence.

Also, as from 1st July, 1987 any licence held by a person who is disqualified from driving by a court is automatically cancelled. Following expiration of the disqualification period (and subject to passing a written knowledge test) a probationary licence is issued which must be held for 12 months before an unrestricted licence is issued. Previously, an unrestricted licence was issued immediately after completing the disqualification period.

Issue of "No Fee" Licences

From 1st January, 1987 a licence to drive or ride is issued free of charge provided the applicant is the holder of a current licence of the other type.

Medical Guidelines for Drivers and Riders

The Department has issued a booklet entitled "Medical Guidelines for Drivers and Riders" to all medical practitioners in New South Wales. The booklet is also available to the general public from all motor registries.

In conjunction with the publication of this booklet, revised procedures were implemented to streamline the licence renewal process for drivers who suffer from epilepsy or diabetes or who are of advanced age.

Under the new arrangements licensees who are certified fit by their own doctor, may immediately renew their licence at any motor registry without further reference to the Department's Medical Officer. This has resulted in a major reduction in the time taken to renew such licences and a reduction in the number of staff involved.

Access to Police Department's Criminal Names Index

During November, 1986 arrangements were finalised for the Department to be given restricted access to the Police Department's Criminal Names Index to assist in establishing the fitness of applicants for licences to drive public motor vehicles. This has resulted in a significant reduction in the time taken to process such applications.

Pre-learner's Licence Training and Testing for Motorcyclists

Arising from the STAYSAFE's recommendations the DMT is introducing an off-road pre-learner's licence training and testing scheme for motorcycle riders, based on a similar format to that which has proved successful in Victoria. A specialist Rider Training Unit is being formed to administer the scheme which will be introduced initially in Sydney, Newcastle and Wollongong and then progressively expanded State-wide. A number of sites have already been identified for development as rider training centres.

Over 60% of motorcyclists killed in 1985 and 1986 were under 25 years of age. Pre-learner's licence training and testing should make a significant impact in this area and lead to a reduction in fatalities and injuries among young motorcycle riders.

Review of Knowledge Tests

The University of New South Wales Educational Testing Centre has carried out a



detailed review of all written knowledge tests conducted by the Department to improve their value as a licensing prerequisite. A new format has been developed and will shortly be trialled in selected motor registries.

A major problem being addressed is the increasing incidence of applicants found cheating in order to pass knowledge tests. Various methods of cheating have been detected and the feasibility of using computers to randomly generate test questions is currently being explored.

Review of Driving Tests

A review of heavy vehicle driving tests has resulted in the time allocated for driving tests for Class 3B, 4B, 5A and 5B licences being extended to 50 minutes and special test courses being set which are more appropriate to the types of vehicles being used. Also applicants for Class 5A and 5B licences are now tested on the procedures for coupling and uncoupling trailers.

New guidelines for testing applicants for riding instructors' licences have been implemented. New guidelines for testing applicants for driving instructors' licences are currently being trialled.

OTHER SIGNIFICANT PROJECTS

- Development of a Demerit Points Scheme for holders of learners' licences.
- Introduction of new licensing requirements for road-train drivers.
- Prohibition of the towing of trailers and caravans by holders of learners' licences and restrictions on the towing of such vehicles by holders of provisional licences.
- Review of procedures relating to exemptions from wearing safety helmets by motorcyclists.
- Introduction of minimum periods of tenure of learners' licences ranging from twelve months for 16 and 17 year olds to three months for learners 20 years of age or over.
- Review of the licensing of driving instructors and driving schools.

CONTINUING OPERATIONS

Driver and Rider Licences on Issue

At 30th June, 1987 there were 3,589,780 driver and rider licences on issue (not including learner's licences) an increase of 2.1% over last year (Table 1).

Traffic Offences

A record is maintained of traffic offences committed by individual motorists and such information is accessible, via computer terminals, by the Police Traffic Branch to deal with reports of further offences and to assist the courts in their determination of appropriate penalties.

550,727 driving offences (not including parking and other minor offences) were recorded against drivers during 1986/87, an increase of 14.1% over the previous year.

Table 1 – Driver and Rider Licences on Issue

	30 June 1987	30 June 1986	Variation
Class 1A (cars and light trucks) Seating up to 12 adults	2,682,260	2,621,616	+2.3%
Class 1B (cars and light trucks) Seating up to 30 adults	48,258	47,445	+1.7%
Class 2A (hire cars & country taxis) Seating up to 12 adults	6,821	6,564	+3.9%
Class 2B (hire cars & country taxis) Seating up to 30 adults	1,150	820	+40.2%
Class 3A (large rigid trucks) Weighing up to 13.9 tonnes	12,862	6,589	+95.2%
Class 3B (large rigid trucks) Any weight	313,602	320,718	-2.2%
Class 4A (public passenger buses) Weighing up to 13.9 tonnes	986	431	+128.7%
Class 4B (public passenger buses) Any weight	54,684	52,914	+3.3%
Class 5A (articulated trucks) Weighing up to 22.4 tonnes	1,626	1,232	+31.9%
Class 5B (articulated trucks) Any weight	127,732	127,613	.09%
Taxi driver (Transport Districts)	21,229	19,941	+6.4%
Motor cycle rider	*318,564	311,018	+2.4%
<u>TOTAL</u>	3,589,780	3,516,901	+2.1%
Learner driver	102,285		
Learner rider	30,221		
<u>TOTAL</u>	3,722,286		

Notes

1. The significant percentage increases in class 3A and 4A licences occurred as a result of the new licensing requirements introduced for drivers of heavy vehicles in January 1987. Drivers are now required to hold a class 3A or 4A for at least 12 months before becoming eligible to obtain a licence to drive vehicles over 13.9 tonnes.
2. * 10,781 hold a rider's licence only and the balance of 307,783 hold a combined driver's/rider's licence.

Convictions for more serious offences involving automatic disqualification numbered 29,372 – an increase of 1,552 or 5.6% over the previous year (Table 2). An additional 1,634 offences that result in automatic disqualification were discharged under s.556A of the Crimes Act without conviction. Of the 29,372 cases in which convictions were recorded, only 1,405 were subject to the statutory period of disqualification and, in the remaining 27,967 instances, the courts imposed other usually lower periods of disqualification.

Of the 22,962 cases brought before the courts involving offences of having the prescribed concentration of alcohol, 1,429 were discharged without conviction under s.556A of the Crimes Act. Similarly of the 738 drivers brought before the courts on charges of driving under the influence of alcohol, 30 were discharged

without conviction under s.556A of the Crimes Act. This provision was used in 6.1% of all drink-related offences in 1986/87 compared with 6.0% in 1985/86 and 6.2% in 1984/85.

The other 519,721 offences came within the Traffic Infringement Notice Scheme, an increase of 14.6% over last year (Table 3). Liability for the offence in 417,457 cases was satisfied by payment of the penalty nominated under the Scheme. Of those who elected to have their cases dealt with by the courts, 100,629 were convicted of whom 3,249 were disqualified from driving or had their licences suspended. Another 1,635 drivers were discharged pursuant to s.556A of the Crimes Act.

Provisional Licence Scheme (Novice Drivers and Riders)

Provisional licences are issued after passing a practical driving or riding test. The licences are cancelled if the holders accumulate five or more demerit points during the 12 months currency of the licence. During the year 5,054 licences were cancelled including 4,447 first year provisional licences and 607 subsequent first year provisional licences. This compares with a total of 3,511 cancelled in 1985/86, a 44% increase.

Demerit Points Scheme

This scheme provides for drivers (other than provisional and probationary licence holders) to have their licences cancelled if they accumulate 12 or more demerit points in a two year period. During the year 15,616 licences were cancelled and 493 were suspended. This compares with 11,566 and 469 in the previous year, a 34% increase.

9,839 persons were issued with a probationary licence (which carries a condition of automatic cancellation in the event of a further offence) following the cancellation of their unrestricted licence. 2,088 such licences were subsequently cancelled compared with 1,762 last year, a 19% increase.

Other Licence Cancellations and Refusals

Causes for other cancellations and suspensions included the conduct and habits of licensees 43, medical impairments 664 and other grounds 2,038. In the previous year, the comparative figures were, conduct and habits 22, medical impairments 679 and other grounds 1,626.

This year 1,227 applications for licences were refused compared with 1,158 in the previous year.

Driver Testing Activities

Driver Examiners conducted 199,213 driving and riding tests with a pass rate of approximately 61% during the year. Police still conduct driving and riding tests at some remote locations, mostly in the far western area of the State.

Assessment of Disabled Drivers

The Disabled Driver Assessment Centre, situated at the DMT's Head Office at Rosebery, assists in making objective assessments of the capacity to control a vehicle of those persons who have suffered strokes, spinal injuries or paralysis, amputations or deformities of the limbs. During the year 30 such assessments were made.

Table 2 - Cancellation, Suspension and Refusal of Driving Licences by Courts for the Most Serious Category of Offences.

Type of Offence	Decision of Court		Disqualifications Imposed												Appeals			
			Automatic					Automatic Disqualification Varied by Court To							Dis-missed (Con- viction con- firmed)	Allowed (Con- viction quash- ed)	Dismissed	
	Con- victed	*Dis- charged Section 556A	Three Mths	Six Mths	One Yr	Three Yrs	Five Yrs	Less Than 3 Mths	3 Mths Less Than 6 Mths	6 Mths Less Than 1 Yr	1 Yr Less Than 3 Yrs	3 Yrs Less Than 5 Yrs	5 Yrs or More	Total			Uncon- dition- ally	Condi- tion- ally
Learner Exceed 02 Alcohol	57	2	2	-	-	-	-	17	32	3	3	-	-	57	2	1	-	1
Prov. Driver Exceed 02 Alcohol	168	10	5	-	-	-	-	79	64	11	8	1	-	168	2	-	-	-
Drive whilst under Influence	708	30	-	-	1	-	-	3	35	183	291	142	53	708	70	11	3	1
Drive with High Range Concentration of Alcohol	7342	304	-	-	-	60	53	3	16	1906	2959	1587	758	7342	564	17	14	26
Drive with Middle Range Concentration of Alcohol	10314	795	-	-	126	46	-	10	3706	2783	2769	729	145	10314	467	8	21	38
Drive with Low Range Concentration of Alcohol	3514	310	-	31	13	-	-	1676	868	690	217	13	6	3514	113	6	1	4
Drive with Prescr. Concent. of Alcoh. 0.05 but less than 0.08	96	7	-	-	-	-	-	2	39	24	26	5	-	96	9	3	-	-
Drive with Prescr. concent. of Alcoh. 0.08 or greater	42	1	-	-	2	-	-	1	8	7	14	7	3	42	1	-	-	-
Refuse Breath Analysis Test	389	11	-	-	-	7	2	1	1	82	134	104	58	389	61	5	5	1
Drive in Manner or at Speed Dangerous	2976	106	-	-	2	55	33	5	9	864	1158	643	207	2976	366	41	10	14
Not Stop after Injury Accident. Sect 8(1)	107	4	-	-	-	7	5	3	7	28	45	8	4	107	6	-	-	-
Drive whilst Disqualified	3413	43	-	902	-	-	-	9	28	826	835	423	390	3413	318	10	5	1
Culpable Driving	199	5	-	-	2	45	1	2	-	23	63	49	14	199	2	-	-	-
By Negligent Act Cause Grievous Bodily Harm	42	1	-	-	-	5	-	-	-	3	12	17	5	42	-	-	-	-
Breach of Recognisance	5	5	-	-	-	-	-	-	1	1	1	2	-	5	-	-	-	-
TOTAL	29372	1634	7	933	146	225	94	1811	4814	7434	8535	3730	1643	29372	1981	102	59	86

Note * Discharged pursuant to section 556A of the Crimes Act. 1900.



Table 3 – Less Serious Offences Dealt with by Local Courts or under the Traffic Infringement Notice Scheme

Nature of Offence	Traffic Infringement Penalty Paid	Decision of Court		
		Convicted	Convicted and Suspended or Disqualified	Dismissed Section 556A*
Exceed speed limit	226,857	40,608	194	181
Negligent driving	32,780	9,084	237	538
Not stop after accident	–	1,075	716	118
Other offences (Cross unbroken centre line, etc.)	117,820	46,613	2,102	798
TOTAL	417,457	97,380	3,249	1,635

Notes

1. Appeals to higher courts against suspension or disqualification were heard in 262 cases of which 98 were allowed and 164 dismissed.
2. * Discharged pursuant to Section 556A of the Crimes Act.

Table 4 – Suspension, cancellation and refusal of licences by the Commissioner

Grounds	Licence Suspended or Cancelled	Application Refused
Traffic Offences		
Provisional Licence Scheme		
– first year licences cancelled	4,447	–
– subsequent first year licences cancelled	607	–
Demerit points Scheme		
– unrestricted licences suspended	493	–
unrestricted licences cancelled	15,616	–
probationary licences cancelled	2,088	–
other restricted previous cancelled (issued initially on court order)	18	–
Conduct and Habits	43	48
Medical Impairments	664	249
Other Grounds	2,038	930
TOTAL	26,014	1,227

Note

There were 2,484 appeals to Local Courts in respect of the abovementioned suspensions, cancellations and refusals. 588 were allowed and 1,525 dismissed. 356 appeals were withdrawn. In nine cases it was held that the court had no jurisdiction and six cases were struck out.

Novice Motorcyclist Training

During the year 142 persons participated in the pilot off-road training scheme for novice motorcycle riders. There was an appreciable falloff in applications compared with previous years which could be attributed to the general downturn in motorcycle sales.



Table 5 – Motorcyclist Training Courses

YEAR	APPLICANTS	COURSES
1984 (25/2 - 30/6)	114	22
1984/85	230	45
1985/86	184	38
1986/87	142	32

Licensing of Driving Instructors

Professional driving instructors engaged in teaching persons to drive motor vehicles must be licensed under the Motor Vehicle Driving Instructors Act.

At year end 2,099 licences were in issue compared with 1,998 last year. During the year eight applicants were refused licences, four of whom successfully appealed to local courts. Eight licences were cancelled during the year and subsequent appeals to local courts by seven of those resulted in five appeals being dismissed, one upheld and one appeal awaiting determination. Two applications for renewal were refused.

VEHICLE REGISTRATION

THE MAIN ISSUES

Three major issues dominated the vehicle registration activities this year.

The Efficiency Audit

The 1985/86 Annual Report reported on an efficiency audit by the Public Service Board of the Department's vehicle registration activities. The matters raised by the audit were dealt with during 1986/87 and a detailed report was furnished to the Minister for Transport. The main actions arising from the audit were -

- New procedures and extensive publicity concerning collection of stamp duty on transfers of registration which were associated with an increase in collections equivalent to \$22 million pa.
- A new simplified scale of weight taxes for light vehicles effectively eliminating the assessment of charges for individual vehicles.
- Removal of loopholes through which businesses could register vehicles at private-use rates of tax with a potential increase in revenue of \$2.5 million pa.
- New declaration requirements for persons claiming primary producer concessions on registration charges leading to a reduction of 16% in the number of vehicles granted concessions and additional revenue of \$3.5 million pa.
- An improvement in timeliness of reporting of transfers of registration; 95% of transfers are now applied for promptly (up from 40% in 1985/86). An associated late transfer surcharge yielded revenue at a rate of almost \$4 million pa.
- A major study of roadworthiness inspection arrangements by independent consultants. The study report was under consideration at the end of the report year.
- Development of a proposal for a national vehicle identification numbering system.

Vehicle and Owner Identification

A major concern of the community in 1986/87 was vehicle theft. During calendar year 1986 more than 66,000 vehicles were stolen in NSW and total theft-related losses were said to be in the region of \$140 million. This widespread concern led to DMT's involvement in a range of activities aimed at countering the stolen vehicle problem.

DMT officers played a major role in a national working party established jointly by the Australian Police Ministers' Council and the Australian Transport Advisory Council and in a special task force set up by the NSW Police Minister. DMT's main interest is centred on the need to improve vehicle and applicant identification so as to minimise the possibility that stolen vehicles could be re-registered with false identities. Enhancement of these procedures is expected to assist both in countering theft and improving the integrity of Department's vehicle registration records.

For many years the prime identifier for registration of motor vehicles has been the engine serial number. The Motor Traffic Regulations require all vehicles to have a unique engine number but there is no specification of its format. Although there is no legislative requirement for a chassis serial number, most vehicles have these and, where they exist, they are included on registration records.

There is now general agreement here and overseas that chassis numbers are much more important identifiers than engine numbers and that there should be strict specifications for their format and location. Indeed discussions were held with industry and other States in the late 1970's for introduction of a national Vehicle Identification Number (VIN) system but these lapsed from lack of support.



With the stimulus of the stolen vehicle situation, DMT again raised the proposal for standard VINs and was successful in gaining the support of the working party and task force mentioned previously as well as of the Australian and New Zealand Transport Authorities' Conference. This led to the establishment of a government/industry working party on VINs being set up by the Australian Transport Advisory Council and ultimately agreement that a nationally uniform VIN system be introduced from 1st January, 1989.

The VIN system is to be based on an International Standards Organisation numbering system and all vehicles will carry a 17-character number, stamped on the chassis. However, agreement could not be achieved with industry on a standardised location for VINs and, given the absence of this requirement in all international markets other than the USA, prospects for achieving this are slim.

However, the formats of VINs will be closely specified with particular characters identifying the manufacturer and giving information about vehicle type, year of build, etc. The security of the identification system will be greatly strengthened by the maintenance of a central data base of VINs: all serial numbers issued by manufacturers will be reported prior to delivery of new vehicles and it will be pre-requisite for original registration of vehicles manufactured after 1st January, 1989 that a vehicle's VIN appears on the data base.

In an associated initiative, the Department is also investigating the feasibility of maintaining a wrecked vehicle file, which would list all vehicles classed by insurers as unrepairable: this would help to eliminate the transfer of identity from wrecked vehicles to stolen vehicles, the so-called "born again" market.

Naturally, it will take some years for VINs to become widespread and attention has also been given to tightening of identification-proving procedures for existing vehicles. At the close of the report year, preparations were in hand to require all unregistered second-hand vehicles presented for first registration in NSW to be accompanied by proof of previous interstate or overseas registration or by proof of purchase together with proof of the applicant's identification. These requirements will be introduced early in 1988.

Economic Conditions

Vehicle registrations in 1986/87 reflected the dramatic fall in new vehicle sales which followed the 1986 devaluation of the Australian dollar.

Registrations of new vehicles, at 198,689 were 23.4% lower than in 1985/86 and the fall is attributed to steeply rising new car prices, coupled with decreased purchasing power, high interest rates, and a general perception among vehicle buyers of reduced value for money.

However, 155,308 used vehicles came on to the NSW register, an increase of 6.6% over 1985/86, and 350,420 vehicles left the register. At 30th June, 1987 there were 3,596,882 vehicles registered, an almost negligible increase of 0.2% over last year's figure (Table 6).

Of particular interest in the registration figures is that registrations of new trucks (over 2 tonnes tare weight) fell by 34.8% and the total number on the register declined by 0.2% (the decline was 6.7% for trucks over 5 tonnes). New

registrations of motor cycles fell by 38.9% and total registrations declined by 10.1%.

In addition to new registrations, there were 1,140,707 transfers of registration during the year, a fall of just under 1% on 1985/86. Approximately 60% of transfers involved licensed motor dealers as buyers or sellers.

NEW INITIATIVES

Pink Slips and Private Sales

On 1st February, 1987 new regulations came into force requiring that any vehicle offered for private sale be covered by an inspection report – a “pink slip” issued by one of the Department’s Authorised Inspection Stations. This requirement was aimed at protecting consumers by ensuring that buyers are properly informed about basic safety of the vehicles that they intend to purchase.

Some months prior to these regulations, a voluntary scheme was introduced under which sellers were encouraged to offer pink slips to prospective purchasers. At the end of the year, 59% of all applications for transfers of registrations between private owners were accompanied by pink slips (up from 32% in February and 14% in December, 1986).

Tow-truck Ratings

Because of concern about the use of inappropriate types of vehicles for commercial towing work, regulations were introduced to require the assessment and placarding of lift capacity on all tow-trucks. All such assessments must be checked by DMT and, at the end of the report year 1,629 of the State’s 2,219 licensed tow-trucks had been checked and rated. The owners of the remaining vehicles were being followed up at the year’s end; it was a breach of the Motor Traffic Regulations to operate an unassessed vehicle after 30th June, 1987.

Seasonal-use Registrations

Many farmers and tourist resort operators have vehicles which are only used at particular times of the year, at harvest time or during the snow season. Every year these vehicles have been required to satisfy inconvenient and costly original registration procedures. They then operate for only a few months (or weeks) after which registration is cancelled.

To expedite and simplify the annual registration of these vehicles, on 1st May, 1987 a new system was introduced. A three-month registration is now issued at the end of which the owner may keep the vehicle’s number plates and the vehicle is retained on the Department’s records. The registration label, of course, covers only the three-month period.

Just before the anniversary of the commencement of the registration, the owner receives an open-dated renewal notice and registration is re-activated when the owner is ready to use the vehicle. These procedures have proven particularly attractive to primary producers, who must put their vehicles to work at very short notice at harvest time. At the end of the report year, 1,910 vehicles had been registered under this arrangement and this number was expected to increase substantially with the onset of the winter harvest.

Table 6 – Motor Vehicle Registrations



	30 June 1987	30 June 1986	Variation %
Passenger cars, *	1,945,067		
Station Wagons, *	367,674		
	2,312,741	2,295,150	+0.76
Commercial vehicles (vans, utilities, etc.) up to 2 tonnes empty weight	468,190		
Trucks, 2 tonnes to 5 tonnes	77,199		
	545,389	**553,053	-1.38
Trucks, 5 tonnes to 10 tonnes	24,164		
Trucks over 10 tonnes	3,285		
Prime Movers	9,554		
Articulated Vehicles	3,993		
	40,996	43,901	-6.62
Buses, Coaches	8,379	8,037	+4.26
Light trailers and caravans up to 2.5 tonnes empty weight	536,562	525,350	+2.13
Heavy trailers (over 2.5 tonnes empty weight)	15,297	15,474	-1.14
Tractors, plant, machinery	25,868	25,064	+3.21
Motor cycles	111,650	124,061	-10.00
TOTAL	3,596,882	3,590,090	+0.19

Notes

1. * Includes taxis, hire cars, etc.
2. ** Includes 601 "For Hire" vans, a vehicle category abolished in 1986/87 (any such vehicles are now conventionally registered).

Weight Taxes

DMT collects weight taxes prescribed by the Motor Vehicles (Taxation Management) Act, on behalf of the Department of Main Roads. These changes are committed to road construction and maintenance and vary according to unladen vehicle weight.

The tax scales have long been held to be unnecessarily complicated for light vehicles, consisting of charges which vary for every 10 kg of weight with separation into basic tax and a tax levy and with different rates for business-use and private-use vehicles.

Following a joint recommendation from DMT and DMR, the Government amended the Motor Vehicles (Taxation Management) Act with effect from 1st July,

1987. Under the new arrangements, tax and tax levy are amalgamated and, for vehicles under 2.5 tonnes there are only four basic weight categories: 0 – 975 kg; 976 – 1150 kg; 1151 – 1500 kg and 1501 – 2500 kg. Vehicles under 2.5 tonnes therefore, are now subject to only four basic tax rates for private use and four for business use. More importantly, there is no longer any necessity to accurately assess individual vehicle weights – the tax payable is constant for any make and model of vehicle greatly simplifying assessment of taxes and eliminating many anomalies because all differentials in tax rates between cars, station wagons and light commercial vehicles have been eliminated.

The new tax scales were designed to be revenue-neutral and whilst there have been modest rises and falls in tax payable for individual vehicles, total tax receipts are unaffected by the changes.

In associated moves, weight taxes on all commercial vehicles weighing more than 2 tonnes are now automatically charged at business rates, as are taxes on all vehicles registered in business names. This has closed off the anomalous situation where vehicles operated by businesses were being registered at private use rates of tax.

Custom Number Plates

In April, 1987 the Department introduced changes to its “custom” number plate scheme to allow the rights to display these plates to be privately traded. Custom number plates are those which allow holders to specify non-standard combinations of letters and numbers; they are often used to display names, initials or messages relevant to the holder’s business: SPARKS, TROUT, and HEALTH are examples.

This new scheme was backed up by a new telephone reservations service which allows customers to enquire about availability of particular plates and reserve them on the spot. Rights to the plates are leased at \$240 per year and can be transferred between holders for a fee of \$100. The scheme was supported by an advertising campaign and 2,293 bookings were received in the first three months of operation.

Federal Interstate Registration Scheme

For many years the provisions of the Australian Constitution guaranteeing freedom of trade between the States have been regarded as preventing the charging of State taxes on vehicles which operate solely on interstate work. This meant that these vehicles, although required to be registered and insured, did not contribute anything towards construction and maintenance of the State’s roads. As a result of the 1983/84 National Road Freight Industry Inquiry, the Federal Government with the support of all States and Territories, passed the Federal Interstate Road Transport Act requiring all such vehicles to be registered and pay the prescribed charges.

Under the Act, State registration authorities act as agents for the Commonwealth. The vehicles appear on State registration records, but the road taxes paid are forwarded to the Federal Department of Transport and are then allocated between the States and Territories according to total interstate vehicle kilometres travelled in each jurisdiction.

The Federal Scheme came into effect on 1st January, 1987 and interstate-use vehicles are being transferred as their annual registrations expire. Immediately before the Scheme commenced, 6,812 interstate-use vehicles were registered in NSW. At the end of June this figure had fallen to 3,807 and 2,549 vehicles were

federally registered. The "reduction" of 456 vehicles is thought to be accounted for by vehicles either taking up local NSW registration or transferring to other States.



CONTINUING OPERATIONS

Concessional Rates of Registration

Pensioners, primary producers and some other vehicle owners are entitled to register their vehicles at reduced rates. Additionally, certain vehicle types are eligible for concessional rates because of their specialised construction or because they use the roads infrequently.

The concessions area continues to be a major demand on the Department's resources. Apart from difficulties involved in verifying the entitlements of primary producers and pensioners, there is extra work involved in collecting the additional tax which becomes payable whenever vehicles registered at pensioner rates are transferred to non-pensioners.

During 1986/87 the Department handled approximately 41,000 such transfers out of a total of 255,180 pensioner-registrations for additional tax of \$2.2 million. The total value of pensioner registration concessions granted in the year was \$36.9 million.

Total primary producer concessions granted were 104,000 with an estimated value of \$25.3 million. Primary producer concessions fell by 16% for the first 12 months following the introduction of new procedures concerning the proving of vehicle owners' entitlements in June 1986.

Vehicle Safety Standards

Vehicles are inspected for roadworthiness before first registration, then annually prior to renewal of registration and, from 1st February, 1987 prior to transfer as well. Public vehicles such as buses and taxis are inspected every six months.

Most second-hand vehicles presented for registration are inspected by DMT officers. Periodic inspections of public vehicles and heavy vehicles are also performed by DMT staff as are random roadside inspections of heavy trucks. All other inspections are conducted by industry-operated Authorised Inspection Stations (AIS).

Inspection standards, AIS administration, industry liaison and general co-ordination of inspection systems are provided by the Department's Mechanical Engineering Branch which is also responsible for training of DMT Motor Vehicle Inspectors. Training programs were upgraded in early 1987 to include regular refresher courses.

Original Registration Inspections

During the report year, some 200,000 inspections of new and used vehicles were carried out by 60 Inspectors located at various motor registries. A further 150,000 vehicles (mostly new, mass-produced cars and light commercial vehicles) were certified as roadworthy by authorised dealers and inspection stations.

Heavy Vehicle Inspection Scheme

1986/87 was the first full year of State-wide operation of the Heavy Vehicle Inspection Scheme. During the year the Scheme's 46 Inspectors checked 56,922 vehicles of which 3,586 (6.3%) were found to have faults serious enough for use to

be prohibited pending repairs. 49% of vehicles had minor faults and were allowed to continue in operation on condition that repairs were made within set periods (7, 14, 21 or 28 days depending on severity). The comparable figures for 1985/86 were 6.2% and 49% respectively.

Mobile Inspection Division

The Mobile Inspection Division's 20 Inspectors conducted random roadside inspections of 8,775 heavy vehicles during the report year. 6.6% of these were found to have major faults and 44.4% had minor faults (7% and 53% respectively in 1985/86). These figures are generally consistent with fault rates found on scheduled inspections and suggest, perhaps, that operators make no special attempts to prepare for their scheduled inspections.

Authorised Inspection Stations Scheme

At 30th June, 1987 there were 6,114 Authorised Inspection Stations employing 12,462 examiners. Under the Scheme, some three million vehicles were checked before renewal of registration and another 150,000 were inspected in association with being offered for private sale.

The AIS Scheme is supervised by a team of 26 DMT officers who regularly visit all stations in an advisory capacity and who also investigate complaints and initiate any necessary corrective action. During the report year 226 cases of neglect or departure from inspection standards were referred to the AIS Committee of Review, the membership of which is drawn from four automotive industry associations and which is chaired by DMT. On the Committee's advice, 124 stations and 168 examiners were either suspended or disqualified from the scheme. Another 102 stations and 73 examiners were dealt with by issue of warnings. Subsequently, 48 participants dealt with in this way lodged appeals with Local Courts. In 37 cases the Commissioner's decisions were upheld, in four the decisions were varied, and in seven cases the appeals were upheld.

Special Number Plates

Total sales of special number plates (personalised, custom and numeral-only) in 1986/87 were \$4.2 million, 3.9% lower than in 1985/86. While income from custom plates increased 6.5% to \$1,040,000 and numeral plates by 3.7% to \$456,000, sales of personalised plates fell by 15.5% to \$1,887,000.

In fact, actual numbers of personalised plates issued fell by 45.5% (to 20,277 pairs) following a major price rise, from \$60 to \$100, which took effect in July, 1986. Personalised plate sales appeared, at year's end, to have stabilised at around \$145,000 per month (\$1,750,000 pa).

The introduction of a telephone booking system for custom plates and a revision of the plate design supported by an advertising campaign resulted in enhanced interest in these plates. The introduction of transfer arrangements for these plates led to the emergence of several number plate "dealers" who bought rights to display custom plates then offered them for resale in the open market. There were signs at the end of the year, however, that these traders had failed to impress the motoring public and their activities had declined markedly.

PERSONNEL

The year has been one of continuing effort to uplift staff performance. The Personnel directorate has responsibility for obtaining, training, developing, and caring for all the staff who deliver customer service. Thus, the Directorate has a major role in ensuring our customers receive satisfaction in their dealings with the DMT. In particular, the year has seen a significant increase in training resources and the introduction of a performance appraisal system that will allow emphasis to be placed on customer service.

But the Directorate also has its own customers – the staff themselves and the year has seen major improvements in both planning and delivery of personnel services both to the DMT as a whole and to individual staff who have their own needs and expectations of the workplace. There were 125 staff positions in the Directorate at year's end, approximately 4.3 staff to cater for the personnel needs of every 100 staff. This compares with a ratio of 3.5 in 1986 and reflects a substantial increase in training resources approved towards the end of the year.

NEW INITIATIVES

Staff Training and Development Unit

During the year the Staff Development Section was more than doubled in size, and completely reorganised into the Training and Development Unit. Mr. Graeme Tessier was appointed as Co-ordinator to head the Unit and to provide the expertise and impetus required to give the DMT's staff development and training high priority. It is planned to tailor training to the needs of each Branch, to set up a training centre for motor registry staff, and provide flexible training modules to meet the Department's needs.

Some work has already been achieved –

- A mid-year survey of the training and development needs of supervisory staff has resulted in the introduction of a modular Supervisor Development Program.
- Completion of a detailed review of training needs for the staff of motor registries saw approval of a Registry Training Centre and plans for a state-wide network of Registry Training Officers.
- An intensive training program of all staff for the new Performance Appraisal System has been completed in Head Office, the Western Region and the two Metropolitan Regions. Training for the remaining Regions is scheduled for completion by the end of 1987.
- The first Investigatory Practices Training course for Departmental Inspectors was conducted.
- English In The Workplace classes for staff from non-English speaking backgrounds were commenced.

Occupational Health, Safety and Welfare

An Occupational Health, Safety and Welfare Section was established in August, 1986 comprising a Co-ordinator, Occupational Health Officer, Safety Officer and Welfare Officer.

Areas of major involvement have been –

- Co-ordination of a First Aid Service with planning for expansion of the service as a result of changes in legislation.



- Policy and planning for the management of repetitive strain injuries.
- Assessment of individual officers' problems at the workplace and rehabilitation of officers as required.
- Co-ordination and planning for a Hearing Conservation Program.
- Trial of a no-smoking policy for all public areas and, where agreed by a majority of staff, in certain non-public workplaces.
- Workplace inspections in relation to identification of hazards and prevention of accidents. A program of inspection of all motor registries is also well under way.
- Organisation of a number of training programs in the areas of fire and evacuation procedures, occupational stress and safe work practices. The latter courses have been targeted to different groups of staff.
- Promotion of health and safety issues through, for example, lunchtime lectures.
- Provision of resources and information for all issues related to health, safety and welfare.

Reduction in Work Absences

There has been a significant decrease in days absent because of sick leave, work-related injuries and industrial disputes (Table 7).

The cost of work-related injuries (the DMT is a self-insurer) fell from \$665,712 in 1985/86 to \$433,170 this reporting year, and the number of days lost due to work-related injuries fell from 5,292 to 3,898. The number of claims allowed, however, increased slightly from 186 to 198 (7 per 100 staff members) indicating that the injuries were less serious since fewer days away from work were required per injury (29 days in 1985/86 but only 20 days in 1986/87). The decrease in cost was due to the reduction in lump sum payments made, while the reduction in days absent was largely because there were fewer occupational over-use (repetitive strain) injuries.

Table 7 – Work Absences

	1986/87	1985/86	1984/85
Days Absent per 100 DMT Staff			
Sick leave	873	989	1073
Work-related injuries	141	200	*
Industrial disputes	11	21	*

Notes

1. * Figures are not available.
2. Because of the delay in obtaining final medical certificates for sick leave, the sick leave absences are calculated from 1st April, 1986 to 31st March, 1987.
3. All calculations are based on the average number of effective full-time staff over the year.
4. Work-related injuries included those occurring during work (covered by the Transport Act) and those occurring while travelling to and from work (covered under the Workers' Compensation Act). The report for 1985/86 had omitted injuries covered by the Transport Act, hence the 1985/86 figure in the above table is greater than that reported last year.

Personnel Handbook

A Personnel Handbook has been published in response to a recognised need for a comprehensive reference on personnel policies and practices operating in the Department. The initial issue contains sections on recruitment, promotion and transfer, conduct, hours of duty, leave, occupational health, safety and workers' compensation, staff records and grievances. During the coming year other sections will be added. The aim of the Personnel Handbook is to provide all staff with greater access to information concerning their entitlements and obligations and to assist in ensuring equitable application of employment conditions.



Computerisation of Personnel Records

Consultants have reviewed the current staff records and processing systems and have advised that there is an overwhelming advantage in computerising our systems. They recommend that the most appropriate means of meeting the information needs is a centralised, on-line computer system. The consultants believe that there are a number of packages available that will meet the Department's requirements.

Recruitment

Selection procedures for recruitment of base grade clerks have continued to be examined. One initiative introduced during the year was to regard Clerical Entrance Examination marks as valid for a period of two years. In this way there is no need for applicants to resit the examination every time positions are advertised at a different location or after a current eligibility list has expired.

Induction/Orientation

During the year induction/orientation procedures were reviewed and tailored for different groups of staff joining the Department or returning from extended leave of over twelve months. Revisions have been made in order to provide staff with a comprehensive grasp of the Department's functions and main policies.

Equal Employment Opportunity

The Department has pursued a policy of Equal Employment Opportunity for some time and has now issued a policy statement specifically on the recruitment and employment of people with physical disabilities. Mainstream policies have been broadened to avoid any form of discrimination in recruitment and the concept of "reasonable adjustment" has been applied to both the workplace and to work procedures to eliminate any impediment preventing a physically disabled person from achieving maximum job satisfaction and productivity.

In addition, two EEO Schemes were developed and implemented to provide increased opportunities to staff. The Clerical Training Scheme provides up to three months work experience in clerical duties for staff in non-clerical areas who have been identified as having limited opportunities for career development. The Job Rotation Scheme provides opportunities for junior staff to gain additional on-the-job training and experience and so increase promotional prospects and job satisfaction. The South Eastern Regional Branch at Wollongong saw the first participants in the Job Rotation Scheme in June 1987.

CONTINUING OPERATIONS

During the year staff numbers increased from 2,835 to 2,913, an increase of 2.8% (Table 8).

Table 8 – Staff Numbers

	30 June 1987	30 June 1986
METROPOLITAN		
Males, full-time	1,371	1,388
Males, part-time	8	1
Females, full-time	880	838
Females, part-time	86	60
	2,345	2,287
REST OF STATE		
Males, full-time	357	356
Males, part-time	–	–
Females, full-time	199	179
Females, part-time	12	13
	568	548
TOTALS		
Males, full-time	1,728	1,744
Males, part-time	8	1
Females, full-time	1,079	1,017
Females, part-time	98	73
	2,913	2,835

Notes

1. The total number of staff employed at the year's end was 2,913. This figure includes apprentices and others employed on a part-time basis and was an increase of 78 over the previous year.
2. The increase was required because of the opening of new motor registries; improvements in staff training; recruitment of trainees under several Government sponsored training schemes; and because there has been a small, but significant increase in the number of staff who are working part-time having taken part-time leave without pay for a variety of personal reasons.
3. The effective full-time number of staff at 30th June, 1987 was 2,778 compared to 2,732 for 30th June, 1986, an increase of 1.7%.
4. During the year, 54,023 hours of overtime were worked at a cost of \$954,173 (the equivalent of 35 full time officers or 2.8 days per staff member) and 138,110 hours of casual labour were employed at a cost of \$1,365,634 (the equivalent of 89 full-time officers). Casual labour is used in motor registries to cover lunch-time periods of peak demand and for relief when staff are absent, particularly in country areas. This allows the DMT to employ local persons and so save the costs associated with employing relief staff and paying for their travel and expenses when they are away from their home stations.

Recruitment and Resignations

During the year, 354 new staff were employed: 93 clerks, 88 clerk/typists, 77 typists, 21 machine operators, 10 trade and 65 other staff. This represented a slight decrease from the number of staff appointed in the previous year (373).

There was an increase in staff turnover from 8.9% to 9.3% with 271 staff leaving the Department in 1986/87. Staff turnover includes those who retired, resigned, were terminated and who died while still in the employment of the DMT. The increase may reflect the changed Public Authorities Superannuation Scheme provisions which meant staff could take early voluntary retirement at age 59.

Employment Opportunities

Training was again provided under the Work Therapy Training Scheme for three people with disabilities. One of the trainees, who is confined to a wheelchair, has been permanently employed by the Department. The other two are still undergoing training and may also qualify for the permanent employment at the conclusion of their training period.

During the year a further eight trainees were employed under the Aboriginal Administrative and Clerical Training Scheme (AACTS), six trainees under the National Employment Strategy for Aborigines (NESA), five trainees under the NSW Technical Jobs for Women Program, six trainees under the Australian Traineeship System and a further 13 trainees under the Youth Employment Scheme.

The work performance of all these officers is monitored and evaluated on a regular basis.

Staff Development

The past year has seen a continuing growth in the provision of training and development opportunities for staff. Over 127 individual workshops were conducted during the year resulting in staff spending 2,592 days at seminars or workshops (Table 9).

In addition to its training role, Staff Development Officers increased their involvement both in providing consultancy to management on training and development issues, and in providing counselling to staff on career development opportunities.

Staff are continually encouraged to undertake relevant external courses and during the year 108 officers comprising 56 males and 52 females took advantage of the liberal study leave allowed, representing an increase of 17 officers engaged in external studies compared to the previous year.

Promotions and Appeals

Seniority has continued to be the basis for the majority of promotions (for positions with a salary of up to \$32,152 per annum), although proposed new legislation will seek to introduce merit promotion throughout the Department.

Around 450 promotions were made in 1986/87, resulting in 33 appeals being lodged with a Transport Appeal Board. At the year's end, 25 had been dismissed, four appeals had been upheld and four remained to be heard.

A further three appeals were lodged against disciplinary decisions of which one was upheld.



Table 9 – Training and Development

	1986/87	1985/86
Number of days per 100 DMT staff on:		
internal courses	94	80
external study leave	36	45

Notes

1. Effective full-time staff numbers have been used to calculate the above figures.
2. Hours of study leave have been converted to seven hour days.
3. While the days on internal courses increased, the external study leave decreased despite the number of staff obtaining study leave having increased from 91 in 1985/86 to 108 in 1986/87. This indicates that officers were undertaking external courses requiring fewer study hours in 1986/87 than in 1985/86.

Industrial Relations

Throughout the past year officers of the Industrial Relations Section have been actively engaged before the relevant industrial tribunals for conciliation and arbitration. Such matters included –

- the proposed Motor Transport (Administration) Bill and Staff Regulation;
- withdrawal of sick leave privileges from an officer;
- temporary suspension of an officer;
- decisions by the Department to terminate the probationary periods of employment of certain officers;
- a decision by the Department not to pay overnight expenses to an officer;
- a decision not to appoint a certain officer to a position at Newcastle; and
- award variations for insertion of a picnic day clause.

Time lost by staff because of industrial disputes involving stopwork meetings to discuss proposed new legislation for the administration of the Department, was equivalent to 300 working days.

The majority of industrial matters arising during the year were resolved by way of negotiation with the staff associations or are ongoing. However, some matters brought before the Australian Conciliation and Arbitration Commission included –

- a 1.8% salary variation for Professional Engineers and related grades as a consequence of an anomaly claim heard by a Full Bench;
- a dispute over the Department's decision to appoint an Inspector to a position of Senior Driver Examiner;
- the National Wage Case decision of 26th June, 1986 varying salaries of 2.3% and the further National Wage Case decision of 10th March, 1987 granting a two tier variation including a first tier flat \$10.00 per week salary movement.

Additional movements in conditions, allowances and special rates which have occurred have been in accordance with the Wage Fixation Principles.

Occupational Health and Safety Workplace Committees covering all callings in the Department have been established and the appropriate training of employee and employer representatives has been initiated.



Staff Amenities

A canteen for staff at Head Office is subsidised to the order of \$12,400 per 100 Head Office staff (last year the subsidy was \$12,900). In addition, the DMT continued to provide office accommodation for the Transport Credit Union and staff for a Staff Library and Social Club (which runs a small shop and associated services) all of which are located at Head Office.

Equal Employment Opportunity

During 1987 the implementation of the EEO Management Plan has continued. In the area of affirmative action the following achievements were made –

- women made up 60% of all new employees;
- 25% of all new recruits were people of non-English speaking backgrounds;
- 12 Aborigines joined the Department as trainees and five Aborigines who started last year became permanent employees; and
- two people with disabilities completed training under the Work Therapy Training Scheme and one became a permanent officer.

REGIONAL SERVICES

The Regional Services Directorate is the operational arm of the Department and is responsible for the provision of motor registry services, privately operated passenger transport services, public vehicle policy, enforcement of the legislation administered by the Department and property acquisition, development and maintenance.

The Directorate consists of a Transport Policy Branch, a Property Branch, a Regional Operations Branch and seven Regional Branches. In January 1986 the Directorate took charge of the School Student Transport Scheme.

SCHOOL STUDENT TRANSPORT SCHEME

At the close of the report year, the Department had successfully implemented the transfer of the administration of the School Student Transport Scheme from the Department of Education. The cost of administration of the Scheme was approximately \$2.9 million during 1986/87.

Redundancy Payments to Bus Operators

A severance package (based on the Myer Case decision) for bus drivers made redundant as a direct result of changes to the School Student Transport Scheme was implemented by the Department. Payments for all approved applications totalled \$48,608, significantly less than what bus owners claimed would occur.

Elimination of Forced Changeovers

The DMT has the task of identifying and where appropriate eliminating the need to change from bus to bus, or bus to other forms of transport wherever reductions in cost and inconvenience to schoolchildren can be achieved. (The elimination of forced changeovers provides a saving to the Government since there is usually a higher fare on the first section). State-wide enquiries have identified 181 locations where schoolchildren are forced to change transport. Although it does not appear feasible to eliminate all changeovers, the Department is actively pursuing improvements where practicable.

A forced changeover at Windsor Railway Station which involved 440 students and savings to the Government of \$143,000 per annum was addressed by the Department in 1986. Students from Berkshire Park, Londonderry, Bligh Park and South Windsor who attend Windsor High School were required to change bus transport at Windsor Railway Station. Action was taken to introduce a direct service to Windsor High School for the students concerned. However, the second carrier involved in the changeover lodged appeals against the Department's action with the Transport Appeal Court which upheld the appeals. Challenges to certain points of law associated with both decisions are set down for hearing by the Supreme Court in August and October 1987.

Because of the apparent shortcomings in the existing law a recommendation has been made to the Government to amend the relevant legislation, enacted in 1930, which inhibits action to improve services in the public interest.

Conversion of Route Services to Contract

The Department has identified numerous school special and general route services that can be converted to contract and provide savings to the Government. Many operate on school days only and have sparse adult patronage. Bus operators are being requested to furnish quotations to run these services on

a contract basis. Savings to the extent of \$1.9 million pa are expected to be achieved by this action.



Issue of Free Travel Passes on Government Transport Services

The DMT assumed responsibility for the issue of passes for the conveyance of eligible students on Government rail, bus and ferry services on 1st July, 1986. The new responsibility was undertaken with existing staff resources. In consultation with the SRA and UTA a new pass was designed to streamline handling. A special weekend/vacation pass, for use by students attending boarding schools, was also introduced from the first term in 1987, removing the necessity of issuing rail tickets at the end of each term and at other times throughout the year.

Elimination of Unsafe School Routes

Acting on road safety issues raised by parents in appeals to the Anomalies Tribunal, the Traffic Authority of NSW, in conjunction with the DMT, has undertaken investigations to eliminate unsafe routes for those children who walk to school.

Appeals Relating to Distance Eligibility

Representations continue to be received from parents claiming their children are eligible for free school travel (ie they live outside the 1.6 kms radial distance or must walk in excess of 2.3 kms to school) but have not received free passes. These are individually investigated, using precise measuring devices to calculate the actual distance involved. There has been a perceptible drop in the number of such cases compared with 1986.

Administration of Health and Safety Issues

Adjudication on representations concerning health and safety issues affecting children required to walk to school is now entirely with the Department. In consultation with the Department's Medical Officer, a special medical certificate has been designed to achieve Statewide uniformity in adjudicating on health issues.

Four Term School Year

The Government introduced a four term year for schools in 1987. In response, the DMT introduced new procedures which have significantly reduced its costs and the workload of school staff and bus operators.

Computer Feasibility Study

The Department engaged consultants (I.D. Jackson & Associates Pty. Ltd.) to conduct a feasibility study for the use of a computer system to support the administration of the Scheme.

The consultants concluded that the Department is severely hampered in its attempts to administer the Scheme through lack of management information which cannot be derived efficiently by manual means. The consultants recommended that the DMT implement an automatic payment system for private bus operators which would provide spin-off benefits in terms of management information and enquiry facilities. Installation and development costs are substantial but savings are estimated to cover costs within one year of implementation. Most savings will be in the form of reduced overtime and less need for casual assistance, particularly in the regional offices which process

applications for bus passes.

Audit of Passes

During 1986 the DMT carried out a 100% check of passes issued to students for travel on privately operated bus services. On the 9th March, 1987 an audit was commenced of passes issued for UTA services. As at the 30th June, 1987, 503 checks had been completed of the 622 schools involved. Of the 38,610 passes on issue, 1,235 students were found to be ineligible.

Payments to Bus Operators

An amount of \$143,415,476 was paid to private bus operators for the period 1st July, 1986 to 30th June, 1987. Details are set out in Table 10. The cost per student and the cost by Region are shown in Table 11.

Table 10 – Payments to Private Bus Operators

	\$	\$	\$
General Passenger Services			
Primary Students		30,708,392	
– Government	18,285,779		
– Non Government	12,422,613		
Secondary Students		60,711,073	
– Government	38,346,308		
– Non Government	22,364,765		
TOTAL			91,419,465
School Charter Services			
Primary Students		29,497,437	
– Government	22,407,149		
– Non Government	7,090,288		
Secondary Students		22,498,574	
– Government	17,909,760		
– Non Government	4,588,814		
TOTAL			51,996,011
GRAND TOTAL			143,415,476

Private Vehicle Conveyance

This scheme allows for a distance allowance (known as scale rate) to be paid to parents who are required to transport their children either to the bus stop or to school, whichever is the closer.

During 1986/87 scale rate payments were –

	\$	\$	\$
Primary Students		3,383,784	
– Government	2,716,151		
– Non Government	667,633		
Secondary Students		2,172,496	
– Government	1,322,699		
–			
– Non Government	849,797		
TOTAL		5,556,280	



Table 11 – School Students and Cost by Region for Private Bus Services

	Central Metrop.	Western Metrop.	Southern	Northern	Hunter	South Eastern	Western	Total
A. Route and Special Services at Cash Fares								
Students *	84,236	104,589	9,697	45,947	25,318	29,785	11,960	311,532
Expend- iture (\$'000)	19,217	25,405	3,157	22,966	9,923	8,343	2,406	91,419
Unit Cost (\$)	228	243	325	500	392	280	201	293
B. Charter Services								
Students *	4,280	2,380	15,000	16,953	5,486	11,486	15,756	71,341
Expend- iture (\$'000)	1,254	1,367	11,872	12,473	3,175	7,303	14,552	51,996
Unit Cost (\$)	292	574	791	735	578	636	923	729

Note * Student numbers as at December, 1986.

NEW INITIATIVES

Motor Registry Services

A new style of counter was introduced during the year which allows for better customer service. Used initially at the new Leichhardt and Bondi Junction Motor Registries, it places the maximum possible staff at the counter, in a lighter, brighter atmosphere with "one-to-one" individual customer service. The arrangement is more efficient and permits quicker and more convenient service to customers.

The response of both staff and customers has been enthusiastic and it is proposed that this new format will be introduced to all new offices throughout 1987/88 and existing offices as they are periodically renovated.

To provide further improvements to customer service and convenience, a trial was commenced in August 1986 of opening for business on Thursday nights and Saturday mornings. The full range of counter services are provided other than driving tests and vehicle inspections. The trial has been a success and the scheme will be extended where warranted to other locations during 1988. Motor Registries involved in the trial were Bankstown, Castle Hill, Chatswood, Leichhardt, St Marys and Penrith.

In response to the needs of country residents, three part-time Driver Testing Centres were established at Temora, Culcairn and Bombala in March/April 1987. Additional Centres are proposed for Finley, Corowa, Barham, Guyra, Byron Bay, Bellingen, Dungog, Gloucester, Harden and Braidwood.

As part of the Department's desire to extend the range of services to its customers, negotiations were finalised with the Central Mapping Authority for the supply of road directories for sale at motor registries.

To assist in the provision of information concerning road safety, driver licensing, vehicle registration and changes to traffic laws, "Free Information" stands were installed at each motor registry.

The Department's computer network is being enhanced and extended to all country motor registries. This will greatly improve efficiency and speed up services from offices previously not linked to the central computer records system. When completed, the extended network will also be linked to the Police computer to allow checks of vehicles submitted for original registration against the stolen vehicle records.

Motor Registry Workloads

Prior to January, 1987, records relating to motor registry activities were maintained by three separate Branches, with each Branch keeping account of only those transactions directly relating to their operations.

A comprehensive computerised data base has been installed which provides Regional Superintendents and other Branch Managers with a full record of transactions effected at motor registries within a few days of the close of business for the previous month.

The record provides an account of overall transactions, post items, revenue, new vehicle registrations, driving test results and staff numbers. From July 1987 the record will also contain details of the number of transactions processed by Australia Post offices and Police Stations.

Data from the computer system will allow for improved decision making, particularly on matters relating to the development of new motor registries and staffing arrangements and will provide regular performance indicators.

Ethnic Affairs Policy

During the year the Department submitted its first Ethnic Affairs Policy Statement and Annual Report to the Ethnic Affairs Commission. The main objectives of the Policy are -

- To review services currently provided by the Department at its public contact points, and to assess their appropriateness and accessibility to customers

with non-English speaking backgrounds.

- To develop, implement and promote strategies to improve services to customers with non-English speaking backgrounds.

The Department has taken a number of actions to improve its services to customers from non-English speaking backgrounds.

- Knowledge test papers are provided in Arabic, Croatian, Greek, Italian, Polish, Serbian, Spanish, Turkish and Vietnamese.
- Information leaflets communicating the importance of correct seat belt and child restraint use are currently available in Arabic, Cantonese, Croatian, Greek, Polish, Portuguese, Serbian, Spanish, Turkish and Vietnamese.
- Changes to Motor Traffic Regulations and other announcements of importance to motorists are forwarded to the ethnic media.
- Internal telephone interpreting is available in Arabic, Croatian, Greek, Italian, Polish and Spanish.
- The Instructions to Motor Registry Officers contain advice on dealing with applications by persons from other countries and, in particular, provide information on where officially recognised translations of foreign licences may be obtained.
- Staff have been informed through the Staff Newsletter of some of the difficulties faced by non-English speaking customers. Suitably qualified staff are encouraged to join the Community Languages Allowance Scheme.
- Staff Development Programs include sessions on working with and communicating to a multicultural public.

As part of its commitment to further improving services to non-English speaking customers the following activities will be undertaken.

- Appointment of an Ethnic Affairs Co-ordinator.
- Arranging a DMT display in Parramatta Park, as a contribution to the Carnivale '87 celebrations.
- Promotion of the Telephone Interpreter Service by utilising Motor Registry facilities and the Ethnic media and extending the languages currently available.
- Revision and extension of translations of the driver licence knowledge tests.
- Development of a general multi-lingual pamphlet on the Department's services and procedures.
- With the introduction of photo licences, preparation of translated information materials on the new licensing procedures and regulations for non-English speaking applicants.
- A survey of the information needs of the Department's non-English speaking customers.
- Assessment of the feasibility of translating the Motor Traffic Handbook into several community languages.
- Incorporating the Ethnic Affairs Policy into the Department's performance indicators and five year program evaluation plan.



CONTINUING OPERATIONS

Motor Registry Services

As at 30th June, 1987 there were 104 motor registries employing 933 staff in providing customer services throughout the State. This included five new motor registries opened during the year at Tenterfield, South Penrith, Leichhardt, Canley Heights and Bondi Junction and two vehicle inspection stations at Botany and Wetherill Park offering limited registry services in addition to original registration and heavy vehicle inspections.

The total number of motor registries includes 24 shop-front premises located mainly in Sydney, Newcastle and Wollongong and situated for the convenience of customers in busy retail and commercial centres. Six of these operate extended business hours, remaining open to 8.30 pm on Thursdays and from 9.00 am to 12.00 noon on Saturdays.

During the year 9,789,616 customer transactions were handled in motor registries, an increase of 2.8% over 1985/86. Of these, 31,271 were handled during extended business hours.

Complementing motor registries were 37 Police Stations and 120 Australia Post offices providing an extended network of service outlets to more remote or smaller country towns. Police Stations generated 0.3% and Post Offices 1.0% of transactions.

In addition, accredited motor dealers in some country towns are permitted to inspect both new and second-hand vehicles for original registration and to issue number plates and interim registration labels as agents for the Department.

Motor Registry Staff

The 933 motor registry staff were employed in the following areas –

Clerical (Full time)	686
Clerical (Part time)	84
Motor Vehicle Inspectors	76
Driver Examiners	65
Driver Examiner/Inspectors	22
	<hr/>
	933

Regional and District Office Staff

There are 511 staff attached to Regional and District Offices to oversight motor registry operations and carry out other functions including enforcement of driving hours and log book legislation, regulation of public vehicle operations, supervision of the Authorised Inspection Station Scheme and administration of the School Student Transport Scheme. The complement of staff according to the area of activity was as follows –

Clerical (Full time)	201
Road Inspectors	122
Motor Vehicle Inspectors	63
Driver Examiners	23
Driver Examiner/Inspectors	2
	<hr/>
	511

Enforcement Activities

Enforcement of the Acts and Regulations administered by the Department is carried out by staff known as "Road" Inspectors.

During the year several initiatives were introduced to enhance the working conditions and facilities of these staff. Following a successful trial of using two-way radios, additional units will be purchased during 1987/88 and the radio network will be extended to the South Eastern and the Hunter Regions.

Throughout the year Inspectors were deployed at Kingsford Smith Airport to supervise the operation of taxi cabs and hire cars and provide assistance and advice to travellers. By the use of portable radios they were better able to regulate the movement of public vehicles to and from the International and Domestic terminals. Inspectors were also on duty at the Royal Easter Show to supervise the operation of public vehicles within the area. In addition, regular patrols were made of the operation of heavy vehicles and roadside inspection points were established for this purpose at various locations throughout the State.

Road Inspectors and Motor Vehicle Inspectors from the two Metropolitan Regions were formed into investigation teams to review the operation of taxis in Sydney. Inspections were carried out on the nights of 10th, 11th, 17th and 19th June, when 806 taxis were intercepted. Action was taken against offending drivers and defective vehicles which resulted in the issue of 68 breach reports and 251 defective vehicle notices.

A total of 4,731 breaches were issued by Road Inspectors during the year and the results of these patrols are indicated in Appendix A.

Passenger Carrying Services

There was a small increase in total public vehicle registrations as shown below.

	30 June 1987	30 June 1986	Variation %
Metropolitan, Newcastle and Wollongong Transport Districts			
- Taxis	4,224	4,103	+2.95
- Buses	3,614	3,490	+3.5
- Hire Cars	245	243	+0.8
Country			
- Taxis	897	893	+0.4
- Buses	3,511	3,458	+1.5
- Hire Cars	65	67	-3.0
- Service Vehicles	2	2	-
Tourist Vehicles	372	328	+13.4
Other Public Vehicles (including school buses and wedding cars)	1,228	1,219	+0.7
TOTAL	14,048	13,792	+2.1

Taxi Services

Legislation introduced following the review into the taxi and hire car industries has enabled the Department to implement a number of innovations to assist operators to provide a higher level of service to the public. The most significant of these were the lifting of the area restrictions, the abolition of the owner driver policy, the licensing of taxis restricted to night and weekend services, the licensing of stand-by vehicles to replace taxis while being repaired, development of a training program for new taxi drivers and the issue of information booklets containing advice about regulations and entitlements for taxi users and drivers.

A major change was the amendment to the State Transport (Co-ordination) Act, to provide for the sale of taxi and hire car licences. The Department was able to offer taxi licences for sale at a discounted price to taxi drivers occupying positions on the final Metropolitan Transport District Taxi-Cab Drivers' Seniority Register. As at the 30th June, 1987 the sale of taxi licences had realised \$1,100,000 and it is proposed that a portion of the revenue raised from this source will be used on worthwhile projects to improve existing taxi services and facilities.

A transfer fee of 2.5% of the goodwill associated with a taxi licence is now charged upon the transfer of taxis and hire cars licensed for operation in country areas. This fee has applied since 1969 in the Metropolitan, Newcastle and Wollongong Transport Districts.

The number of vehicles registered as taxis throughout the State increased by 2.5% from 4,996 in 1986 to 5,121 in 1987 (Table 12).

Taxi Radio Facilities

All taxis operating in Sydney, Newcastle and Wollongong are required to operate as units of an approved Radio Co-operative

There are ten taxi Co-operatives in Sydney, one in Newcastle and one in Wollongong, and membership is comprised as follows -

Radio Co-operative	Number
ABC Radio Taxi	232
Cumberland Cabs	360
Deluxe Red and Yellow Cabs	1,408
Legion Cabs	673
Manly Warringah Cabs	210
Northern Districts Radio Taxi-Cabs	70
RSL Ex-Servicemen's Cabs	525
St George Taxi Cabs	183
Southern Districts Radio Cabs	145
Western Districts Radio Cabs	156
Taxi Services (Newcastle)	141
Radio Cabs of Wollongong	119
TOTAL	4,222

Table 12 – Taxis and Hire Cars in Service



	Sydney		Newcastle		Wollongong		Country	
	1987	1986	1987	1986	1987	1986	1987	1986

TAXI CABS								
Unrestricted	3712	3606	*139	*138	119	118	897	893
Licences issued to Co-operatives	92	92	2	2	-	-	-	-
9200 Series	160	147	-	-	-	-	-	-
HIRE CARS								
General Hire	228	226	13	13	4	4	65	67
Special Purpose Vehicles	237	172	-	-	-	-	-	-
TOTAL	**4,429	4,243	154	153	123	122	962	960

Notes

- * Includes three taxis restricted to Stockton area.
- ** Includes 57 licences issued for the operation of modified taxis for the carriage of disabled persons.

3. Definitions

(a) Taxi Cabs

- Unrestricted – May operate anywhere within location of issue 24 hours per day
- Licences issued to Co-operatives – Must be available for hire during the whole of the period 5.00 pm and 3.00 am daily
- 9200 Series – May only operate between the hours of 2.00 pm and 6.00 am Mondays to Fridays from 12.00 noon Saturdays and all day Sundays and public holidays.

(b) Hire Cars

- General Hire – May operate anywhere within location of issue.
- Special Purpose – Restricted to weddings and/or funerals.

Special Purpose TaxIs for Transport of the Disabled

The Government subsidised scheme for taxi transport for the severely disabled was further extended during the year and now has 57 specially equipped taxis.

Vehicles operating the scheme in Sydney are as follows -

	Datsun Urvan	Stretched Ford	London Taxi	Total
Metropolitan Taxi Co-operatives				
Legion Cabs	1	3	-	4
Cumberland Cabs	3	1	-	4
St George Taxi Cabs	1	1	-	2
Southern District Radio Cabs	2	-	-	2
ABC Radio Taxi	3	1	-	4
Western Districts Radio Cabs	1	-	-	1
Deluxe Red and Yellow Cabs	18	1	1	20
RSL Ex-Servicemen's Cabs	2	1	-	3
Manly Warringah Cabs	2	1	-	3
Northern Districts Radio Taxi Cab	2	-	-	2
TOTAL	35	9	1	45

In addition, there are three vehicles in Newcastle, two in Wagga Wagga and one each in Albury, Tamworth, Katoomba, Wollongong, Inverell, Port Macquarie and the Central Coast.

A further London Taxi is expected to be registered shortly and an additional nine units will be progressively added to the scheme during 1987.

Application has been made by the Taxi Industry to the Government for a grant of \$100,000 from the revenue raised from the sale of taxi licences to train taxi drivers in the provision of better services to disabled and aged passengers.

A comprehensive report dealing with the problems and costs associated with the operation of special purpose taxis by the various co-operatives was prepared by the Department and has been submitted for consideration by the Government.

Taxi Drivers' Seniority Registers

There were 228 successful applicants for the final seniority register for the Metropolitan Transport District and, as at 30th Jne, 1987, 115 applicants have been allocated taxi licences. The licences issued are restricted to operating at night and on weekends to ensure taxi services are available at those times.

Final seniority registers for the Newcastle and Wollongong Transport Districts are in preparation.

Taxi Advisory Council

The Taxi Advisory Council was established to advise the Minister for Transport on policy matters relating to the taxi and hire car industries and is comprised of the following members –

Mr P Balding, (Chairman)	- Director (Regional Services) Department of Motor Transport
Mr R Kermode, AM, MBE	- President New South Wales Taxi Council
Mr J Bowe	- Executive Officer New South Wales Taxi Council
Mr T Heir	- Transport Workers' Union
Chief Inspector G Greaves	- Police Department
Mr A McNeill	- Assistant Secretary Ministry of Transport
The Hon D M Isaksen, MLC	- Representing the Public

The Council met three times during the year and some of the more significant issues discussed were –

- Fitting of child restraint anchorage bolts in taxis
- Security at taxi ranks
- Advertising on taxis
- Removal of exemptions from the wearing of seat belts in taxis

Ferry Services

Privately owned ferries carrying passengers in the Port of Sydney are required to be licensed under the State Transport (Co-ordination) Act. There are 10 operators licensed who operate a total of 17 ferries compared with 15 last year.

Water Taxis

Water taxis are similarly licensed and during the year the Department granted 13 additional licences to operate in the Port of Sydney. Five vessels were placed into service prior to the end of the report year compared with only one last year. It is anticipated that the remaining eight licences will be brought into service in time to meet the expected demand of the 1987 festive season and subsequent Bicentennial celebrations.

Private Bus Service Licences

Service Licences are required for privately operated bus services and licence fees are determined individually accordingly to the return the operator receives, the nature of the service and its effect (if any) on the Urban Transit Authority's operations. Fees collected in 1986/87 amounted to \$65,248.75, the fee for the individual services varying from \$31 to \$1,812. Under the provisions of the Transport Act, the Urban Transit Authority is obliged to pay an amount equivalent to what would be payable if its bus services were operated under the authority of service licences. The fees paid by the Urban Transit Authority for its operations were \$30,000 (Metropolitan) and \$3,000 (Newcastle).



Motor vehicle tax payable on the registration of buses is levied at special rates prescribed by the Motor Vehicles (Taxation) Act. Receipts totalled \$2,503,509 compared with last year's figure of \$2,303,402. Included in this amount is a contribution of \$1,124,899 from the Urban Transit Authority. Although legally obliged only to pay service licence fees (and not registration fees or motor vehicle tax) the Urban Transit Authority, as a matter of Government policy, has contributed amounts calculated (and subsequently distributed) on the same basis as motor vehicle weight tax paid by private bus operators.

Most of the revenue derived from these sources is distributed on a proportional basis to the authorities, mainly Councils, responsible for the maintenance of roads used by buses. The basis of distribution and lists of individual amounts paid are contained in the financial statements.

Increased Bus Fares for Privately Operated Bus Services

A general fare increase was authorised for privately operated bus services with effect from October 1986. The increase was designed to offset an increase of 4.68% in operational costs throughout the bus industry since previous increase on 4th November, 1985. Proportional increases in the cost of weekly tickets were also authorised.

Additional Bus Services

During the year, additional bus services were provided to new schools and newly developed areas. In some areas existing services were extended or diverted to achieve the required standard of service. 14 services were transferred to other operators and three services were amalgamated with another.

Improved Bus Services in Sydney

In keeping with the Department's policy of ensuring privately operated passenger transport services meet the community's requirements significant improvements to timetables, routes and service frequencies were authorised during the year. These included services in the Cherrybrook/Pennant Hills area, Turramurra, Gordon, Casula, Wetherill Park, Chatswood and North Ryde.

Age of Privately Operated Bus Fleet

The Department is pursuing with the bus and coach industry improvements to the quality of services through reducing the average age of buses. As at the 30th June, 1987 there were still 1,530 buses out of 5,479 (28%) greater than 15 years of age.

Location	Total Buses	Buses over 15 years old	%
Sydney	1,533	498	32%
Newcastle	204	72	35%
Wollongong	157	79	50%
Country	3,585	881	25%
	5,479	1,530	28%

Tourist Vehicles

The Tourist Vehicle Advisory Committee which was established to consider and make recommendations upon applications made for tourist vehicle licences met

on four occasions. The Committee dealt with 32 applications of which nine were recommended for approval. Only tours which were not already provided for or those considered innovative were given approval to operate.

In order to improve industry competitiveness and to ensure the industry provides satisfactory services to all segments of the tourist market, a review is currently being undertaken of tourist vehicle licensing policy.



Review of Intrastate Long Distance Bus Services

The review of policies relating to long distance intrastate bus services continued through the conduct of trial deregulation on selected routes. The early conclusions were that important benefits to travellers would be obtained if bus operators could compete with each other and with rail services. Before proceeding to make recommendations, however, limited trials are being monitored to ensure that the expected benefits are achievable and to reveal any negative consequences. These commenced in November 1986 on the North Coast and connecting Sydney with the North Coast and with Canberra. In April 1987 a further trial commenced linking Sydney with the South Coast at Milton and beyond. The Bureau of Transport Economics and the State Transport Study Group are assisting in monitoring and assessing the trials.

Bus Services – Transport Districts

	Sydney	Newcastle	Wollongong	Total
Operators				
1987	85	13	9	107
1986	94	14	11	119
Services				
1987	238	18	42	298
1986	238	18	42	298
Buses				
1987	1,545	142	153	1,840
1986	1,544	137	150	1,831

Bus Services – Country Areas

At the end of the report year, 2,521 regular passenger carrying services (including special school charter services) were operated in country districts dispersed as follows –

District	No. of Services
Hunter	224
North Coast	332
North West NSW	318
South Coast	353
Western NSW	491
Lower Blue Mountains	31
Central Coast (Gosford)	217
Camden/Bowral	59

These services were provided by 3,511 buses and 362 other vehicles.

Real Estate and Property Development

Details of the Department's property portfolio are set out in Appendices D and E.

New Motor Registries

New motor registries equipped with sophisticated vehicle inspection facilities were constructed and opened for business at Penrith on 13th October, 1986 and Queanbeyan on 16th March, 1987. Each of these replaced inadequate premises which were no longer able to satisfactorily meet the increased volume of transactions. Facilities for comprehensive mechanical inspection of heavy vehicles were included at both locations to ensure more effective application of the Heavy Vehicle Inspection Scheme throughout the State.

Land was purchased at Port Macquarie, Orange and Bathurst for the construction of new motor registries and, in an effort to contain building costs, plans and specifications for construction of a uniform design building (colonial cottage style) were prepared by the Department's own staff. Tenders were called for constructions at the three locations and also for Gunnedah, where land was already owned by the Department. Construction is to commence in 1987/88.

Shop premises were purchased at Yass in which it is proposed to develop a motor registry during 1987/88 and land purchases were made at Blacktown and Albury to enable future replacement of inadequate vehicle inspection and motor registry premises.

New shop-front motor registries, in leased premises, were opened for business at the following locations -

Tenterfield	-	29th September, 1986
Leichhardt	-	20th October, 1986
Blacktown	-	27th October, 1986
Canley Vale	-	17th November, 1986
Bondi Junction	-	2nd March, 1987

Arrangements are proceeding to open similar offices at Merrylands, Springwood, Camden, Ingleburn, Lavington, Cardiff, Erina, Campsie, Hurstville, North Sydney, Gladesville and other locations in order to cope with the increased work which will be associated with the introduction of photo licences in 1988.

In addition, motor registry facilities were introduced to permit the registration of motor vehicles at Botany (27th October, 1986) and Wetherill Park (17th November, 1986) Vehicle Inspection Stations.

Other Property Developments

Major modifications to purchased premises at Unanderra for heavy vehicle inspections were completed during the year. Further modifications are proposed to cater for all vehicle inspections in the Wollongong area and to provide other motor registry facilities. Modifications were also completed to the office area at Botany Vehicle Inspection Station. Further building alterations are also proposed at Botany for the installation of modern inspection equipment for light vehicles.

Office accommodation was improved by the relocation of District Offices at Gosford, Bathurst and Newcastle to larger premises, and an office was established at Lismore for servicing the School Student Transport Scheme.

Proposed development of a Vehicle Inspection Station with motor registry facilities at West Gosford was deferred pending examination of the most cost-effective

method of construction and review of the Department's motor vehicle inspection policy and procedures.

Major renovations and extensions to provide better service to the public, and to upgrade staff accommodation, were completed at Miranda, Griffith and Raymond Terrace Motor Registries. Shelters were erected over inspection pits at Parramatta, Manly and Charlestown Motor Registries.

At the Department's Head Office Complex at Rosebery, extensive renovation of office accommodation was carried out for relocation of staff and improvement to the general work environment. Inspection of vehicles was transferred from Rosebery to Botany and arrangements were completed for improved staff and customer parking in the vacated yard area. Significant renovations were effected to the vacated registration yard office to provide accommodation for the newly created Special Plates Branch.

Other work at Head Office included the soundproofing of staff training rooms, provision of additional training facilities and upgrading of the trades goods lift. Alterations and extensions were also carried out to the Computer Room. The installation of fire doors and exit lights, and the relocation of fire hose equipment, were completed to comply with fire regulations. Alterations were also commenced for the establishment of a new telephone enquiry "Customer Service Centre".

Negotiations were conducted for the purchase of a residence at Broken Hill and purchase is expected to be finalised in 1987/88.

Disposal of Property

As a result of the construction and occupation of new motor registries at Nowra and Campbelltown, the old premises became surplus to the Department's needs and were consequently offered for disposal through the Property Management Unit of the Premier's Department. Both properties were considered not suitable for occupation by other Government organisations and their sale, by the Government Real Estate Branch of the Department of Housing, has been arranged.

Upon completion and occupation of a new motor registry at Queanbeyan, the leased crown land site of the old premises at Farrer Place, Queanbeyan was resumed (with all property improvements) by the Department of Lands.



INFORMATION SYSTEMS

The activities of the Information Systems Directorate encompass the Department's computing and communications facilities, ensuring the integrity of driver licence, vehicle registration and associated records, and providing information from those records.

NEW INITIATIVES

Introduction of a High Speed Laser Printer

To cope with the large volume of printed material produced by the Department, and to improve throughput, performance and quality of documents received from DMT by the community, a high speed laser printer was purchased. Installation was complete towards the end of the report year.

Communications Network

To provide a better customer service and improve Departmental efficiency, the replacement and extension of the computer network Statewide was commenced. Network controllers were upgraded and a contract awarded for the supply of terminal/printers.

All motor registries are expected to be connected to the central computer through the new network by August 1987.

As well as access to DMT records, registry staff will be able to enquire against the Police stolen vehicle register. This will alleviate the necessity of customers first obtaining a clearance from the Police Department when wishing to register second-hand motor vehicles.

Consolidation of Forms

Further significant results were achieved in reducing the number and variety of vehicle registration certificate forms in use from 17 to five. This was achieved by using common forms for the main vehicle types such as cars, lorries and motorcycles other than public vehicles. The next step is to consolidate the large number of other internal forms currently in use by utilising the advanced facilities of the newly acquired laser printer.

Customer Service Centre

The importance the Department places on improving its services to the public was highlighted with the creation of a Customer Service Centre at the Department's Head Office. The Centre replaces the Telephone Enquiry Bureau and incorporates several other specialist enquiry services. It is expected to contribute to improved effectiveness in the manner in which the Department deals with telephone enquiries from the public and reduce the enquiry workload at motor registries.

Features of the Customer Service Centre include –

- Toll free 008 telephone lines to assist Country and Interstate customers.
- Telephone typewriter (TTY) to assist customers who have a hearing impairment.
- Facsimile service.
- Line 11 Recorded Information Service available 24 hours a day seven days per week catering for around 200 simultaneous callers.
- Extended operating hours –
8.00 am – 5.00 pm Monday to Friday

- Increase in staff, their calibre and the provision of specialist training.
- Modern working conditions including colour inquiry displays.

The Customer Service Centre will be fully operational in August 1987.



Review of Search of Record Activities

Manual preparation activities associated with the supply of information from the Department's records were reviewed. A new system making greater use of computer facilities was developed to produce certificates for courts as well as providing more timely replies to requests for searches of records.

The new arrangements will add substantially to overall efficiency of the service.

Supply of Statistical Information

The procedures associated with the distribution of all statistical data compiled from the Department's records were updated. This has resulted in an improved service for customers who receive various types of statistical data listings on a regular basis. Efforts are continuing to further improve and expand this service.

PLANNED INITIATIVES

Some of the major projects planned are –

Photo Licence Support

System changes will be required to support photo-licence production in motor registries. Transmission of financial transactions to the Department's banking partner will also be necessary to support customers availing themselves of the proposed credit facility (which is subject to Government approval) for paying licence fees, registration fees or outstanding fine liabilities.

Fine Default

A system of licence cancellation for individuals or registration cancellation for organisations not paying parking and traffic fines is proposed to be introduced in 1988.

Computer Upgrades

The dual central processors are proposed to be replaced with higher capacity processors and disk-storage replaced with more efficient, larger capacity thin-film units. These upgrades are an essential element in supporting the increasing processing requirements of motor registries and initiatives such as photo-licence card production.

Strategic Planning

An organisation-wide analysis of information requirements will be undertaken using information engineering techniques. This will form the basis of a five year strategic information systems plan and thus the basis for replacement of registration and licensing systems and the development of new administrative systems.

Reorganisation

The Directorate is to be reorganised into a more modern, professional body better able to support the planned initiatives in the years ahead.

DMT

Department of Motor Transport

Late in 1986 it became evident that major changes would soon occur in the way the Department conducts its business. A new management team was appointed after a major restructuring. Shopfront motor registries had proven popular and more were being planned. A long term service strategy based on modern banking and computing technology was emerging. Graduated driver licensing, colour-coded licence cards – similar to credit cards – with photographs and an integrated credit facility all seemed likely to eventuate.

Two things underpinned these initiatives – a desire to offer a greater and better service to motorists and recognition that untapped opportunities existed to influence road safety. This pointed to a new era for the Department and one which properly deserved a revamping of its public identity. After a careful search, Cato Design Inc. were briefed to develop a visual representation.

This spread carries a sample of items in the Department's new logo and livery. We are still DMT but with greater emphasis on motorists and transport needs than on rules and regulations. We are still predominantly red but more modern looking. We are still associated with the State but less bureaucratically so.

It's still early days in the introduction of the new identity. Stationery is being converted, so are forms progressively. Advertising is now carrying the new logo and windscreen labels have been redesigned to accommodate it. Registry interiors are being changed as the opportunity arises and complementary staff clothing will be settled upon soon. The unusual number of initiatives being implemented towards the end of 1987 has made it possible for much of the new identity's introduction to be co-ordinated with other changes.



	LICENCE NUMBER	CLASS	EXPIRY
	BIRTH DATE	CONDITIONS	

THIS LICENCE MAY BE CANCELLED FOR FAILURE
TO COMPLY STRICTLY WITH THE TRAFFIC LAWS.
DMT TELEPHONE: 021-462-5330

DMT

For assistance with manuscript regulations and services contact:

General enquiries	(02) 662 5000 (08) 25 1563	Private bus routes	(02) 662 5400
License cancellations or disqualifications	(02) 662 5022	Taxi service standards	(02) 588 7191
Medical fitness to drive	(02) 662 5022	Statistical information	(02) 662 5815
Vehicle safety standards	(02) 662 5400	Hearing impaired callers	(02) 662 5407

Department of Motor Transport
62 Northcott Avenue, Rosebery, NSW 2126
Box 28, GPO, Sydney, NSW 2001
Telephone (02) 662 5555

If this record is found, please return to the Department of Motor Transport at 4401 14th Ave. NW, Minneapolis.

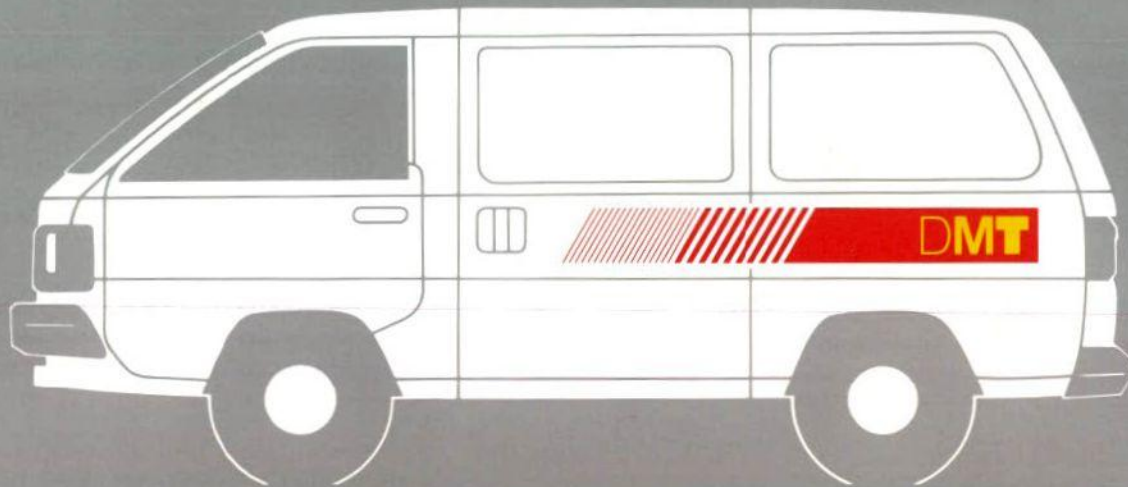
DMT

DMT

John Smith
Manager

MOTOR REGISTRY

DMT



Vicar fined \$50.

It was the first time in his life he'd ever been fined for anything. Then, with his new second-hand car parked safely in his garage, it happened. A \$50 fine.

All because he forgot to get a transfer application for his registration to the DMT within 14 days of purchasing the car.

When you buy a second-hand car you are required to get a transfer application to the DMT within seven days.

Leave it 14 days and
get fined. That's gospel.

DMT

FINANCE AND ADMINISTRATION

The Finance and Administration Directorate is responsible for the collection and disbursement of almost \$1.3 billion per annum in revenue and the control of all Departmental expenditure. It is responsible also for the formulation of an extensive range of legislation having wide community impact. Major functions undertaken within the Directorate include accounting, auditing, legal and legislative activities, liaison with areas of central Government, and the provision of various ancillary services to other areas of the Department.

NEW INITIATIVES

Royal Easter Show

The outstanding event of the Department's public relations calendar was its very successful participation in the 1987 Royal Easter Show, the first time in some years that the DMT has been represented. The Exhibit featured a computerised driver's knowledge test, a special plates marketing area, and a "win a plate" competition. 6,069 members of the public participated in the knowledge tests with an average pass rate of 79.6%.

The Department also participated in the Ministerial "Transport Achievements and Initiatives" mobile display at Central Station.

Newsletter

The Department's fortnightly Staff Newsletter has been upgraded as a consequence of the introduction of a computerised desk top facility which has provided an improved publishing capacity.

Newsflash

A "Newsflash" communication format has been introduced as a means of communicating urgent information quickly and effectively to staff. Thirty six Newsflashes were issued during the year. The Newsflash format was also utilised to convey information to specific industry client groups on five occasions.

CLIRS System

Access to the Computerised Legal Information Retrieval System (CLIRS) has been improved. Further training of officers in the use of the system has reduced the time taken to research legislation and other legal data contained in the various CLIRS text databases. CLIRS consultants are still developing software programs to provide information retrieval of the details of prosecutions and advisings.

CONTINUING OPERATINGS

INTERNAL AUDIT

The Internal Audit function has been performed in accordance with the provisions of the Public Finance and Audit Act. Initiatives undertaken to improve the level of professionalism in this area include –

- strengthening educational requirements of positions within the Systems Audit Section;
- developing a comprehensive Internal Audit Manual; and

- encouraging professional development of staff by attendance at seminars/short courses in audit-related matters.



Systems Audit

There were 27 Systems Audits programmed for the year as part of the current three year Audit Plan. Eight audits were completed with recommendations being submitted to Branch Heads for necessary action. At 30th June, 1987 three further audits were completed by field auditors but awaiting internal review, while five audits were in progress.

As was the case last year, a lack of suitably trained and experienced staff has hindered the achievement of the full Audit Plan.

Responses received to recommendations forwarded to Branch Heads resulted in 91 recommendations (73%) being adopted with a further 11 (9%) still being under consideration. 65% of audit recommendations submitted in the previous financial year were adopted.

EDP Audit

EDP Audit activities have been limited as a result of a proposed management review within this area.

There were three audits completed during the year with a further three audits in progress at year end.

A number of initiatives have been introduced as a result of the completed audits, the most important being the development of the Comprehensive Disaster Recovery Contingency Plan relating to the Department's computer operations and back-up arrangements.

71% of recommendations submitted to Branch Heads as a result of EDP Audits were adopted.

Staff Disciplinary Enquiries

There were 39 matters involving possible misconduct or criminal behaviour by staff dealt with during the year. 20 of these matters were still under investigation at year end.

The 19 investigations completed during the year resulted in –

- five officers resigning during the course of investigations;
- the dismissal of two officers (one of whom was subsequently re-instated at a lower grade on appeal to a Transport Appeal Board);
- reports on five investigations being referred to Branch Heads with action yet to be determined; and
- ten instances where no substance could be found to the allegations made.

Reports on three investigations led to the implementation of strengthened Departmental controls.

Fraudulent Licences and Registrations

There were 1,001 files subject to investigation involving potential fraudulent licence or registration matters. 775 files were completed during the year with 226 on hand as at 30th June, 1987.

In 32% of cases investigated, appropriate action was taken following the detection

of fraudulent licences in use. In the remainder of completed cases, action was taken to correct information recorded on the Department's computer system.

Inspection of Regional and District Offices and Motor Registries

Audits were undertaken at 53 metropolitan and 33 country locations. 47 reports were forwarded to Regional Superintendents with effective corrective action being taken to rectify anomalies disclosed.

LEGAL MATTERS

The Legal Branch provides legal services and representation for the Commissioner, Traffic Authority and all Branches of the Department. The legal services included conveyancing, commercial leasing, legal opinions and advisings, drafting of legislation and major contract documents, instituting civil actions by way of default summonses in local courts and legal representation before various courts and tribunals.

The major proportion of the legal representation involved appearances before local courts in prosecution proceedings relevant to the enforcement of the Acts and Regulations administered by the Department. Particulars of convictions obtained as a result of such proceedings are shown in Appendix B.

Convictions during the year totalled 2,706 compared with 2,828 for the previous year, a decrease of 122.

Table 13 - Convictions Obtained by DMT

	1985-86	1986-87
Motor Traffic Act and Regulations	1,565	1,515
Transport Act and Regulations	747	954
State Transport (Co-ordination) Act and Regulations	358	153
Motor Vehicles Taxation Management Act	157	84
Tow-truck Act and Regulations	1	-
	<u>2,828</u>	<u>2,706</u>

Although the number of convictions was down on the previous year, the number of breach reports increased significantly from 3,943 to 4,931. The decrease in convictions was due to a number of factors, not least of which was the increased use of s.556A of the Crimes Act.

The majority of prosecutions were instituted at the Glebe Local Court. Most of the cases were disposed of by pleas of guilty or, in the absence of the defendants, under S.75B of the Justices Act.

The total number of appeals against the decisions of the Commissioner to cancel or suspend driver's licences increased by 245 this year to 2,484. Details of the appeal results are shown in Appendix C.

OTHER SERVICES

Public Relations

During the year functions were arranged to mark the official opening of six new motor registries.

Media releases were made in connection with a number of matters of interest to motorists generally, including –

- Surcharges on late registration transfers
- Use of roof-mounted L & P plates
- Increases in taxi and private bus fares and vehicle inspection fees
- Driving of unregistered motor vehicles on public streets
- Increases in registration and licence charges
- Discontinuance of three year driver's licences
- Towing of trailers by motor cycles

An Annual Report to Staff is produced at the end of each calendar year.

Despatch of Mail Items through Australia Post

8,192,990 items of mail, mainly licence and registration renewal notices, were distributed through Australia Post during 1986/87. This was an increase of 33,914 (0.4%) over the previous year. Savings of over \$484,000 (an average weekly saving of over \$9,300) were obtained through the use of Australia Post's bulk presorted mail facilities.

Internal Printing

Seven staff printed almost 32 million items involving over 6,000 individual jobs in 1986/87. Of these jobs, 93% were printed within deadline. The Printing Section has taken delivery of a new 50-station collator which will assist in ensuring deadlines are met.

Review of Departmental Publications

A review was conducted by Spectrum Research of three of the Department's major publications (the Motor Traffic Handbook, the Heavy Vehicle Driver's Manual and the internal "Welcome Handbook" for new staff). Recommended modifications, made by the respective target audiences of the three publications, were primarily in the area of visual presentation, tone, and increased use of graphics. All publications examined were considered to be easy to read, easy to understand and of the right size.

An extensive internal survey was also undertaken of the production of print materials promoting Departmental services. The survey expanded upon the recommendations of Spectrum Research and identified areas in which print information needs to be produced.

The results of both reviews are being incorporated into the Department's efforts to improve services to its customers.

Ministerial Representations

The Department handled 1,955 Ministerial representations during the year, a



decrease of 1,484 (43%) over the previous year. This reduction in number is due largely to public acceptance of the new School Student Transport Scheme.

The 1,955 representations dealt with were responded to on the following basis –

	1986-87		1985-86
Within 3 weeks	546	28%	34%
Within 3 – 5 weeks	718	37%	32%
After 5 weeks	691	35%	34%
	<u>1,955</u>	<u>100%</u>	<u>100%</u>

The main subjects of these representations were the School Student Transport Scheme 474 (24%), driver licensing matters 170 (9%), review of air services 123 (6%) and transfer surcharges 70 (4%).

Representations to the Ombudsman

The Ombudsman approached the Department in relation to 21 matters during the year, a decrease of 22 over the previous year. The Ombudsman has advised that a formal investigation is to be made into the registration, two years ago, of 60 stolen Sigma vehicles with altered engine and chassis numbers which were not detected by DMT Motor Vehicle Inspectors.

Table 14 – Investigations by the Ombudsman

	Received by Ombudsman	Referred to DMT	Wrong Conduct Found
1980/81	NA	81	NA
1981/82	86	71	2
1982/83	94	43	3
1983/84	78	27	1
1984/85	59	23	NI
1985/86	82	43	2
1986/87	*	21	NI

Note

* Not available until publication of the 1986/87 Ombudsman's report.

PROGRAM PERFORMANCE EVALUATION

In accordance with statutory requirements, the Department developed its first five-year plan for program performance review in December, 1986.

Rationale for Choice of Number and Range of Programs to be Evaluated.

The Department has been subject to a high level of review activity in recent years, resulting in a variety of new initiatives. In addition, the re-organisation of executive responsibilities has provided a platform for the program review mechanism.

31 programs have been selected for evaluation over the next five year period, with programs being drawn from the major functional areas which interact with the DMT's clients. The rationale for selection of programs has been –

1. Programs for which performance indicators are needed.
2. Longstanding programs which have operated for many years without any serious questioning of their continued efficiency or relevance.

3. New programs which need to be appraised to assess whether they are effective and appropriate.



LIST OF PROGRAMS TO BE EVALUATED

YEAR 1

1. Primary Producer Procedures
2. Type Approvals
3. Defect Notices
4. Medical Review of Drivers
5. Public Vehicle Drivers' Licences & Tow-Truck Certificates
6. Licence Disqualifications
7. Public Relations Function
8. Statistical Services
9. Engine and Chassis Number Recording
10. Activities and Performance of Inspectors
11. Administration of Metropolitan Tourist Vehicles

YEAR 2

12. Administration of Metropolitan Private Buses
13. Telephone Enquiry Services
14. Private Bus and Ferry Travel Concessions
15. Vehicle Registration Support Activities
16. Special Purpose/Modified Vehicle Approvals
17. Identity Proving and Recording Procedures

YEAR 3

18. Public Search of Records Services
19. Traffic Offence Recording
20. Community Audit Implementation
21. Vehicle Inspection Program
22. Special Number Plates
23. Computerised Accounting System
24. Pre-permit Rider Training and Testing

YEAR 4

25. Screen Enquiry Services
26. School Student Transport Scheme
27. Vehicle Identification Numbers and Recording of Particulars
28. Knowledge Tests

YEAR 5

29. Special Request Services
30. Registration Transfer Procedures and Name and Address Recording
31. Graduated Licensing System

The results of year one of the five year plan will be reported in the Department's 1987/88 Annual Report.



FINANCIAL RESULTS, PERFORMANCE INDICATORS AND APPENDICES

- Financial Results
- Audited Financial Statements
- Performance Indicators
- Appendices

FINANCIAL RESULTS

Amounts collected by the DMT are, by law, paid into separate funds held at the New South Wales Treasury. These funds are operated on a cash basis and are used mainly to finance activities closely related to traffic control and road maintenance and to meet the DMT's administrative costs.

In compliance with the Annual Reports (Statutory Bodies) Act, 1984 and the Public Finance and Audit Act, 1983, the Department's Balance Sheet, Income and Expenditure Statement and Statement of Sources and Applications of Funds, together with the accompanying notes, have been prepared on a modified accrual basis and appear elsewhere in this Report. The following notes, however, have been prepared on a cash basis.

Total Receipts and Payments

Total receipts for the year amounted to \$1,274,831,336 (\$1,148,480,012) which represented an increase of \$126,351,324 (\$126,873,442) or 11.00% over that of last year.

Receipts were derived from the following sources:

	30 June 1987 (\$'000)	30 June 1986 (\$'000)
Drivers and Riders Licences	70,251	63,721
Public Vehicle Licences	204	2,827
Driving Test Fees and Learners Permits	6,224	7,103
Motor Vehicle Registrations	70,314	64,949
Transfers in Ownership of Motor Vehicles	19,855	14,939
Commissions/Contributions Received	10,309	9,007
Vehicle Inspection and Special Plate Fees	10,580	7,836
Omnibus Tax, other Public Vehicles Tax and Service Licence Fees	3,123	2,890
Long Term Loans	-	-
Other	9,678	8,222
	<hr/> 200,538	<hr/> 181,494
Less Refunds	431	377
	<hr/> 200,107	<hr/> 181,117
Third Party Insurance Premiums (Net)	574,760	498,148
Motor Vehicle Taxation (Net)	370,440	355,084
Ad-Valorem Stamp Duty (Net)	128,813	114,131
Federal Interstate Road Transport Charges (Net)	712	-
	<hr/> 1,274,832	<hr/> 1,148,480
Total Receipts	1,274,832	1,148,480
Security Deposits Lodged During Year	41	64
Cash Funds with Treasury - 1 July	3,388	12,541
	<hr/> <hr/> 1,278,261	<hr/> <hr/> 1,161,085

Payments during the year were as follows:



	30 June 1987 (\$'000)	30 June 1986 (\$'000)
Cost of DMT Administration	91,031	78,561
Purchase of Assets (DMT)	7,322	5,870
Road Authorities (principally the Department of Main Roads)	372,927	357,436
Supervision of Taxi ranks	—	8
Government Insurance Office	572,041	506,287
Stamp Duties Office	128,813	114,131
Interstate Road Transport Trust Fund	597	—
Cost of Police Traffic Services	84,316	76,121
Payments to Traffic Facilities Fund	13,967	18,259
Payment Towards Cost of Ambulance Services	750	750
Investments	133	177
Total Payments	1,271,897	1,157,600
Security Deposits Refunded During Year	44	97
Cash Funds with Treasury – 30 June	6,320	3,388
	1,278,261	1,161,085

A statement of Receipts and Payments for the last five years is shown on page 74.

Road Transport and Traffic Fund

The Road Transport and Traffic Fund is the DMT's principal operating fund into which are paid all fees (as distinct from tax levy and weight tax) for motor vehicle registrations, driving licences and other fees and charges, as well as the commission paid for collecting third party insurance premiums and ad-valorem stamp duty. Funds are applied to the cost of administration, the work of the Traffic Authority and the cost of Police supervision of traffic.

Revenue collected during the year amounted to \$196,983,957 (\$178,226,715), an increase over the previous year of \$18,757,242 (\$9,404,619). Fees and charges were increased from 1 July, 1986, representing a general increase of 6.5%. The revenue collected exceeded budget expectations by \$795,957 or 0.41% but fell short of budget expectations in 1985/86 by \$3,153,585.

Expenditure on DMT administration, inclusive of asset purchases, amounted to \$98,352,984 (\$84,430,606) and increased over the previous year by \$13,922,378 (\$8,002,608) or 16.49%.

A statement of the Road Transport and Traffic Fund follows and a comparison of results with annual estimates is shown at page 76.

A statement of the Road Transport and Traffic Fund by Program activity is shown at page 78.

Road Transport and Traffic Fund

	30 June 1987 (\$'000)	30 June 1986 (\$'000)
Statutory Fees and Charges		
- Licences, Registrations and Other Fees	177,091	160,240
Contributions and Commissions		
- Commission on Insurance Premiums Collected - Government Insurance Office	8,805	7,698
- Contributions towards cost of Ad-Valorem Stamp Duty collected - Stamp Duty Office	1,422	1,252
- Councils contribution towards cost of Parking Meter Supervision	82	57
Other Income	9,584	8,980
	<u>196,984</u>	<u>178,227</u>
Security Deposits Lodged During Year	41	64
Total Receipts	<u>197,025</u>	<u>178,291</u>

	30 June 1987 (\$'000)	30 June 1986 (\$'000)
DMT Administration Costs	91,031	78,561
Purchase of Assets (DMT)	7,322	5,870
	<u>98,353</u>	<u>84,431</u>
Investments	133	177
	<u>98,486</u>	<u>84,608</u>
Statutory Payments		
- Payments to Traffic Facilities Fund	13,432	17,776
- Payment Towards Cost of Ambulance Services	750	750
- Cost of Police Services in Respect of Supervision of Traffic	84,316	76,121
	<u>196,984</u>	<u>179,255</u>
Security Deposits Refunded During Year	44	97
Total Payments	<u>197,028</u>	<u>179,352</u>

A balance of \$14,458 (\$1,076,186) was brought forward from 30 June, 1986 whilst a balance of \$11,729 (\$14,458) remained at 30 June, 1987.

The cost of Police traffic services was assessed at \$72,445,000 (\$68,369,000) by an inter-departmental committee consisting of representatives from the DMT, the Police Department and the Treasury. This year \$84,316,000 (\$76,121,300) was made available towards that cost. The surplus of \$11,871,000 (\$7,752,300) reduces the accumulated shortfall from previous years to \$162,608,393 (\$174,479,393).

The cost of Police traffic services increased over the previous year by \$4,076,000 or 5.96%. The cost was determined using the concept of program budgeting; specific costs relating to traffic supervision and control have been identified, to which have been added proportionate costs associated with Administrative Services.



Police Traffic Costs

Year	Contribution from TR & T Fund	Agreed Cost of Police Traffic Services	Accumulated Shortfall
	\$	\$	\$
1982	11,676,425	54,092,426	161,610,793
1983	44,496,208	58,700,000	175,814,585
1984	51,986,000	63,857,000	187,685,585
1985	76,381,892	70,928,000	182,231,693
1986	76,121,300	68,369,000	174,479,393
1987	84,316,000	72,445,000	162,608,393

Public Vehicles Fund

Under the Transport Act, 1930, buses, taxis and private hire cars in three specified areas embracing Sydney, Newcastle and Wollongong, defined as Transport Districts, are subject to additional registration and other special requirements, and certain revenue derived from them is payable into the Public Vehicles Fund. Administrative costs associated with the operation of the Fund are met from the Road Transport and Traffic Fund.

The Urban Transit Authority of New South Wales is the principal operator of bus services and contributed \$1,157,899 (\$1,080,802) or 37.08% of the total receipts of \$3,122,869 (\$2,889,662) from Omnibus Tax, Other Public Vehicles Tax and Service Licence Fees.

The bus tax and service licences fees are distributed to the local authorities charged with the upkeep of roads over which the vehicles operate. Fifty councils and two other bodies concerned with the upkeep of New South Wales local road systems, shared in the distribution of \$2,438,540 (\$2,314,976). A payment of \$535,000 (\$483,000) was also made to the Traffic Facilities Fund.

Public Vehicles Fund

	30 June 1987 (\$'000)	30 June 1986 (\$'000)
Omnibus Tax	2,504	2,304
Other Public Vehicle Tax	523	502
Service Licence Fees	96	84
Total Receipts	3,123	2,890
Payments to Councils	2,436	2,312
Capital Debt Reduction of UTA Bus Services	48	37
Assistance to Road Authorities	3	3
Payments to Traffic Facilities Fund	535	483
Supervision of Taxi Ranks	-	8
Total Payments	3,022	2,843

A balance of \$672,663 (\$625,757) was brought forward from 30 June, 1986; a balance of \$773,808 (\$672,663) remained at 30 June, 1987.

Third Party Insurance Collections

The DMT collects Third Party Insurance premiums for later disbursement, after the deduction of commission, to the Government Insurance Office which is the sole insurer under the Transport Accidents Compensation Act, 1987.

There was no increase in premium rates during the year. As at 30 June, 1987, there were 3.6 million policies in force.

	30 June 1987 (\$'000)	30 June 1986 (\$'000)
Receipts		
Third Party Insurance Premiums collected	583,565	505,846
Payments		
Government Insurance Office	572,041	506,287
Department of Motor Transport - Collection Commission	8,805	7,698
Total	580,846	513,985

A balance of \$2,700,000 (\$10,839,254) was brought forward from 30 June, 1986; a balance of \$5,418,678 (\$2,700,000) remained at 30 June, 1987.

Motor Vehicle Taxation Collections

Motor vehicle taxation collections form part of the income of the Department of Main Roads and are made up of motor vehicle weight tax (other than that collected on public vehicles in the Transport Districts) and motor vehicle tax levy.

During the current financial year \$370,439,964 (\$355,084,044) was collected and paid to the Department of Main Roads without the imposition of a collection commission.

Stamp Duty Collections

Stamp duty, at the rate of 2% of a motor vehicle's market value, is collected on the issue of original certificates of registration and the transfer of existing certificates of registration.

During the current financial year \$130,234,962 (\$115,383,215) was collected, of which the DMT received a contribution of \$1,421,649 (\$1,251,902) towards the cost of collection.



**THIS YEAR IN BRIEF AND A REVIEW OF THE PREVIOUS FOUR YEARS
STATEMENT OF RECEIPTS AND PAYMENTS FOR ALL FUNDS**

	1986/87	1985/86	1984/85	1983/84	1982/83
	\$'000	\$'000	\$'000	\$'000	\$'000
RECEIPTS					
Statutory Fees and Charges					
Licences, Registrations & Other Fees	177,091	160,240	149,042	118,828	111,575
Transfer from Advance Payment Account – prior years	–	–	–	6,139	–
	177,091	160,240	149,042	124,967	111,575
Omnibus Tax, Other Public Vehicles Tax and Service Licence Fees	3,123	2,890	2,884	2,611	2,321
	180,214	163,130	151,926	127,578	113,896
Contributions and Commissions	10,309	9,007	8,276	7,286	7,848
Long Term Loans	–	–	4,800	–	–
Other Income	9,584	8,980	6,704	5,588	3,607
Motor Vehicle Taxation (Net)	370,440	355,084	325,135	309,326	264,903
Third Party Insurance Premiums (Net)	574,760	498,148	423,267	414,783	381,008
Ad-Valorem Stamp Duty (Net)	128,813	114,131	101,500	83,533	69,301
Federal Interstate Road Transport Charges	712	–	–	–	–
TOTAL RECEIPTS	1,274,832	1,148,480	1,021,608	948,094	840,563
Security Deposits lodged during year	41	64	75	182	144
Cash Funds with New South Wales Treasury – 1st July	3,388	12,541	2,059	12,857	12,083
TOTAL FUNDS	1,278,261	1,161,085	1,023,742	961,133	852,790



	1986/87	1985/86	1984/85	1983/84	1982/83
	\$'000	\$'000	\$'000	\$'000	\$'000
PAYMENTS					
Operating Costs – Department of Motor Transport	91,031	78,561	69,590	65,125	61,670
Purchase of Fixed Assets	7,322	5,870	6,838	2,670	2,410
Distribution of Omnibus Tax and Service Licence Fees	2,487	2,352	2,101	1,902	1,643
Supervision of Taxi-cab ranks	–	8	15	15	15
Department of Main Roads	370,440	355,084	325,135	309,326	264,903
Government Insurance Office	572,041	506,287	413,604	419,533	380,947
Stamp Duties Office	128,813	114,131	101,500	83,533	69,301
Interstate Road Transport Trust Fund	597	–	–	–	–
Cost of Police Services in respect of supervision of traffic	84,316	76,121	76,382	51,986	44,496
Traffic Facilities Fund	13,967	18,259	14,170	17,901	13,675
Payment towards cost of Ambulance Services	750	750	750	750	750
Investments – New South Wales Treasury corporation	133	177	734	48	–
TOTAL PAYMENTS	1,271,897	1,157,600	1,010,819	952,789	839,810
Transfer of Advance Payments Account – prior years	–	–	–	6,139	–
Security Deposits refunded during year	44	97	382	146	123
Cash Funds with New South Wales Treasury – 30th June	6,320	3,388	12,541	2,059	12,857
	1,278,261	1,161,085	1,023,742	961,133	852,790

Road Transport and Traffic Fund (Special Deposits Account)
Comparison of Results with Annual Estimates

Results Yr. Ended 30/6/1986	Budget Yr. Ended 30/6/1986		Results Yr. Ended 30/6/1987	Budget Yr. Ended 30/6/1987	Budget Yr. Ending 30/6/1988
\$'000	\$'000		\$'000	\$'000	\$'000
		RECEIPTS			
		Statutory Fees and Charges			
154,696	153,252	Motor Traffic Act, 1909	172,102	165,973	198,055
1,169	1,145	Transport Act, 1930	1,055	1,235	1,172
388	382	Motor Vehicle Taxation Management Act, 1949	406	411	460
3,067	3,033	State Transport (Co-ordination Act, 1931)	1,770	3,085	2,732
4	5	Air Transport Act, 1964	5	6	6
48	45	Motor Vehicle Driving Instructors Act, 1961	54	51	54
1,120	950	Transfers of Public Vehicles (Taxation) Act, 1969	1,996	1,130	1,740
125	125	Tow Truck Act, 1967	134	133	134
160,617	158,937		177,522	172,024	204,353
377	221	Less Refunds	431	352	378
160,240	158,716		177,091	171,672	203,975
9,007	8,441	Contributions and Commissions	10,309	11,221	11,572
-	3,500	Long Term Loans	-	2,000	-
8,980	10,723	Other Income	9,584	11,295	19,560
178,227	181,380	TOTAL RECEIPTS	196,984	196,188	235,107
64	-	Security Deposits lodged during year	41	-	-
1,076	-	Cash Fund with New South Wales Treasury - 1 July	15	-	-
179,367	181,380	TOTAL FUNDS	197,040	196,188	235,107



Results Yr. Ended 30/6/1986	Budget Yr. Ended 30/6/1986		Results Yr. Ended 30/6/1987	Budget Yr. Ended 30/6/1987	Budget Yr. Ending 30/6/1988
\$'000	\$'000		\$'000	\$'000	\$'000
		PAYMENTS			
55,496	57,650	Operating Costs			
		Salaries and Payments in the	62,114	63,279	71,509
3,543	3,240	nature of Salaries and Wages			
		Postage, Telephone and	3,904	3,835	5,273
1,831	1,804	Telex Charges			
		Printing, Stationery and	2,303	1,915	2,799
170	165	Office Stores			
225	211	Legal Costs	291	190	389
		Motor Vehicle Registration	249	221	237
		Labels			
1,542	1,519	Purchase of Motor Vehicle	1,600	1,665	4,868
		Number Plates			
3,226	3,553	Payroll Tax	3,559	3,929	4,590
2,875	2,454	Superannuation	4,286	4,290	4,960
1,507	1,625	Travelling	1,737	1,930	1,944
687	646	Security Services	973	1,131	1,653
843	1,007	Maintenance of Office	966	911	1,245
		Equipment			
568	663	Maintenance of Motor Vehicles	776	670	855
2,811	3,681	Other items	4,416	4,351	7,247
3,237	3,550	Building Maintenance, Rent,	3,857	3,824	6,164
		Light & Power			
78,561	81,768		91,031	92,141	113,733
5,870	8,776	Purchase of Assets	7,322	9,745	14,503
84,431	90,544		98,353	101,886	128,236
		Investments			
177	465	New South Wales Treasury	133	36	-
		Corporation			
84,608	91,009		98,486	101,922	128,236
		Statutory Payments			
17,776	13,500	Payments to Traffic	13,432	9,200	10,768
		Facilities Fund			
750	750	Payment towards cost of	750	750	750
		Ambulance Services			
76,121	76,121	Cost of Police Services in	84,316	84,316	95,353
		respect of supervision of traffic			
179,255	181,380	TOTAL PAYMENTS	196,984	196,188	235,107
97	-	Security Deposits refunded	44	-	-
		during year			
15	-	Cash Fund with New South	12	-	-
		Wales Treasury - 30 June			
179,367	181,380		197,040	196,188	235,107

ROAD TRANSPORT AND TRAFFIC FUND (SPECIAL DEPOSITS ACCOUNT)
STATEMENT OF RECEIPTS AND PAYMENTS BY PROGRAM
FOR YEAR ENDED 30 JUNE, 1987

	Driver Licensing & Driver Standards	Motor Vehicle Registration & Standards	Central Records & Information Systems	Private Transport Services & Travel Concessions	Property Services	Administrative Support Services	Statutory Payments	Total
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
RECEIPTS								
Drivers and Riders Licences	70,251							70,251
Public Vehicle Licences				204				204
Driving Test Fees and Learners Permits	6,224							6,224
Vehicle Registrations		69,876		438				70,314
Transfers Fees		17,850		2,005				19,855
Vehicle Inspection and Special Plate Fees		10,580						10,580
Commissions/Contributions received		10,227				82		10,309
Issue of Original Taxi Plates				1,406				1,406
Search Fees			1,188					1,188
Other Income (Net of Licensing and Registration refunds)	757	3,091	436	411	471	1,487		6,653
TOTAL RECEIPTS	77,232	111,624	1,624	4,464	471	1,569	-	196,984
PAYMENTS								
Salaries and Other Employee Payments	12,894	26,687	6,935	3,918	1,358	10,322	-	62,114
Maintenance and Working Expenses	2,246	8,185	1,768	1,083	4,471	11,297	98,498	127,548
Capital Expenditure	148	1,172	1,696	168	3,531	607	-	7,322
TOTAL PAYMENTS	15,288	36,044	10,399	5,169	9,360	22,226	98,498	196,984
PROGRAM - NET OUTCOME	61,944	75,580	(8,775)	(705)	(8,889)	(20,657)	(98,498)	-



AUDITED FINANCIAL STATEMENTS

- Balance Sheet
- Statement of Income and Expenditure
- Sources and Applications of Funds
- Notes to and Forming Part of Accounts

**COMMISSIONER FOR MOTOR TRANSPORT
DEPARTMENT OF MOTOR TRANSPORT
BALANCE SHEET AS AT 30 JUNE, 1987**

1986		NOTE	1987	
\$'000			\$'000	\$'000
	FINANCIAL POSITION			
	CAPITAL DEBT	4		
	Loans -			
4,845	New South Wales Treasury Corporation			4,660
1,099	New South Wales State Government Loan			1,089
5,944				5,749
	RETAINED EARNINGS			
959	Loan Repayment Reserve	3	1,092	
9,324	Asset Revaluation Reserve		9,140	
10,283				10,232
16,227				15,981
43,942	LESS: Accumulated Deficiency - 30 June	13		44,246
(27,715)	TOTAL			(28,265)
	REPRESENTED BY:			
	FIXED ASSETS	3		
39,603	Land and Building - At Market Value		42,675	
1,078	Leasehold Improvements -		1,118	
	At Cost (less Amortisation \$ 293,033)			
1,909	Machines and Equipment -		3,833	
	At Cost (less Depreciation \$2,883,052)			
328	Office Furniture -		497	
	At Cost (less Depreciation \$ 687,324)			
1,757	Motor Vehicles -		2,192	
	At Cost (less Depreciation \$ 694,737)			
44,675				50,315
	INVESTMENTS	5		
959	New South Wales Treasury Corporation (At Cost)			1,092



1986		NOTE	1987	
\$'000			\$'000	\$'000
CURRENT ASSETS				
25,839	Cash at Bank		33,082	
8,110	Cash on Hand		7,082	
180	Advances and Floats		188	
765	Stores and Materials	6	1,003	
779	Sundry Debtors	7	818	
	Cash Funds with the New South Wales Treasury –			
2,700	Department of Motor Transport Third Party Insurance Suspense Account – Special Deposits Account		5,419	
673	Public Vehicles Fund – Special Deposits Account	18	774	
15	Road Transport and Traffic Fund – Special Deposits Account		12	
–	Interstate Road Transport Scheme Account – Special Deposits Account	19	115	
39,061				48,493
84,695	TOTAL ASSETS			99,900
	LESS: Current Liabilities and Provisions			
343	Bank Overdraft		355	
37,859	Statutory Creditors		44,867	
1,134	Sundry Accruals		1,672	
15	Security Deposits		12	
	Provisions –	8		
49,205	Superannuation & Gratuities		55,903	
18,137	Long Service Leave		19,064	
5,717	Recreation Leave		6,292	
112,410	TOTAL LIABILITIES			128,165
(27,715)				(28,265)

The accompanying notes form part of these financial statements.

**COMMISSIONER FOR MOTOR TRANSPORT
DEPARTMENT OF MOTOR TRANSPORT
INCOME AND EXPENDITURE STATEMENT
FOR YEAR ENDED 30 JUNE, 1987**

1986			NOTE	1987	
\$'000	\$'000			\$'000	\$'000
		INCOME			
		STATUTORY FEES AND CHARGES			
154,696		Motor Traffic Act, 1909		174,118	
4,059		Transport Act, 1930	18	4,190	
388		Motor Vehicle Taxation Management Act, 1949		411	
3,067		State Transport (Co-ordination) Act, 1931		1,774	
4		Air Transport Act, 1964		5	
48		Motor Vehicle Driving Instructors Act, 1961		54	
1,120		Transfers of Public Vehicles (Taxation) Act, 1969		2,018	
125		Tow Truck Act, 1967		136	
163,507				182,706	
377		Less: Refunds		431	
	163,130				182,275
	9,026	Contributions and Commissions	10		10,411
	9,253	Other Income	11		10,208
	181,409	TOTAL OPERATING INCOME			202,894
		LESS: EXPENDITURE			
		OPERATING EXPENDITURE			
50,155		Salaries, Wages and Allowances		55,949	
3,226		Payroll Tax		3,559	
41		Travelling Concessions to Employees		40	
1,456		Travelling Expenses		1,697	
240		Workers Compensation Settlements		142	
8,438		Provision for Superannuation and Gratuities	8	10,984	
6,832		Provision for Deferred Employee Benefits	8	8,206	
85		Audit Fee	16	90	
2,741		Postage		2,965	
1,544		Depreciation and Amortisation Charges	3	2,097	
794		Telephone, Telex Charges		939	
1,872		Printing, Stationery, Office Stores		2,142	
134		Advertising and Promotions		807	
329		Data Processing Services		414	
725		Office Rent		1,105	
716		Heat Light and Power		781	
914		Capital Debt Charges	4	881	
687		Security Services		973	



1986		NOTE	1987	
\$'000	\$'000		\$'000	\$'000
570			776	
843			966	
1,787			1,936	
221			249	
1,522			1,618	
1,318			2,128	
	87,190			101,444
	94,219			101,450
	2,890	18		3,123
	91,329	14		98,327
		13		
17,776			13,432	
750			750	
76,121			84,316	
	94,647			98,498
	3,318			171
	397			-
	3,715			171
	177			133
	3,892			304
	40,050			43,942
	43,942	13		44,246

The accompanying notes form part of these financial statements.

**COMMISSIONER FOR MOTOR TRANSPORT
DEPARTMENT OF MOTOR TRANSPORT
STATEMENT OF SOURCES AND APPLICATIONS OF FUNDS
FOR YEAR ENDED 30 JUNE, 1987**

1986		NOTE	1987
\$'000			\$'000
SOURCES OF FUNDS			
	Funds Flow from Operations		
	Operating Funds Inflow -		
163,130	Statutory Fees and Charges	10	182,275
9,026	Contributions and Commissions		10,411
8,987	Other Income		9,588
<u>181,143</u>			<u>202,274</u>
	Less: Operating Funds Outflow -		
78,657	Administrative Costs		91,146
<u>102,486</u>	Total Funds flow from Operations	14	<u>111,128</u>
(457)	Establishment of Prior Year Creditor balances		-
<u>-</u>	Proceeds from Disposal of Fixed Assets		<u>20</u>
<u>102,029</u>			<u>111,148</u>
	Other Funds received by the Department		
498,148	Third Party Insurance Premiums (Net)	19	574,760
355,084	Motor Vehicle Taxation (Net)		370,440
114,131	Ad-Valorem Stamp Duty (Net)		128,813
<u>-</u>	Federal Interstate Road Transport Charges (Net)		<u>712</u>
<u>1,069,392</u>			<u>1,185,873</u>
APPLICATIONS OF FUNDS			
97,482	Statutory Payments	14	101,520
5,870	Purchase of Fixed Assets		7,322
177	Purchase of Investments		133
13	Repayment of Loans		195
<u>(1,560)</u>	Increase in Monetary Funds		<u>1,877</u>
<u>101,982</u>			<u>111,047</u>



1986 \$'000		NOTE	1987 \$'000
	Other Funds were distributed to		
47	Public Vehicles Fund		101
506,287	Government Insurance Office		572,041
355,084	Department of Main Roads		370,440
114,131	Stamp Duties Office		128,813
-	Interstate Road Transport Trust Fund	19	597
(8,139)	Department of Motor Transport Third Party Insurance Collections Suspense Account		2,719
-	Interstate Road Transport Scheme Account	19	115
1,069,392			1,185,873
	MOVEMENT IN MONETARY FUNDS		
527	Increase in Statutory Creditors		(6,893)
(106)	Increase in Sundry Accruals		(538)
33	Decrease in Security Deposits		3
(10)	Increase in Stores and Materials		238
155	Increase in Sundry Debtors		39
(9,153)	Increase in Cash Funds with the New South Wales Treasury		2,817
6,994	Increase in Cash and Cash at Bank		6,211
(1,560)			1,877

The accompanying notes form part of these financial statements.

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS OF THE COMMISSIONER FOR MOTOR TRANSPORT. DEPARTMENT OF MOTOR TRANSPORT FOR YEAR ENDED 30 JUNE, 1987

Comparative figures for the previous financial year are shown on each financial statement and where appropriate as bracketed amounts in the notes hereto.

1. ANNUAL REPORTS (STATUTORY BODIES) ACT, 1984

The Annual Reports (Statutory Bodies) Act, 1984 is cognate with the Public Finance and Audit Act, 1983 and regulates the presentation of the Department's annual report to Parliament.

2. GENERAL ACCOUNTING POLICIES

(i) Statement of Principal Accounting Policies

The financial statements have been prepared having regard to Accounting Standards jointly promulgated by the National Councils of the Australian Society of Accountants and the Institute of Chartered Accountants in Australia.

In keeping with Departmental policy, endeavours have been made to fully disclose the financial activities of the Department.

(ii) Accounting Basis

- (a) The financial statements have been prepared on a modified accrual basis whereby income has been brought to account as have salaries and wages incurred but unpaid at year end. Additionally, movements in provisions for Superannuation and Gratuities, Deferred Employee Benefits, Depreciation and Amortisation are reflected in the financial statements. Goods or services and interest have not been accrued. Treasury approval to this action has been sought in terms of Section 41B(2) of the Public Finance and Audit Act, 1983.
- (b) The financial statements have been prepared on the basis of historical cost except for Land and Buildings listed in the Balance Sheet at Market value as specified in item 3(ii) of these notes.

(iii) Receipts and Payments by Program

During the current financial year the Department commenced reporting its total activity by program, in accordance with Government Policy.

Seven programs have been determined as best representing the Department's activities and a financial statement is presented in item 20 of these notes.

3. FIXED ASSETS

- (i) Provision is made in the Department's estimates each year for the purchase of assets and fully documented records of assets are being maintained.

For balance sheet purposes, Machines and Equipment and Office Furniture reflect purchases since 1 July, 1981.

- (ii) Valuations of the Department's Land and Buildings were carried out each three years by the Valuer-General's Department, with the most recent valuation being undertaken in 1986. Current valuations are obtained as new properties are acquired. Where no assessment has

been undertaken on recently purchased properties, cost has been utilised in arriving at the current market value at 30 June, 1987 of \$42,675,455 (\$39,603,456). The depreciation in value of \$184,235 (appreciation – \$5,035,023) has been adjusted in the Asset Revaluation Reserve bringing the accumulated value to \$9,139,649 (\$9,323,885). The market value of all other assets has been estimated by Departmental officers.



	Cost	Cost	Market	Market
	30 June 87	30 June 86	Value	Value
	(\$'000)	(\$'000)	30 June 87	30 June 86
			(\$'000)	(\$'000)
Land and Buildings				
– Head Office Building Complex	4,832	4,789	8,750	8,750
– Other Departmental Properties	28,704	25,490	33,925	30,853
	<u>33,536</u>	<u>30,279</u>	<u>42,675</u>	<u>39,603</u>
Leasehold Improvements	1,411	1,240	1,140	1,095
Machines and Equipment	6,716	3,680	3,833	1,909
Office Furniture	1,185	762	497	328
Motor Vehicles	<u>2,887</u>	<u>2,473</u>	<u>3,706</u>	<u>2,785</u>
	<u>45,735</u>	<u>38,434</u>	<u>51,851</u>	<u>45,720</u>

- (iii) The assessed cost of depreciation for the year ended 30 June, 1987 is \$1,966,336 (\$1,427,497) which brings the cumulative depreciation to \$4,265,113 (\$2,921,592) after allowing for depreciation writeback to \$622,815.

The assessed cost of amortisation for the year ended 30 June, 1987 is \$130,661 (\$116,375) which brings the cumulative amortisation to \$293,033 (\$162,372).

Assets have been depreciated and amortised on a straight line basis based upon the estimated useful life of the assets.

4. LOAN BORROWINGS

(i) Loan funds from New South Wales Treasury Corporation

During the year there were no loan borrowings by the Department. However, total loan borrowings of \$185,000 were repaid.

Remaining loan borrowings mature as follows:–

	30 June 87	30 June 86
	(\$'000)	(\$'000)
Within 1 year	805	185
Between 1 and 2 years	869	805
Between 2 and 5 years	1,308	1,380
After 5 years	<u>1,678</u>	<u>2,475</u>
	<u>4,660</u>	<u>4,845</u>

(ii) State Government Loan

An amount of \$1,089,353 (\$1,098,853) is outstanding on a New South Wales Treasury advance of \$1,394,916, taken out on 1 July, 1954 for the purchase of the Department's Head Office Complex.

Loan repayment is as follows:-

	30 June 87 (\$'000)	30 June 86 (\$'000)
Within 1 year	9,500	9,500
Between 1 and 2 years	9,500	9,500
Between 2 and 5 years	28,500	28,500
After 5 years	1,041,853	1,051,353
	<u>1,089,353</u>	<u>1,098,853</u>

(iii) Capital Debt Charges

Capital Debt charges incurred by the Department for the year amounted to \$880,971 (\$913,649). Included in the Capital Debt charges are interest payments in relation to the loans from the New South Wales Treasury Corporation; the State Government loan; and flotation and management fees.

5. INVESTMENTS

- (i) A loan repayment programme has been created to provide for the redemption of the Department's loan borrowings and, in this regard, an amount of \$1,092,000 (\$958,800) has been invested with the New South Wales Treasury Corporation.

Details of investments are as follows:-

Amount 30 June 87 (\$'000)	Amount 30 June 86 (\$'000)	Market Value 30 June 87 (\$'000)	Market Value 30 June 86 (\$'000)	Maturity	Interest Rate %
48	48	50	50	1.08.87	12.9
295	295	299	298	1.10.93	13.5
439	439	445	442	1.10.93	13.5
136	136	140	140	1.08.95	13.4
29	29	30	29	1.08.95	13.4
12	12	12	12	1.10.92	13.7
64	-	67	-	1.10.88	14.3
14	-	15	-	1.03.88	15.0
55	-	58	-	1.07.88	13.75
<u>1,092</u>	<u>959</u>	<u>1,116</u>	<u>971</u>		

- (ii) All investments have been made with the New South Wales Treasury Corporation and they are not listed on the stock exchange. Market value has been advised by the New South Wales Treasury Corporation and has been calculated on the buy-back redemption rate at 30 June, 1987.
- (iii) Amounts set aside are in accordance with Schedule 3 of the Public Authorities (Financial Arrangements) Act, 1987. Other amounts set aside have been assessed by Departmental officers.

- (iv) The adequacy of the load repayment reserve will be reviewed on a regular basis.

5. STORES AND MATERIALS

Stores and Materials are valued at latest acquisition cost.

Stores and Materials purchased by the Department are for internal use and not for resale.

The Department's annual stocktake resulted in the following assessments:-

	30 June 87 (\$'000)	30 June 86 (\$'000)
Stores		
- General Stores	444	291
- Printing and Stationery	297	227
- Registration Number Plates and Labels	139	156
Materials		
- Electrical	62	51
- Building	61	40
	1,003	765

7. SUNDRY DEBTORS

Bad debts are written off after all avenues have been exhausted to collect them.

No provision has been made for Doubtful Debts.

Bad debts written off during the year totalled \$41,918 (\$42,236).

A dissection of outstanding debts is as follows:-

	30 June 87 (\$'000)	30 June 86 (\$'000)
- Short payments made in respect to the registration of motor vehicles	68	66
- Dishonoured Cheques relating to the payment of licences and motor vehicle registrations	665	645
- Other Sundry Accounts	85	68
	818	779

Included in the Other Sundry Accounts category is an amount of \$21,750 relating to outstanding debts arising from the introduction from 1 October, 1986 of late transfer fees.

8. EMPLOYEE BENEFITS

(i) Superannuation

An estimated liability exists in respect of employees' accrued superannuation entitlements, namely -

- (a) Employer's subsidy to the Public Authorities Superannuation Scheme, in respect of lump sum payments on retirements, estimated as \$47,627,000 (\$40,690,000).

The calculation of the Department's liability in respect to the Public Authorities Superannuation Scheme is based upon an actuarial calculation as at 31 March, 1987. This calculation has subsequently been updated by Departmental officers to 30 June, 1987.

The calculation has assumed an interest rate of 8.0% per annum, a salary escalation of 7.0% per annum and a consumer price index movement of 5.0% per annum. However, small changes in the assumptions can significantly alter the estimated net unfunded liability.

- (b) Gratuities under Section 132A of the Transport Act, 1930, estimated as \$8,275,792 (\$8,515,326).

The calculation of the Department's liability in respect of Gratuities under Section 132A of the Transport Act, 1930 has been calculated by Departmental Officers as at 31 May, 1987 and is based upon the salaries current at that time.

(ii) Long Service Leave

As at 30 June, 1987 the estimated liability in respect of long service leave entitlements stood at \$19,064,311 (\$18,136,755).

The liability has been calculated on the basis of current entitlements of employees who have completed five years of service and over.

(iii) Recreation Leave

The Department has continued to adopt a policy whereby staff are allowed to take leave progressively throughout the year. Permanent relief staff are provided in most work areas and staff are normally not permitted to carry forward excessive leave credits.

As at 30 June, 1987 the estimated liability in respect of recreation leave entitlements stood at \$6,292,262 (\$5,716,512).

(iv) Sick Leave

The cost of sick leave is met as it emerges and benefits lapse with termination of employment. No provision is made in the accounts for any outstanding liability.


9. INSURANCES

The Department generally carries its own insurance regarding Workers Compensation and Public Risk. Any liability is met from funds provided for expenditure during the year. As at 30 June, 1987 the estimated liability for Workers Compensation stood at \$1,268,471. The calculation of the Department's liability has been assessed by Departmental Officers.

All other insurances are effected with the Government Insurance Office of New South Wales.

10. CONTRIBUTIONS AND COMMISSIONS

The amount under this heading consists of:-



	30 June 87 (\$'000)	30 June 86 (\$'000)
Commission on Insurance Premiums collected – Government Insurance Office	8,908	7,698
Contributions towards cost of Ad-Valorem Stamp Duty collected – Department of Finance	1,421	1,252
Councils' contribution towards Police cost of Parking Meter Supervision	82	76
	<u>10,411</u>	<u>9,026</u>

11. OTHER INCOME

The amount under this heading consists of:-

	30 June 87 (\$'000)	30 June 86 (\$'000)
Lease of custom-made number plates	1,040	882
Sale of personalised number plates	1,888	2,233
Auction of numeral-only registration plates	400	390
* Authorised Inspection Stations	–	215
Heavy Vehicle Inspection Fees	4,024	1,640
* Search Fees	–	1,141
Duplicate School Travel Pass	69	–
Miscellaneous	1,951	2,089
Interest Received	216	397
Profit on Disposal of Assets	620	266
	<u>10,208</u>	<u>9,253</u>

* Shown in the Income and Expenditure statement within Income under the Motor Traffic Act, 1909.

12. PAYMENTS TO BOARD MEMBERS

The following payments were effected to "Non-Officer" members of committees established within the Department's ambit of activities:-

	30 June 87 \$	30 June 86 \$
Taxi Advisory Council	609	168
Committee of Review – New South Wales Air Services	38,552	126,693
Committee of Review – Tourist Vehicle Licensing	549	614
Committee of Review – Pensioner and Unemployed Persons Subsidy Scheme	648	174
	<u>40,358</u>	<u>127,649</u>

13. STATUTORY PAYMENTS

Section 202(2) of the Transport Act, 1930 provides for various statutory payments to be made from the Road Transport and Traffic Fund. Moreover, Section 23(b) of the Traffic Authority Act, 1976 provides for the balance standing to the credit of the Road Transport and Traffic Fund to be transferred to the Traffic Facilities Fund.

Legislation does not permit the retention of funds other than in relation to the Loan Repayment Reserve whereby funds must be utilised to repay loan borrowings. No other reserves and provisions included in the Department's Balance Sheet are acknowledged by the retention of funds. All previous and current operating cash surpluses have been cleared from the Department's operations by way of Statutory payments.

(i) Contribution towards the cost of Ambulance Services

A payment of \$750,000 (\$750,000) as a contribution towards the cost of Ambulance services was made in terms of Section 202(2)(d5) of the Transport Act, 1930.

(ii) Contribution towards the Traffic Facilities Fund

An amount of \$9,200,000 (\$13,500,000) was paid from the Road Transport and Traffic Fund to the Traffic Facilities Fund in terms of Section 202(2)(1) of the Transport Act, 1930.

In addition, an amount of \$4,231,773 (\$4,276,115) was paid from the Road Transport and Traffic Fund to the Traffic Facilities Fund in accordance with Section 23(b) of the Traffic Authority Act, 1976.

(iii) Contribution towards the cost of Police Traffic Services

The funds available from the Road Transport and Traffic Fund exceeded the agreed cost of Police services for the supervision and control of road transport and traffic as provided under Section 202(2)(a) of the Transport Act, 1930. The agreed cost of \$72,445,000 (\$68,369,000) was exceeded by \$11,871,000 (\$7,752,300) thus reducing the accumulated shortfall in respect of Police services to \$162,608,393 (\$174,479,393).



14. STATEMENT OF SOURCES AND APPLICATIONS OF FUNDS

- (i) Reconciliation of Funds flow from Operations with Operating Surplus is as follows:-

	30 June 87 (\$'000)	30 June 86 (\$'000)
Funds Flow from Operations	111,128	102,486
Plus: Profit on Disposal of Assets	620	266
Supervision of Taxi ranks – Public Vehicles Fund	–	8
	<u>111,748</u>	<u>102,760</u>
Less: Deferred loan expenses	–	45
Depreciation and Amortisation	2,097	1,544
Provision for Superannuation and Gratuities	6,698	5,563
Provision for Deferred Employee Benefits	1,503	1,389
Distribution to Public Vehicles Fund	3,123	2,890
	<u>13,421</u>	<u>11,431</u>
Operating Surplus	<u>98,327</u>	<u>91,329</u>

- (ii) Statutory payments shown in the Statement of Sources and Applications of Funds consist of:-

	30 June 87 (\$'000)	30 June 86 (\$'000)
Payments to Traffic Facilities Fund	13,967	18,259
Payment towards cost of Ambulance Services	750	750
Amount recouped to Consolidated Fund for Police Services in respect of supervision of traffic	84,316	76,121
Payments from the Public Vehicles Fund in relation to the distribution of Omnibus Tax and Service Licence Fees	2,487	2,352
	<u>101,520</u>	<u>97,482</u>

15. CONTRACTUAL COMMITMENTS

Contractual commitments outstanding are detailed as follows:-

	30 June 87 (\$'000)	30 June 86 (\$'000)
Land and Building program	53	1,999
Alterations to Buildings	–	122
Plant and Equipment	–	363
Office Machines	119	–
	<u>172</u>	<u>2,484</u>

16. AUDIT FEE

Payment to the Auditor-General of New South Wales in 1986/87 amounted to \$90,000 (\$85,000).

17. SUPPLY OF GOODS AND SERVICES TO GOVERNMENT AUTHORITIES

The Department of Motor Transport provides the staff and office accommodation for the Secretariat of the Traffic Authority of New South Wales. Salaries and other administrative costs are recovered from the Traffic Facilities Fund.

18. PUBLIC VEHICLES FUND (SPECIAL DEPOSITS ACCOUNT)

- (i) Income of \$4,190,026 (\$4,058,946) includes an amount of \$3,122,869 (\$2,889,663) which is distributed to the Public Vehicles Fund. Particulars of the receipts of \$3,122,869 (\$2,889,663) and payments made during the current year from the Public Vehicles Fund are shown in the following table:-

	30 June 87 (\$'000)	30 June 86 (\$'000)
Receipts		
Omnibus Tax:-		
Metropolitan	2,162	1,990
Newcastle	234	220
Wollongong	108	94
Other Public Vehicle Tax in Metropolitan, Newcastle and Wollongong Transport Districts	523	502
Service Licence Fees:-		
Metropolitan	83	72
Newcastle	8	9
Wollongong	5	3
TOTAL RECEIPTS	3,123	2,890
Fund Balance at 1 July	673	626
TOTAL FUNDS AVAILABLE	3,796	3,516
Payments		
Distribution to Municipalities, Shires and Other Authorities of Omnibus Tax:-		
Metropolitan	2,052	1,971
Newcastle	230	211
Wollongong	103	94
Traffic Facilities Fund	535	483
Supervision of Taxi ranks	-	8
Distribution of Service Licence Fees:-		
Metropolitan	91	64
Newcastle	5	10
Wollongong	6	2
TOTAL PAYMENTS	3,022	2,843
Fund Balance at 30 June	774	673
	3,796	3,516

(ii) Distribution from the Public Vehicles Fund

Distribution from the Public Vehicles Fund includes the balance available at 31 March, plus 75% of the Government omnibus tax and service licence fees which are received in June each year. No administrative costs are charged to the Fund.

An amount of \$535,000 (\$483,000) was paid from the Public Vehicles Fund to the Traffic Facilities Fund in terms of Section 204(4) of the Transport Act, 1930.



19. FEDERAL INTERSTATE REGISTRATION SCHEME

The Federal Interstate Registration Scheme became operative from 1 January, 1987 and provides for a registration charge to be levied on all vehicles engaged solely in the carriage of passengers or goods between prescribed places (i.e. places in different States and/or Territories).

In New South Wales, the Commissioner for Motor Transport has been appointed as the Registration Authority and acts as an agent for the Federal Department of Transport. Registration charges are collected and remitted, less refunds, to the Commonwealth for payment into the Interstate Road Transport Trust Fund.

A registration fee is retained and paid into the Road Transport and Traffic Fund to cover administration costs. The third party insurance premium is paid to the Government Insurance Office.

20. RECEIPTS AND PAYMENTS BY PROGRAM FOR YEAR ENDED 30 JUNE, 1987

Particulars of the Department's financial results prepared on a cash basis program activity, are as follows:-

PROGRAM	RECEIPTS	PAYMENTS				PROGRAM NET OUTCOME
		SALARIES & OTHER EMPLOYEE PAYMENTS	MAINTENANCE & WORKING EXPENSES	CAPITAL EXPENDITURE	TOTAL	
	(\$'000)	(\$'000)	(\$'000)	(\$'000)	(\$'000)	(\$'000)
Driver Licensing and Driver Standards	77,232	12,894	2,246	148	15,288	61,944
Motor Vehicle Registration & Vehicle Standards	111,624	26,687	8,185	1,172	36,044	75,580
Central Records & Information Systems	1,624	6,935	1,768	1,696	10,399	(8,775)
Regulation of Private Transport Services and the Administration of Subsidy Payments for Travel Concessions	4,464	3,918	1,083	168	5,169	(705)
Property Services	471	1,358	4,471	3,531	9,360	(8,889)
Administrative Services	1,569	10,322	11,297	607	22,226	(20,657)
Statutory Payments	-	-	98,498	-	98,498	(98,498)
TOTAL	196,984	62,114	127,548	7,322	196,984	-

COMMISSIONER FOR MOTOR TRANSPORT.
DEPARTMENT OF MOTOR TRANSPORT. FINANCIAL
STATEMENTS FOR YEAR ENDED 30 JUNE, 1987.



CERTIFICATION

On behalf of the Department of Motor Transport, we the undersigned are of the opinion that:

- (i) The financial statements of the Department of Motor Transport for the year ended 30 June, 1987 have been prepared in accordance with the provisions of the Public Finance and Audit Act, 1983; the Public Finance and Audit (Statutory Bodies) Regulation 1985; and the Treasurer's Directions.
- (ii) The Statement of Income and Expenditure, the Balance Sheet and the Statement of Sources and Applications of Funds together with the accompanying notes set out on the attached, exhibit a true and fair view of the financial position of the Department at the 30 June, 1987 and the transactions for the year then ended.
- (iii) At the date of signing there are no circumstances which would render any particulars included in the financial statements to be misleading.

A handwritten signature in dark ink, appearing to read 'M.J. Butler'.

M.J. BUTLER
COMMISSIONER FOR MOTOR TRANSPORT.

11 August, 1987

A handwritten signature in dark ink, appearing to read 'I.R. Gillespie'.

I.R. GILLESPIE,
CHIEF ACCOUNTANT.

11 August, 1987



BOX 12, G.P.O.
SYDNEY, N.S.W., 2001

DEPARTMENT OF MOTOR TRANSPORT AUDITOR-GENERAL'S CERTIFICATE

The accounts of the Commissioner for Motor Transport for the year ended 30 June 1987, have been audited in accordance with Section 34 of the Public Finance and Audit Act 1983.

In my opinion, the accompanying balance sheet, income and expenditure and funds statements, read in conjunction with the notes thereto, comply with Section 41B of the Act and exhibit a true and fair view of the financial position at 30 June 1987 and transactions for the year then ended.

A handwritten signature in dark ink, appearing to read "K.J. Robson".

K.J. ROBSON, FASA CPA
AUDITOR-GENERAL OF NEW SOUTH WALES

SYDNEY,
20 October 1987



PERFORMANCE INDICATORS

DMT PERFORMANCE INDICATORS

TABLE 1: DMT RECEIPTS AND EXPENDITURE (\$M)

	TOTAL RECEIPTS	DMT INCOME				DMT EXPEND- ITURE
		RT & T	PUBLIC VEHICLES	ROAD MAINTEN- ANCE	TOTAL	
1974	219.7	35.9	1.9	3.0	40.7	17.5
1975	272.7	51.0	1.8	3.9	56.7	26.7
1976	361.7	61.0	1.9	4.5	67.5	31.1
1977	417.0	62.4	1.1	5.0	68.6	35.5
1978	470.3	65.1	1.3	5.6	71.9	39.8
1979	515.3	67.8	1.4	5.7	74.9	41.8
1980	543.9	69.3	1.4	-	70.6	44.5
1981	626.7	76.2	1.6	-	77.8	50.8
1982	732.7	91.6	2.0	-	93.6	59.1
1983	840.6	122.4	2.3	-	124.7	64.1
1984	948.1	137.8	2.6	-	140.5	67.8
1985	1021.6	168.8	2.9	-	171.7	76.4
1986	1148.5	178.2	2.9	-	181.1	84.4
1987	1274.8	197.0	3.1	-	200.1	98.4
Increase	480%				392%	462%

Total Receipts includes third party insurance premiums, motor vehicle taxation, stamp duty on vehicle sales, registration, licence and transfer fees, etc.

DMT Expenditure excludes that on the Traffic Accident Research Unit and other staff now transferred to the Traffic Authority Secretariat whose cost is met from the Traffic Facilities Fund. From 1987 it includes the full cost of administration of the School Student Transport Scheme (\$2.9M).

TABLE 2: DMT INCOME, EXPENDITURE AND SURPLUS (\$M)

	INCOME			EXPENDITURE			SURPLUS
	RT & T	ROAD MAINT-ENANCE	TOTAL	RT & T	ROAD MAINT-ENANCE	TOTAL	
1974	35.9	3.0	38.8	14.6	3.0	17.5	21.3
1975	51.0	3.9	54.9	22.8	3.9	26.7	28.2
1976	61.0	4.5	65.6	26.5	4.5	31.1	34.5
1977	62.4	5.0	67.4	30.5	5.0	35.5	32.0
1978	65.1	5.6	70.6	34.2	5.6	39.8	30.8
1979	67.8	5.7	73.6	36.1	5.7	41.8	31.8
1980	69.3	-	69.3	44.5	-	44.5	24.8
1981	76.2	-	76.2	50.8	-	50.8	25.4
1982	91.6	-	91.6	59.1	-	59.1	32.6
1983	122.4	-	122.4	64.1	-	64.1	58.3
1984	137.8	-	137.8	67.8	-	67.8	70.0
1985	168.8	-	168.8	76.4	-	76.4	92.4
1986	178.2	-	178.2	84.4	-	84.4	93.8
1987	197.0	-	197.0	98.4	-	98.4	98.6
Increase			408%			462%	363%

The largest component of the DMT's income comes from registration and licence fees. These have increased as follows -

From Nov. 1974 \$10 (previously \$6)
From Mar. 1982 \$15
From Sep. 1984 \$20
From Jul. 1987 \$22 (licences)
\$23 (registrations)

TABLE 3: DMT INCOME AND STATUTORY OBLIGATIONS (\$M)

	ACTUAL INCOME (RT & T FUND)	REQUIRED INCOME	SHORTFALL (SURPLUS)	ACCUMULATED SHORTFALL
				B/F 4.2
1974	35.9	37.3	1.4	5.6
1975	51.0	52.5	1.5	7.1
1976	61.0	61.7	0.7	7.8
1977	62.4	68.5	6.1	13.9
1978	65.1	76.2	11.1	25.0
1979	67.8	86.0	18.2	43.2
1980	69.3	104.6	35.3	78.5
1981	76.2	116.9	40.7	119.2
1982	91.6	134.0	42.4	161.6
1983	122.4	136.6	14.2	175.8
1984	137.8	149.7	11.9	187.8
1985	168.8	163.3	(5.5)	182.2
1986	178.2	170.5	(7.7)	174.5
1987	197.0	185.1	(11.9)	162.6

Required Income is that needed to meet all of the obligations of the RT & T Fund. The shortfall previously occurred in meeting the cost of Police Traffic Services.

The growing shortfall was overtaken during 1984/85 and surpluses since then have reduced the shortfall accumulated over the previous decade.

TABLE 4: DMT TRANSACTIONS (MILLIONS) AND STAFF NUMBERS



	DRIVER'S LICENCES	VEHICLE REGIST- RATIONS	VEHICLE TRANS- FERS	MOTOR REGISTRY TRANS- ACTIONS	TOTAL STAFF	ADJUST- ED STAFF NO.
1974	2.39	2.43	0.61	5.19	3,013	2,201
1975	2.53	2.56	0.64	5.52	3,083	2,276
1976	2.63	2.62	0.66	5.61	3,085	2,336
1977	2.74	2.71	0.63	6.21	2,712	2,349
1978	2.85	2.81	0.64	6.56	2,721	2,357
1979	2.89	2.93	0.71	6.78	2,722	2,358
1980	2.98	3.05	0.71	7.16	2,733	2,581
1981	3.09	3.18	0.74	7.46	2,704	2,554
1982	3.20	3.29	0.78	7.82	2,637	2,483
1983	3.27	3.35	1.00	8.26	2,616	2,471
1984	3.36	3.41	1.09	8.83	2,639	2,496
1985	3.44	3.52	1.13	9.02	2,679	2,524
1986	3.52	3.59	1.15	9.21	2,835	2,602
1987	3.59	3.60	1.14	9.79	2,913	2,648
Increase	50%	48%	87%	89%	-3%	20%

Total Staff includes full-time and part-time staff.

Adjusted Staff Number makes allowance for part-time staff and excludes 385 staff transferred to the Department of Main Roads in July, 1976; 214 staff made surplus upon repeal of Road Maintenance Charges in May, 1979; and 130 staff attached to the Traffic Authority Secretariat.

Driver's Licences do not include learner's licences which numbered 132,506 in 1987.

PERFORMANCE INDICATORS FOR INDIVIDUAL DIRECTORATES 1986/87

DRIVER LICENSING

■ Average time to renew licences subject to medical review	28 days (post Dec'86)
■ Average time to process applications for public vehicle drivers' licences (Criminal history check)	24 days (June '87)
■ Telephone enquiries of licence history records	71,673
– telephone calls abandoned	6,139 (8.5%)
■ Ministerial correspondence received	219
– average time to respond	15 days
■ Certificates issued of particulars from licence records	
– to Police for court hearings	102,224
– to District Courts for appeal matters	262
– to Local Courts for appeal matters	2,656
– to individual licensees	5,810
	<u>110,952</u>

VEHICLE REGISTRATION

■ Original registrations	
– new vehicles	198,689
– used vehicles	155,308
	<u>353,997</u>
■ Percentage of transfer applications received late	5%
■ Cost of total vehicle registration activities	
– per vehicle on register	\$16.00
– per vehicle transaction	\$10.50

INFORMATION SYSTEMS

■ Total records maintained	
– vehicles	3,603,388
– licences	3,722,280
■ Transactions processed	
– record update	12,360,000
– record enquiries	
– Police	7,009,308
– Motor Registries	2,547,564
– DMT Head Office	5,956,536



■ Information provided from records	
– to courts	6,528
– to individual customers	6,851
– to the Police	2,114,100
– to the DMR	7,564
– to Consumer Affairs (REVS)	494,486
– to market research organisations	497,304
■ Documents printed and despatched	
– registration renewals	3,502,301
– licence renewals	2,853,099
– registration transfers	138,756
– combined transfers/renewals	54,813
■ Computer programming effort	
– system maintenance	70%
– new systems/enhancements	30%
■ Computer system availability	
– enquiry system	98.8%
– total system	98.9%
■ Computer enquiry system response time	6.0 seconds
■ Batch Output deadlines	
– number of occasions late	18
– average lateness per occasion	26 minutes
■ Customer Service Centre	
– telephone enquiries	355,464
– calls abandoned	89,016 (25%)
– average waiting time before calls abandoned	2.5 minutes
■ Transaction reject rate for batch updates	5.3%
■ Average time between transaction lodgement and update	12 days

FINANCE AND ADMINISTRATION

■ Amendments to Acts	9
■ Amendments to Regulations	34
■ Achievement of internal audit plan	
– systems based audit	47%
– EDP audit	52%
■ Internal audit recommendations	
– adopted	69%
– under review	14%
■ Motor registry audits	
– satisfactory audits	76
– satisfactory inspection reports	54
– outstanding inspection reports	6

■ Court appearances		
– prosecutions instituted	4,022	
– appeals	2,656	
– successful prosecutions	2,706	(67%)
■ Percentage of registration and licence renewals despatched not later than 3 weeks prior to expiry	83%	
■ Percentage of Staff Circulars despatched within 1 day of receipt	97%	
■ Percentage of Registry Circulars despatched within 2 days of receipt	89%	
■ Percentage of Monthly Finance Reports produced within 15 working days	67%	
■ Percentage of Accounting Systems computer downtime		
– breakdown and recovery	1.4%	
– upgrade requirements	2.8%	
– housekeeping requirements	15.6%	



APPENDICES

- **Appendix A – Breach Reports by Road Inspectors**
- **Appendix B – Convictions on Prosecutions Instituted**
- **Appendix C – Appeals Against Licence Cancellations**
- **Appendix D – Property Portfolio – Premises Owned by DMT**
- **Appendix E – Property Portfolio – Premises Leased by DMT**

APPENDIX A

SUMMARY OF BREACH REPORTS BY ROAD INSPECTORS 1986/1987

BREACH PARTICULARS	REPORTS
Touting/Soliciting	158
Fail to accept hiring	17
Fail to display vacant sign	51
Multiple hiring	3
Fail to set meter in motion	11
Fail to carry out hiring	15
Fail to clear meter	29
Fail to produce licence	16
Fail to occupy No 1 position	2
Overloading	7
Eating in taxi-cab	1
Fail to carry out hiring punctually	5
Fail to carry licence	2
Refuse hiring	3
Not standing in taxi zone	76
Dirty Cab	23
Seat belt not visible	7
Unattended Taxi	95
Not display ID card	182
Not produce work card	18
Incorrect attire	33
Unsealed meter	12
Incomplete work card	65
Lounging in cab	1
Not comply to timetable	18
Fail to produce timetable	2
Vacant sign displayed	28
Irregular operation of taxi	5
Overcharge fare	1
Refuse to comply with direction	12
Homemade plates	3
Unauthorised vehicles used as taxi	4
Travel contrary to police permit	1
Driver smoking in taxi cab	3
Operate contrary to defect notice	1
Irregular use of trader plate	10
Take precedence on stand	3
Fail to clear stand	2
Fail to complete hiring	4
Fail to close up on stand	3
Leave driving seat	1
Fail to notify change of address	4
Fail to keep record of drivers	2
Place on disengaged stand	4
Impropriety	1

APPENDIX A (Continued)



SUMMARY OF BREACH REPORTS BY ROAD INSPECTORS 1986/1987

BREACH PARTICULARS

REPORTS

Co-ord Section 28	60
Motor Vehicle Taxation Management Act	35
Drive whilst disqualified	1
Log Book (Offences)	1,175
Permit drive unregistered vehicle	22
Unregistered vehicles	309
Unlicensed driver	114
Permit unlicensed driver	36
Not produce driver's licence	203
Overlength	38
Overwidth	13
Overheight	8
Intrastate on "IS" plates	144
No permit (Co-ordination permit)	92
Number plate calculated to deceive	38
Mutilated number plate	0
Number plate not displayed	134
Fail to surrender number plates	19
Unauthorised change of construction	20
Registration label not displayed	486
Expired registration label displayed	293
Not display "L" plate	0
Permit person not display "L" plate	0
Suspect incorrect tare weight	2
Tare and aggregate weight not displayed	329
Fail to notify alteration of use	17
Give false and misleading information	3
Unlicensed vehicle	25
Breach of Regulation 25(1) Motor Traffic Act (transfers)	73
Drive whilst refused	7
Fail to supply information	1
Allow passenger to stand forward of driver	1
Irregular operation of motor vehicle	3
Drive unlicensed	1
Obstruction	8
Carry animal in cab	1
On Stand not for hire	2
Vehicle unsecured	7
Cruising	1
Breach Intrastate Road Transport Act	1

Incomplete No. 73 forms	3
Illegal use of licence and log book	1
Permit illegal use licence and log book	1
Overloading (taxi) (hire car)	2
Fraudulent licence	1
Use false registration label	1
Not produce tow truck licence	2
Breach Interstate Road Transport Act	1
Operate TV on service route	3
Unlicensed driver instructor	1
Motor Traffic Act	40
Transport Act	7
Roof Sign	2
TOTAL:	4,731
No. of Road Inspectors	131
No. of Breaches per Inspector	36

APPENDIX B

CONVICTIONS OBTAINED FROM PROSECUTIONS INSTITUTED BY DMT DURING 1986/87



Motor Traffic Act and Regulations

Unlicensed driver	62
Not have prescribed number plate properly affixed	17
Permit unlicensed driver	2
Drive unregistered vehicle	186
Drive whilst disqualified	1
Drive whilst unlicensed	2
Unlawful possession of licence No. plates	7
Apply for licence under false name whilst disqualified	29
Drive whilst suspended	1
Transfer number plate to another vehicle	2
Drive/not have interval for rest and refreshment	4
Drive/for more than 12 hours	26
Fail to produce licence	79
Not have 5 hours rest	1
Fail to give notification of alteration to vehicle	2
Fail to apply for transfer	2
Registration cancelled/fail to return No. plates	5
Illegal use of traders plate	1
Drive/Permit carry goods on traders plate	1
Drive/owner used traders plate in contravention	1
Drive/owner exceed length 11.0 metres	2
Drive/owner exceed length 17.0 metres	4
Owner/permit exceed length 16.0 metres	1
Drive exceed length	1
Drive/owner exceed width	8
Drive not have prescribed registration label affixed	90
Allow not have prescribed registration label affixed	43
Display registration label issued in respect of other vehicle	1
Drive/allow registration label null and void	90
Drive/Permit exceed overhang 3.2 metres	1
Drive/Permit vehicle not suitable for use	2
Owner exceed height	2
Unauthorised number plate	3
Permit unauthorised number plate to be used on vehicle	1
Drive/allow plate not securely attached to rear	19
Drive/fail to display number plate on rear of vehicle	22
Drive number plate not securely attached to rear	1
Loading of wool being more than 3 tiers high	2
Drive/allow fail to display tare and aggregate weight	82
Owner/permit fail to display tare and aggregate weight	4
Fail to carry log book	346
Incomplete log book	359

TOTAL 1,515

APPENDIX B (Continued)

Transport Act and Regulations

Unlicensed driver	16
Fail to produce licence	40
Fail to display I.D. card	130
I.D. card in taxi but not displayed in accordance with Reg.	5
Fail to display I.D. card	1
Fail to notify change of address	3
Fail to comply with terms of a notice	3
Drive unclean taxi/parts & equip. not in serviceable use	10
Fail to produce taxi/hire car for inspection	29
Fail to give correct and proper change	2
Driver fail to record particulars	9
Fail to carry out punctually a hiring	35
Fail to drive by shortest practicable route	2
Fail to comply with request of hirer	1
Demand more than prescribed fare (restricted)	3
Demand an amount other than prescribed fare (unrestricted)	8
Fail to afford reasonable assistance	2
Demand fare other than expressed in service licence (omnibus)	1
Set taxi meter in motion before hiring	1
Fail to set taxi meter in motion	5
Fail to keep taxi meter in motion	1
Fail to stop meter	19
Leave cab unattended without taking due precaution	67
Leave cab unattended cause obstruction to traffic	44
Fail to run to timetable (omnibus)	9
Fail to perform a journey	1
Fail to drive away from stand	1
Place taxi on disengaged stand	102
Fail to display "Vacant" or "For Hire" sign	27
Fail to obscure "Vacant" sign	6
Allow greater number of passengers in cab than allowed	3
Fail to accept a hiring	85
Fail to occupy first position on stand	3
Take precedence of stand	3
Fail to look in taxi for lost property after a hiring	1
Fail to return lost property	1
Fail to inspect licence of driver before permit to drive	2
Fail to enter particulars on daily work card	27
Fail to produce daily work card	2
Fail to produce daily work card for inspection	1
Fail to produce daily work card records	1
Touting	88
Permit vehicle to stand at a place other than public stand	7
Fail to accept a hiring	2
Leave driving seat	3
Multiple Hire	5
Sleep in vehicle	2

APPENDIX B (Continued)



Transport Act and Regulations (Continued)

Smoking whilst conveying a passenger	5
Leave taxi to attract notice by calling	52
Start vehicle to cause injury to passenger	2
Fail to stop vehicle as requested by officer	2
Furnish false information	1
Fail to stop vehicle for as long as requested by officer	27
Fail to dress to rule (female)	1
Impropriety	43
Place taxi in a place prohibited for vehicles	1
TOTAL	<u>953</u>

Motor Vehicles Taxation Management Act

Fail to notify alteration to motor vehicle/omnibus	63
Fail to pay additional tax	21
TOTAL	<u>84</u>

State Transport (Co-ordination) Act

Drive/operate unlicensed vehicle	128
Drive/operate unlicensed motor omnibus	8
Drive/operate contrary to licence	11
Allow passengers to be carried on front or rear platform	2
Fail to produce licence/permit for vehicle	3
Allow to stand without card displayed	1
TOTAL	<u>153</u>

APPENDIX C

RESULT OF APPEALS AGAINST CANCELLATIONS OF DRIVER'S LICENCES

During the period July 1986 to June 1987 a total of 2,484 appeals were heard at Local Courts against the suspension and cancellation of licences by the Commissioner.

Details are as follows:

	1st Year Provisional Licences	Other Provisional Licences	Conduct habits, medical and other	Demerit Points System	TOTAL
Allowed	222	105	162	99	588
Dismissed Outright	248	152	180	210	790
Dismissed with variation	384	193	59	99	735
Withdrawn	54	38	100	164	356
Struck Out	—	1	3	2	6
TOTALS	908	489	509	578	2,484
No Jurisdiction	—	—	5	4	9

APPENDIX D

PROPERTY PORTFOLIO AT 30 JUNE, 1987

MOTOR REGISTRIES AND REGIONAL AND DISTRICT OFFICES

PROPERTY	ADDRESS	APPROXIMATE DATE OF CONSTRUCTION	VALUER'S GENERAL	COST LAND &
			VALUATION (1986)	BUILDING
			\$	\$
Albury	Cnr. Hume & Macauley Streets	1981	335,000	481,131
Armidale	167 Rusden Street	1966	400,000	530,761
Ballina *	Shop 1 Key West Shopping Centre, Pacific Highway			
Bankstown *	29 Marion Street			
Batemans Bay *	Shop 4 Pacific Plaza, 13 North Street			
Bathurst	Cnr. Rankin & Durham Streets	1960	90,000	35,034
Bathurst District Office *	5/107 Bentick Street			
Bega	Cnr. Hill & Pedan Streets	1962	100,000	31,632
Belmont *	Shop 27, Jewellstown Plaza Ntaba Road			
Beverly Hills	Cnr. Cambridge Street & Stoney Creek Road	1963	350,000	200,721
Blacktown	Cnr. Patrick and Alpha Streets	1963	550,000	140,280
Blacktown *	85 Flushcombe Road			
Bondi Junction *	40 Ebley Street			
Broken Hill	Cnr. Blende & Iodide Streets	1966	75,000	66,155
Cammeray	303 Miller Street	1976	1,250,000	913,857
Campbelltown	Menangle Road and Tindall Street	1984	670,000	1,406,292
Campbelltown +	Cnr. Lindsay & Sturt Streets	1965	175,000	66,797
Canley Vale *	Shop 4, 219 Canley Vale Road			
Casino	Cnr. Barker & Hickey Streets	1964	78,000	45,981
Castle Hill *	Shop 32, Castle Towers Shopping Centre			
Cessnock	Cnr. North Avenue & Darwin Street	1968	135,000	87,849
Charlestown	Cnr. Pacific Highway and Frederick Street	1967	220,000	307,810
Chatswood *	Shop 7, 3-9 Spring Street			
Chullora	95-97 Hume Highway	1953	1,000,000	360,143



APPENDIX D (Cont.)

PROPERTY	ADDRESS	APPROXIMATE DATE OF CONSTRUCTION	VALUER'S GENERAL	COST LAND &
			VALUATION (1986)	BUILDING
			\$	\$
Coffs Harbour	32-34 Gordon Street	1981	450,000	573,586
Cooma	Cnr. Soho & Massie Streets	1966	77,000	65,865
Coonabarabran *	Shop 8, 86-90 John Street			
Cootamundra	Cnr. Cooper & Bourke Streets	1971	70,000	93,053
Corrimal *	Shop 5, Parkview Mall, 94 Railway Street			
Cowra	97 Brisbane Street	1966	130,000	56,632
Dee Why *	Shop 11, 12 Dee Why Centre, 27-33 Oaks Avenue			
Deniliquin	346 Harrison Street	1973	154,000	167,947
Dubbo	1 Church Street	1967	346,000	362,299
Engadine *	Shop 3, 24-28 Station Street			
Fairfield	32-36 Harris Street	1969	950,000	159,820
Five Dock	Cnr. Ramsay Road & Henley Marine Drive	1957	500,000	285,296
Forbes	Cnr. Farrand & Union Streets	1962	54,000	37,103
Forster *	Shop 10, Forster Towers, Wallis Street			
Glen Innes	152 Wentworth Street	1966	85,000	65,645
Gosford	Cnr. William & Albany Streets	1959	460,000	346,251
Gosford District Office *	Suite 1, 205 Albany Street			
Goulburn	Cnr. Lagoon & Sterne Streets	1969	100,000	42,901
Grafton	15 King Street	1964	180,000	49,562
Griffith	Cnr. Yambil & Wyeela Streets	1965	160,000	129,957
Gunnedah *	38 Abbot Street			
Hamilton District Office *	8 Denison Street			
Hornsby	324 Pacific Highway (& Bridge Road)	1983	1,150,000	1,509,203
Inverell	36-40 Campbell Street	1973	120,000	142,634
Katoomba	30 Park Street	1967	210,000	125,240
Kempsey	Lots 1881-3 South Street	1985	175,000	173,581
Kiama	64 Shoalhaven Street	1978	190,000	285,236
Kogarah	60A Gray Street	1977	400,000	575,671
Leeton	Cnr. Ash & Church Streets	1959	90,000	24,885

Leichhardt *	Shop 69, Leichhardt Marketown, Cnr. Marion & Flood Sts			
Lidcombe	Cnr. Swete & Mills Streets	1965	350,000	148,999
Lismore	Carrington Street	1963	425,000	271,009
Lismore (S.S.T.S. Office) *	Suite 2/41 Conway Street			
Lithgow	Cnr. Eskbank Street & Main Street Lane	1960	92,000	35,617
Liverpool	357 Hume Highway	1977	825,000	709,711
Maitland	2 St. Andrews Street	1967	340,000	176,106
Manly	239 Pittwater Road	1958	400,000	162,819
Miranda	Cnr. President Avenue & Miranda Road	1960	350,000	331,917
Miranda *	Shop 10, Miranda Market Place, Kiora Road			
Mittagong	97 Hume Highway	1969	165,000	77,866
Moree	57 Balo Street	1973	250,000	192,464
Mount Druitt #	32 Luxford Street (Crown Land)	1971	125,000	303,152
Moruya *	Unit 12/22 Ford Street			
Mudgee	Cnr. Perry Street & Byron Place	1971	225,000	85,407
Murwillumbah	142 Murwillumbah Street	1964	100,000	45,277
Muswellbrook	Cnr. Hill & Bridge Street	1971	190,000	114,369
Narrabri	61 Maitland Street	1973	170,000	142,608
Narrandera *	Cnr. Charles and King Streets			
Newcastle	130 Parry Street	1958	450,000	650,810
Nowra	Cnr. Flinders Road & Cumberland Avenue	1985	600,000	808,082
Nowra +	Junction Street	1962	165,000	121,442
Orange	Cnr. Byng & McNamara Streets	1960	120,000	64,310
Parkes	Cnr. Church & Currajong Streets	1962	79,000	39,797
Parramatta	148-156 George Street	1953	2,600,000	380,408
Penrith	York Road	1986	700,000	1,842,232
Penrith +	Belmore & Woodrifle Streets	1959	575,000	310,745
Penrith *	Unit 1, "The Terrace", 12 Tindale Street			
Queanbeyan	Aurora Avenue & Aurora Place	1987	1,873,700	2,134,370
Raymond Terrace	53 William Street	1968	195,000	126,775
Richmond	Cnr. Windsor & Bosworth Streets	1969	300,000	89,873
Rosebery (Head Office Complex)	50-58 Rothschild Avenue	1918	8,750,000	4,832,725
Ryde	Cnr. Blaxland & North Roads	1961	420,000	85,629



PROPERTY	ADDRESS	APPROXIMATE DATE OF CONSTRUCTION	VALUER'S GENERAL VALUATION (1986)	COST LAND & BUILDING
			\$	\$
Singleton	Cnr. Pitt & Bathurst Streets	1969	190,000	179,934
St. Marys *	219 Queen Street			
Sydney City *	"Swire House", 8 Spring Street			
Sydney City *	N.R.M.A. House, 137 Clarence Street			
Tamworth	Cnr. Peel & Hill Streets	1960	370,000	160,954
Taree	Cnr. Albert & Pulteney Streets	1967	180,000	142,264
Tenterfield *	Court House Building, Molesworth Street			
Toronto	136 Cary Street	1977	500,000	429,559
Toukley *	38A Canton Beach Road			
Tumut	Cnr. Richmond & Fitzroy Streets	1972	85,000	109,376
Tweed Heads	Greenway Drive, Tweed Heads South	1984	350,000	85,470
Ulladulla *	Shop 9, Ulladulla Plaza			
Wagga Wagga	2 Fox Street	1982	450,000	1,081,117
Wallsend *	Shop 5, Summaland Shopping Centre, Nelson Street			
Warilla *	Shop A12, Warilla Grove Shopping Centre			
Wauchope	Cnr. Hastings & Young Streets	1976	100,000	226,010
Wellington	46 Warne Street	1973	100,000	91,111
West Wyalong *	Bland Shire Council Chambers, Shire Street			
Wollongong	Cnr. Kembla & Glebe Streets	1956	420,000	231,233
Woy Woy *	Chambers Place			
Wyong	Cnr. Anzac Avenue & Hely Streets	1971	280,000	212,926
Young #	Cnr. Lovell & Lynch Streets (Leased SRA Land)			
			35,338,700	27,181,283

* LEASED PREMISES

+ SURPLUS PROPERTY

BUILT ON CROWN LAND
OR LEASED LAND

VEHICLE INSPECTION STATIONS

Botany *	10 Lord Street			
Carrington #	Lot 11-17 Young Street (Crown Land)	1984	700,000	957,368
Wetherill Park	Lot 32 Victoria Street	1984	1,500,000	1,429,045
Unanderra	107 Nolan Street	1985	750,000	1,150,578
			2,950,000	3,537,091

COTTAGES

Armidale	15 Caroline Crescent	1968	68,000	40,500
Armidale	11 Laurence Avenue	1964	73,000	18,847
Bathurst	10 Vine Street	1970	54,000	41,127
Cooma North	15 Namala Street	1977	80,000	65,829
Cootamundra	22 Northcott Avenue	1973	68,000	64,605
Cowra	24 Kibbler Street	1972	60,000	51,228
Deniliquin	14 Greaves Crescent	1975	46,000	35,249
Dubbo	23 Margaret Crescent	1973	56,000	37,761
Dubbo	Cnr. Bailey & Jubilee Streets	1964	69,000	20,903
Forbes	40 Patterson Street	1970	51,000	34,851
Goulburn	35 Knox Street	1976	75,000	48,794
Grafton	318 Bent Street	1981	70,000	63,230
Gunnedah	15 Breen Street	1971	72,000	49,244
Leeton	14 Canal Street	1966	64,000	38,977
Lithgow	67 Methven Street	1976	80,000	80,101
Moree	28 Julia Place	1978	65,000	43,027
Mudgee	100 Robertson Street	1975	75,000	37,600
Muswellbrook	4 Eucalypt Avenue	1980	85,000	88,194
Muswellbrook	29 Shiraz Street	1983	75,000	70,246
Narrabri	9 Elizabeth Street	1978	87,000	43,025
Queanbeyan	1 Linaria Place	1971	85,000	39,594
Singleton	46 Gardner Circuit	1983	85,000	80,955
Ulladulla	130 Warden Street	1984	82,000	80,025



PROPERTY	ADDRESS	APPROXIMATE DATE OF CONSTRUCTION	VALUER'S GENERAL VALUATION (1986)	COST LAND & BUILDING
			\$	\$
Wagga Wagga	32 Rave Avenue, Mt. Austin	1963	58,000	18,717
Wellington	169 Thornton Street	1977	65,000	60,447
Wollongong	33 Evans Street	1979	65,000	38,949
			<u>1,813,000</u>	<u>1,292,024</u>

OTHER LAND SITES AND PROPERTIES

PROPERTY	ADDRESS	VALUER'S GENERAL VALUATION (1986)	COST LAND & BUILDING
		\$	\$
Albury (North)	Lot 953 Reiff Street	107,000	107,000
Bathurst	Cnr. Mitchell Highway & Bradwardine Road	100,000	99,692
Blacktown	State Brickworks, Richmond Road	525,000	525,000
Gosford (West)	Lot 6-7 Dell Road	165,000	281,047
Grafton	3 King Street	128,000	60,800
Gunnedah	Cnr. Conadily & Wentworth Streets	45,000	26,098
Liverpool	Cnr. Elizabeth & George Streets	380,000	51,696
Orange	Cnr. Elsham & Leewood Drive	90,000	79,950
Port Macquarie	Central Road	185,000	193,104
Yass	33 Comur Street	100,000	101,016
		<u>1,825,000</u>	<u>1,525,403</u>
GRAND TOTAL		<u>41,926,700</u>	<u>33,535,801</u>

