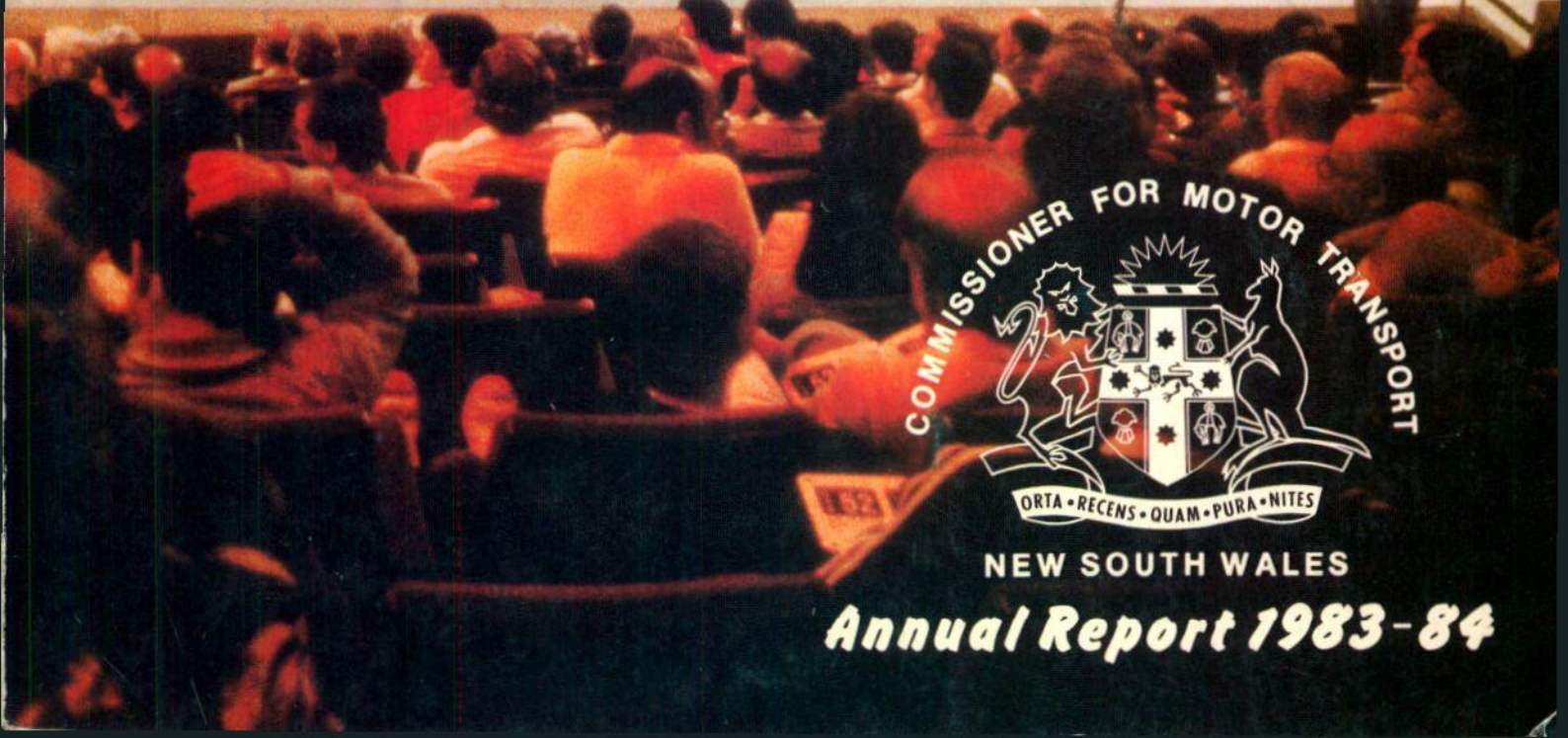
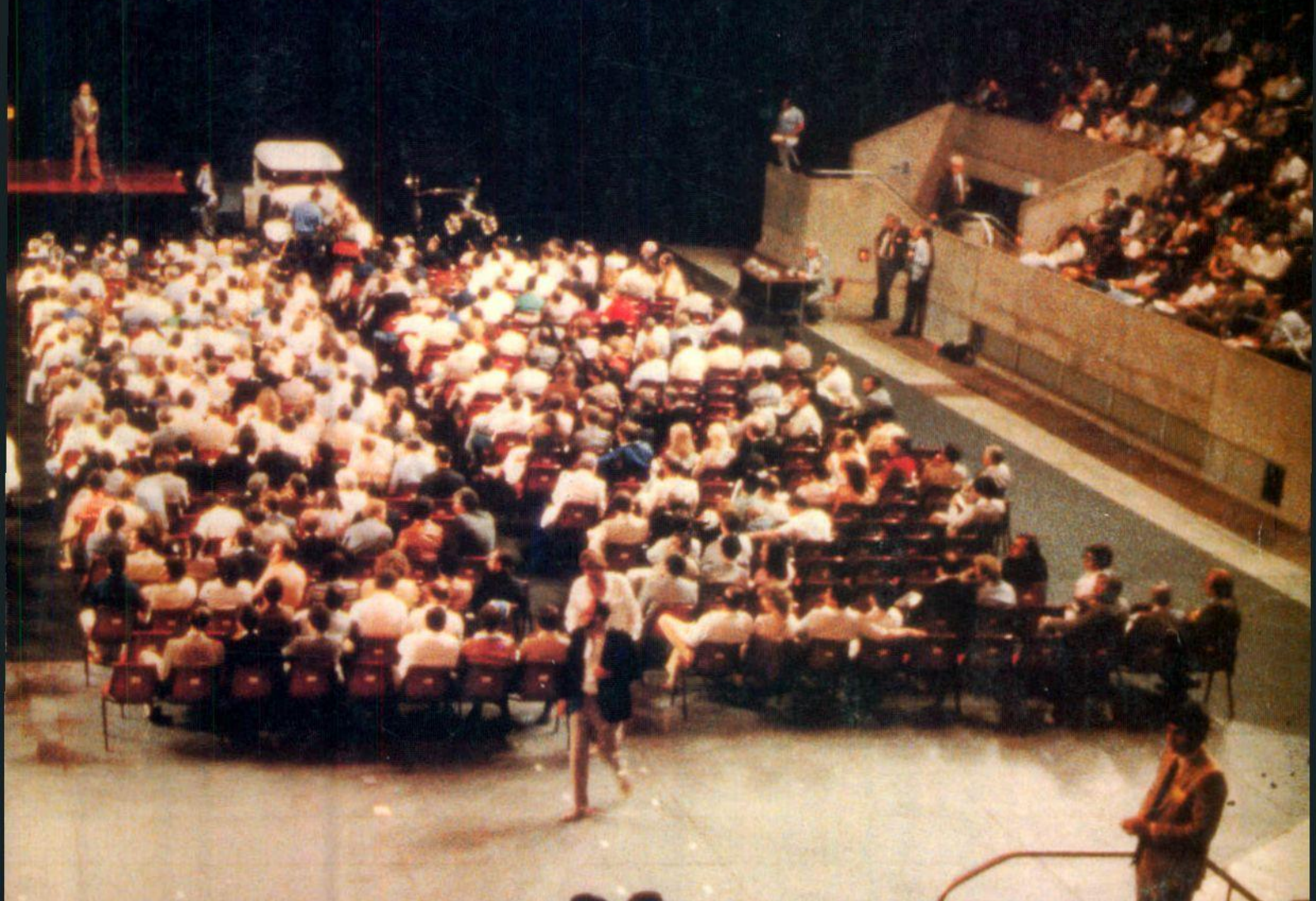


LATE AUCTION 
ENTERTAINMENT CENTRE

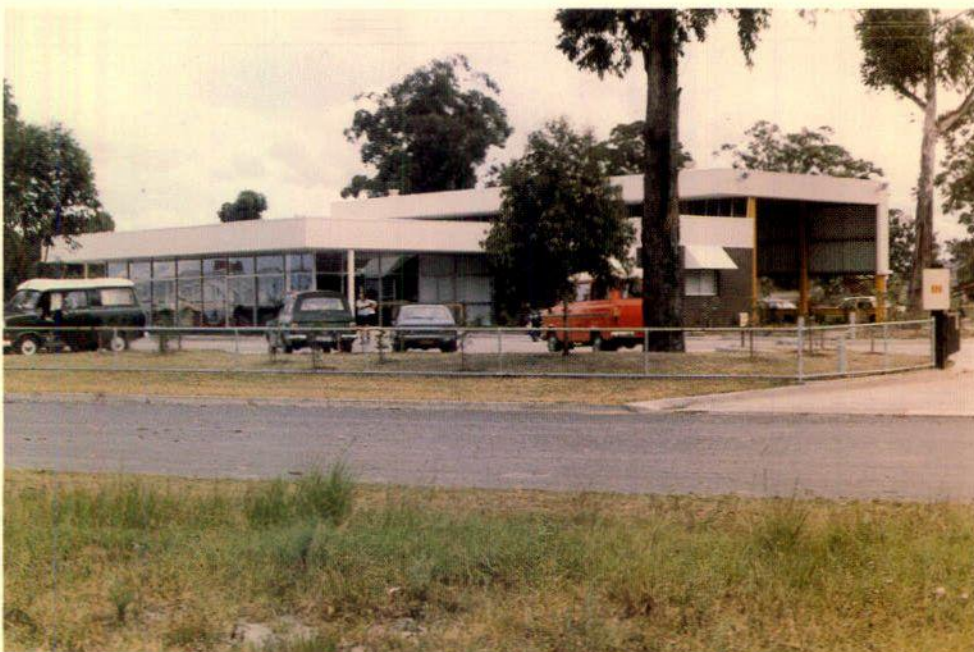


NEW SOUTH WALES

Annual Report 1983-84



Hornsby Motor Registry opened on 26th September, 1983



Tweed Heads Motor Registry opened on 20th February, 1984



50 Rothschild Avenue,
Rosebery.

Box 28, G.P.O., Sydney,
N.S.W. 2001

Telephone: 662 5555

The Hon. B.J. Unsworth, M.L.C.,
Minister for Transport,
SYDNEY.

Dear Mr. Unsworth,

I submit for your information and presentation to Parliament the Annual Report of the Department of Motor Transport for the year ended 30th June, 1984.

The report describes in some detail the work of the Department during the review year and includes comparative financial statements for that year and the previous year.

I again acknowledge, with appreciation, the loyal and able assistance given by the staff of the Department during the year.

Yours faithfully,



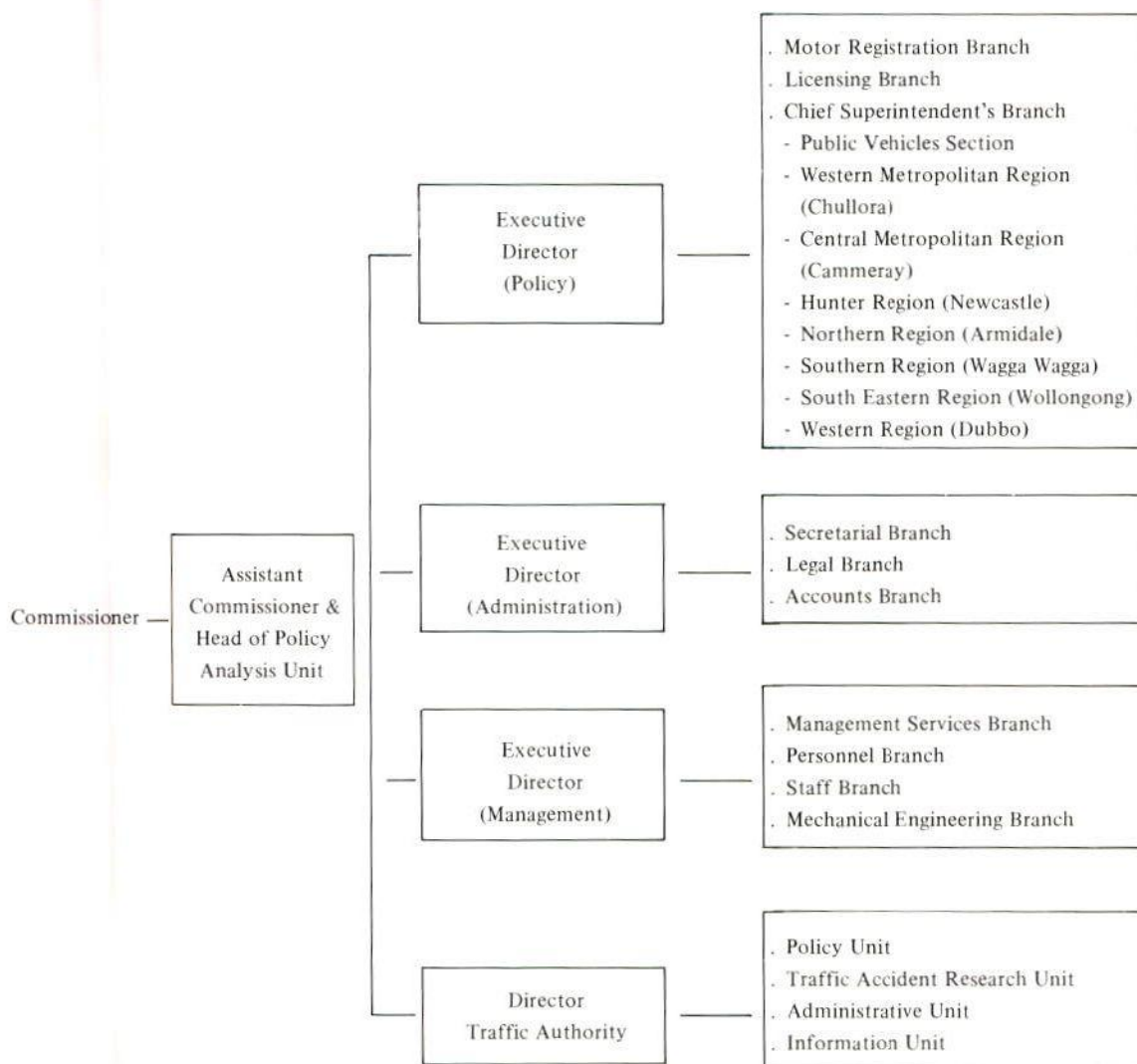
Commissioner.

ISSN 0467 5290

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ORGANISATION CHART



PRINCIPAL OFFICERS AS AT 30TH JUNE, 1984

J. W. DAVIES
Commissioner

M. J. BUTLER
Assistant Commissioner and Head of Policy
Analysis Unit

H. L. CAMKIN
Director,
Traffic Authority of N.S.W.

K. J. MUNGOVEN
Executive Director (Policy)

E. B. BLACKHALL
Executive Director (Administration)

K. R. BAIN
Executive Director (Management)

D. G. BELL
Chief Superintendent

K. A. BOURKE
Secretary



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 and the Motor Vehicles (Taxation) Acts).
- 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 Air Transport Act for the licensing of aircraft operated commercially on intrastate journeys.
- 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).

AIMS AND OBJECTIVES

- To promote safety and competence in the use by drivers of New South Wales' roads.
- To identify and maintain vehicle safety standards.
- To license drivers and register motor vehicles.
- To regulate privately operated transport services with a view to providing the best service possible to the public.
- To use effectively and efficiently the human, material and financial resources available in the service of the public.
- To meet the above aims in a manner that promotes positive, satisfying and responsible working relationships.
- To develop the total organisation on a progressive basis.



ACHIEVEMENT OF OBJECTIVES IN BRIEF

Between July, 1983 and June, 1984 the Department of Motor Transport pursued its objectives within the terms of its legislative charter.

Listed hereunder are brief statements of the objectives achieved. Further detail is provided in the appropriate Sections of the Report.

SAFETY AND DRIVER COMPETENCE

- The Motor Traffic Regulations were amended to make a licensed driver accompanying and seated beside a learner driver responsible for the supervision and instruction of such learner in the safe and efficient driving of the vehicle.
- Regulations were amended to prohibit the overtaking of another vehicle on or immediately before a railway crossing.
- Provisions were made to give licensed omnibuses priority over other traffic when leaving bus stops, bus stands or bus zones in areas where the speed limit is restricted to 60 km/h on laned carriageways.
- Penalties under the Motor Traffic Regulations applying to offences for which no specific penalty is applicable were increased from \$200 to \$500.
- Penalties for operating a dangerously defective heavy motor vehicle were increased.
- A pilot pre-permit motorcycle rider training course was introduced.

VEHICLE SAFETY STANDARDS

- A new inspection scheme for government-owned vehicles was introduced.
- Regulations were introduced to require that imported second-hand omnibuses which are to be licensed as public vehicles must comply with construction standards applicable at the date of import.
- A scheme was introduced under which new tow-trucks must be assessed and their lifting and towing capacities determined.

DRIVER LICENCES AND VEHICLE REGISTRATIONS

- Further submissions on driver and rider licensing were made to STAYSAFE (Parliamentary Standing Committee on Road Safety).
- Numeral-only number plates were re-issued through auction.
- A reduction in third party insurance premiums was introduced and arrangements made for registration concessions for pensioner owned vehicles to commence on 1st July, 1984.
- Amendments were made to require owners of lorries over two tonnes unladen and registered in another State to obtain permits to operate on journeys involving the carriage of goods wholly within New South Wales.



ACHIEVEMENT OF OBJECTIVES IN BRIEF

PRIVATE TRANSPORT SERVICES

- A review of policies and practices in regulating the taxi and hire car industries was completed.
- Changes were made to allow the carriage of hearing dogs, accompanying persons whose hearing is impaired, in taxi-cabs, private hire cars and privately operated omnibuses as is the case with Government buses, ferries and trains.
- Regulations were amended to allow drivers of taxi-cabs to nominate that only non-smoking hirers and accompanying passengers will be carried in the vehicle.
- Regulations were amended to require the display in taxi-cabs of identification cards containing a photograph of the driver.
- Taxi-cab fares were increased from 14th November, 1983.
- Fare increases for privately operated buses applied from 15th August, 1983.

DEVELOPMENT OF THE ORGANISATION

- New motor registry offices were opened at Hornsby and Tweed Heads.
- Work commenced on a new motor registry at Campbelltown.
- Work commenced on the establishment of Heavy Vehicle Inspection Stations at Wetherill Park, Carrington and Botany.
- Major extensions to the Traffic Accident Research Unit Building were completed.
- New "shop-front" motor registry facilities were made available at Forster, Ulladulla and Warilla.
- Two reviews of specific aspects of the Department's management performance were completed.
- A pilot scheme for a new staff performance appraisal scheme was commenced.

EFFECTIVE AND EFFICIENT USE OF RESOURCES

- The ongoing review of the Department's data processing arrangements continued.
- A review of the Department's printing operations continued.
- The responsibility for ensuring the security of the Department's Head Office complex was transferred to private contractors.
- A new computerised payroll system was introduced.



LEGISLATION

New legislation and regulations outlined in the following pages resulted from discussion with other Government bodies and at conferences and committee meetings held throughout the year.

NEW LEGISLATION

MOTOR TRAFFIC (FURTHER AMENDMENT) ACT, 1983.

This Act, assented to on 16th November, 1983, amended the Motor Traffic Act to provide for:—

- a \$2,000 maximum penalty for operating a dangerously defective heavy motor vehicle;
- an increase from \$200 to \$500 in the maximum penalty for any offence under the Motor Traffic Regulations for which no specific penalty is applicable;
- the issue of numeral-only number plates at auction;
- the replacement of the terms "certificate of inspection" and "certificate of rejection" with the term "inspection report";
- the removal of number plates from unregistered motor vehicles by members of the Police Force.

NEW REGULATIONS

SEATING FORMULA FOR CHILDREN IN BUSES

The Transport (Public Vehicles) Regulations and the State Transport (Co-ordination) Regulations were amended from 15th July, 1983 to provide that in calculating the number of passengers apparently under 12 years of age that may be carried upon an omnibus where seating configurations for two or more adult positions exist, the following formula applies —

2 adults	—	3 children
3 adults	—	4 children
4 adults	—	6 children
5 adults	—	7 children

AUSTRALIAN DESIGN RULES AND NATIONAL DRAFT REGULATIONS

The Motor Traffic Regulations were amended on 5th August, 1983 and 30th December, 1983 to include a number of Australian Design Rules and amendments to the National Draft Regulations defining Vehicle Construction, Equipment and Performance Standards for Road Vehicles.

HEARING DOGS

The Transport (Public Vehicles) Regulations and the State Transport (Co-ordination) Regulations were amended on 5th August, 1983 to permit the carriage in taxi-cabs, private hire cars and privately operated omnibuses of hearing dogs accompanying those persons whose hearing is impaired.



LEGISLATION

OBLIGATIONS FOR DRIVERS ACCOMPANYING LEARNER DRIVERS

Amendments to the Motor Traffic Regulations on 23rd September, 1983 provide that a licensed driver accompanying and seated beside a learner driver in a motor vehicle must specifically supervise and instruct the learner in the safe and efficient driving of the vehicle.

SMOKING IN TAXI-CABS

The Transport (Public Vehicles) Regulations were amended on 30th September, 1983 to provide that drivers of taxi-cabs may nominate at the commencement of a shift, by the display of approved signs, that only non-smoking hirers and accompanying passengers will be carried in the vehicle during that shift.

RAILWAY LEVEL CROSSINGS

The Motor Traffic Regulations and the Metropolitan Traffic (General) Regulations were amended on 21st October, 1983 to prohibit the overtaking of another vehicle on or immediately before a railway crossing, and to prohibit the standing of any vehicle within 18 m (previously 30 m) of a railway level crossing.

TRUCK ZONES

Amendments to the Motor Traffic Regulations on 28th October, 1983 provide for the establishment of truck parking zones restricted for use by motor lorries weighing more than two tonnes unladen for a period not exceeding 30 minutes whilst actually engaged in picking up or setting down goods.

DRIVER IDENTITY CARDS IN TAXI-CABS

The Transport (Public Vehicles) Regulations were amended on 4th November, 1983 to provide for the compulsory display of identification cards containing a photograph of the person driving the taxi-cab in all taxi-cabs in the Metropolitan, Newcastle and Wollongong Transport Districts.

INCREASED TAXI-CAB FARES

The Transport (Public Vehicles) Regulations were amended to provide for increases on and from 14th November, 1983 in the charges for taxi-cabs operating in the Metropolitan, Newcastle and Wollongong Transport Districts. The new rates are 90 cents flag fall (including the first 91 metres of travel), 55 cents per kilometre, \$13.20 per hour waiting time, and a maximum prearranged contract hiring charge in the Metropolitan Transport District of \$15.00 for the first hour and \$3.75 per each succeeding 15 minutes or part thereof were set.

NUMERAL-ONLY NUMBER PLATES

On 22nd November, 1983 the Motor Traffic Regulations were amended to provide for the issue of numeral-only number plates at auction and to make it legal to trade in numeral-only plates.



LEGISLATION

REDUCTIONS IN THIRD PARTY INSURANCE PREMIUMS

The Motor Vehicles (Third Party Insurance) Regulations were amended to provide that the annual adjustment of premium rates for third party insurance policies, indexed to the Consumer Price Index for Sydney and due for an 8.8% increase for policies commencing on and after 1st January, 1984, would not be varied.

A further amendment to the Motor Vehicles (Third Party Insurance) Regulations provided for a reduction by 6% in premium rates for policies commencing from 1st April, 1984, with the adjusted new rates, stamp duty included, rounded off to whole numbers of dollars and for registration concessions for pensioner owned vehicles from 1st July, 1984.

PRIORITY TO OMNIBUSES

The Motor Traffic Regulations and Metropolitan Traffic (General) Regulations were amended from 13th January, 1984 to give licensed omnibuses priority over other traffic when leaving bus stops, bus stands or bus zones in areas where the omnibus is displaying a prescribed "Give Way" sign, the speed limit is restricted to 60 km/h and the omnibus is not crossing a lane line.

PERMITS FOR VISITING GOODS CARRYING VEHICLES

The State Transport (Co-ordination) Regulations were amended from 1st February, 1984 to provide that motor lorries with an unladen weight exceeding two tonnes and registered in other States or Territories of the Commonwealth (other than lorries registered solely for interstate trade) must not be operated on journeys wholly within New South Wales whilst carrying goods unless authorised by permit under the State Transport (Co-ordination) Act.

AUTHORISED INSPECTION STATIONS

The Motor Traffic Regulations were amended from 1st June, 1984 to provide for new procedures concerning the appointment of Authorised Inspection Stations.



LEGAL ACTIVITIES

Officers of the Legal Branch assisted in the enforcement of legislation by the prosecution of offenders, appearances before courts and administrative tribunals, including appeals against cancellation of drivers' licences and actions to recover monies owing. In matters before country courts, where attendance was considered to be too costly or time consuming, the Department was represented by the Police Prosecutor attached to the particular court.

Prosecution proceedings were initiated in Courts of Petty Sessions throughout the State with the majority of cases coming before courts at Redfern, Newcastle and Wollongong. Prosecutions were commenced either as a result of detection of breaches by officers of the Department or as a result of investigations carried out following complaints by members of the public.

Convictions for breaches of the Motor Traffic Act and Regulations totalled 1,465 and are compared below with the previous year's figures of 2,101.

	1984	1983
● Unlicensed driving	62	122
● Number plate offences	41	44
● Unregistered vehicle	285	446
● Hours of driving	11	82
● Log Book offences	529	759
● Fail to produce licences	35	34
● Fail to notify/apply transfer	298	127
● Registration label offences	119	170
● Exceed maximum dimensions	32	170
● Miscellaneous offences	53	147

Most of these cases were not defended.

The drop in the total number of convictions is attributed to the withdrawal of Department of Motor Transport Inspectors from Marulan and Berowra checking stations. The bulk of the reduction relates to offences normally detected at checking stations (unregistered vehicles, log books, registration label and maximum dimensions).

Convictions on prosecutions instituted under the Transport Act and the Transport (Public Vehicles) Regulations were 711, a decrease of 79 over the previous year's figure of 790. A comparison of the two years is shown below.

	1984	1983
● Unlicensed/fail to produce licence	82	67
● Fail to produce vehicle for inspection	66	71
● Fare offences	16	20
● Failure to carry out hiring punctually	27	77
● Stand in unauthorised place	116	137
● Meter offences	24	24
● Leave cab unattended	104	58
● Fail display or obscure "Vacant" sign	19	29
● Touting or attract notice by calling	31	120
● Fail accept hiring immediately	61	58
● Incivility or impropriety	40	37
● Miscellaneous offences	125	92

Most of these cases were dealt with by the defendant entering a plea of "guilty" or, in absence, under Section 75B of the Justices Act.



LEGAL ACTIVITIES

The reduction in the number of convictions in 1984 is a direct result of the lifting of the ban on multiple hirings and an easing in the ban on touting by taxi drivers, effective from January, 1983.

Convictions for breaches of the State Transport (Co-ordination) Act and Regulations totalled 203, an increase of 74 over the previous year and included 54 for operating an unlicensed vehicle and 61 for driving an unlicensed vehicle. There were 19 convictions recorded for breaches of the Motor Vehicles Taxation Management Act for failure to pay additional tax.

In the Petty Sessions jurisdiction, 4,760 appeals were heard against the suspension or cancellation of driver's licences by the Commissioner under the Motor Traffic Act or Transport Act of which 972 were allowed. 3,188 of the appeals were made against decisions to cancel or suspend first-year provisional motor vehicle drivers' licences and of these appeals 2,449 resulted in the courts dismissing the appeals with or without varying the periods of suspension.

In cases relating to the cancellation or suspension of licences on medical grounds, or because of failure to pass a driving test, or in the case of suspensions of authorities under the Authorised Inspection Station Scheme, Departmental witnesses from the appropriate Branches of the Department attended court to give evidence.

A number of matters were heard before the Transport Appeal Boards, the Worker's Compensation Commission and the Supreme Court. The Department was represented by a Legal Officer before the Transport Appeal Boards and Counsel was briefed to appear for the Department in the Supreme Court and Worker's Compensation Commission.



POLICY DEVELOPMENT AND APPLICATION

REVIEW OF POLICIES AND PRACTICES IN REGULATING THE TAXI AND HIRE CAR INDUSTRIES

This extensive review, which commenced in October, 1982, was completed in April, 1984, when recommendations were made to the Minister for Transport. The recommendations were the result of a careful and thorough analysis of the structure and functioning of these two industries that provide an exclusive-ride, door-to-door transport service in New South Wales. During the review regulatory policies and practices were critically examined together with the views of many within the industries and those they serve.

Several changes have been recommended which would allow the taxi industry relative freedom from restrictive, inflexible controls so that it can meet public needs as they arise while at the same time the public would be assured of basic comfort and safety and a reasonable fare structure. While it is proposed that existing controls be retained over the numbers of taxis, maximum fares charged and special licensing of taxi drivers, it has been recommended that area restrictions in the Sydney Metropolitan Transport District be lifted, that standby and supplementary taxis be licensed, and that shared-riding of taxis be facilitated to maximise taxi availability. These and other recommendations are aimed at increasing investment in the industry.

A totally new vehicle class has been recommended, amalgamating existing hire cars, mourning coaches, wedding cars and similar public passenger vehicles. These vehicles cannot be hailed from the street or at a rank, but must be booked by telephone, letter or at a booking office. The new class of vehicle would bear no signs or references to taxi services and would be uncontrolled as to the number of operators and the fares charged. Such a vehicle class would permit existing operators to continue to meet contractual and regular customer requirements while allowing entrepreneurs freedom to explore new markets so that more of the public's needs for small passenger vehicle transport might be met.

The recommendations are currently under review by the Minister.

INTRODUCTION OF NEW PAYROLL ARRANGEMENTS

A new payroll service was introduced in November, 1983. Provided by Transurety Ltd. under a period contract expiring at the end of June, 1985, the new service enabled restructuring of the Department's payroll function, simplification of many supporting clerical procedures, improved service to staff and, for the first time, comprehensive analyses for use in cost control and budgeting. As reported last year, this has also provided room for general growth in other computer processing without the need for additional equipment.

REVIEW OF DATA PROCESSING ARRANGEMENTS

Review of the Department's data processing arrangements continued throughout the year. Major initiatives included restructuring of the Data Processing Division of Management Services Branch into four operational areas, introduction of procedures to enable greater accountability for the use of computer facilities, and further issues of guidelines to managers on various procedural requirements and their management responsibilities. Additionally, several appraisals of computing initiatives were conducted resulting in more cost-effective solutions being found for their sponsors' perceived problems. Computing arrangements supporting the Heavy Vehicle Inspection Scheme and the Authorised Inspection Station Scheme were improved upon in this way, and for the time being the Recreational Vehicles Scheme is to be supported by manual systems only.

Towards the end of the report year, a project team of officers was established to undertake the analysis and re-development of the vehicle registration system. A long-term project, this initiative plans to compile a detailed statement on the current state and usage of the registration system and to selectively rationalise its use and operation with a view to ultimately improving the quality and utility of its records and the cost-effectiveness of the way it is maintained.



POLICY DEVELOPMENT AND APPLICATION

MANAGEMENT PERFORMANCE REVIEWS

During the year two reviews of specific aspects of the Department's management performance were completed. These reviews concentrate on critically analysing the quality of relevant managers' decisions and contributions to the Department's health and progress. They seek to expose weaknesses and prompt action which will turn those weaknesses into strengths.

Management performance reviews are circulated only amongst the Department's Executive.

LAUNCHING OF THE NUMERAL-ONLY PLATE SCHEME

On 22nd November, 1983 at the Great Plate Auction the Department released 111 numeral-only plates from the keenly-sought original series of plates used between 1910 and 1937. Total proceeds of the public auction at the Sydney Entertainment Centre were \$1,418,600. The highest price paid was \$50,500 for the right to display number '6'. The 5,000 people who attended the auction created a new Australian record for attendance at an auction.

On 19th June, 1984 at the Classic Plate Auction the Department released a further 111 plates for total proceeds of \$328,450. The highest price paid on this occasion was \$14,500 for the right to display number '900'.

Both auctions were successful commercial ventures. In total, 222 plates were released for revenue of \$1,747,050. The total cost of staging the two auctions was approximately \$400,000. Net proceeds were forwarded to The Treasury for use in the Government's job creation initiatives.

Trading in the rights to display these plates became legal for the first time on 22nd November, 1983. With the 1,032 plates previously on issue, the 222 new releases made 1,254 of these plates available for private trading between owners. The rights to display these plates are conservatively estimated to be worth a total of \$8.5 million, or an average of almost \$7,000 each. During the remainder of the year, the rights to 21 plates changed hands and the new owners paid a total of \$6,300 in transfer fees.

CONTINUING REVIEW OF OFFENCE AND CONVICTION REPORTING ARRANGEMENTS

Negotiations with the Police Department to obtain the details of paid traffic infringement offences on magnetic tape culminated in reaching agreement on suitable arrangements in February, 1984. The Police Department has accepted responsibility for the quality of its data and undertaken to remedy all tape records which cannot be used to update the Department's licence records. In return the Department has undertaken to provide the Police Department with improved batch access to the address and licence status of offenders. Savings in excess of \$350,000 p.a. are expected to flow from these changes.

Implementation was progressing at year end and it was expected that magnetic tape transfers would begin during the second half of 1984. These arrangements will also include the receipt of enforcement orders issued when the self-enforcing system for unpaid traffic infringements comes into effect in the second half of 1984.

Early in the year under review the Auditor-General brought to attention some 40 instances where it was believed that the Department's offence and conviction records were deficient. Following a thorough investigation, all but two of the Auditor-General's queries were satisfactorily resolved. The remaining two, however, raised some fundamental questions about the adequacy of existing procedures surrounding the Demerit Points Scheme and as a consequence the Auditor-General provided an officer on loan for six weeks to assist in a detailed review of the Scheme's administration. The results of this review plus related matters raised by the STAYSAFE Committee led, towards the end of the report year, to efforts being directed at determining the nature of a re-vamped Scheme which would be simpler to administer, more equitable in its treatment of persistent offenders, more rigorous in its control over the recording and use of offences and convictions, and, hopefully, more effective in road safety terms.



POLICY DEVELOPMENT AND APPLICATION

SUBMISSION TO STAYSAFE ON DRIVER LICENSING

The third and final Part of the Department's submission to the STAYSAFE Committee's enquiry into driver licensing was completed in November, 1983. The Department had appeared before the Committee on 4th August, 1983 to discuss the contents of its previously provided Overview and first two Parts of its submission.

In May, 1984 the STAYSAFE Committee tabled its second report titled "Car Driver Licensing and Road Safety".

At the end of the report year the Department was preparing advice for the Minister and the Ministerial Road Safety Committee on STAYSAFE's recommendations.

SUBMISSION TO STAYSAFE ON MOTORCYCLING

At the STAYSAFE Committee's request, the Department submitted a detailed report on the state of motorcycling in the third and final Part of its submission on driver licensing. This report brought together most of the available statistics and research findings on motorcycle safety and presented a daunting picture for the Committee to grasp.

The review of motorcycling concluded that short of banning this type of vehicle altogether, there was no prospect of achieving a worthwhile impact on road safety by measures directed at motorcycling. Contrary to the way this advice was interpreted by the media, the Department did not advocate the banning of motorcycles. The Department discussed its position with the Committee on 26th June, 1984.

At year end a further report from the STAYSAFE Committee, dealing solely with motorcycle safety, was being awaited.

REVIEW OF HELMET EXEMPTIONS

In response to a request from the STAYSAFE Committee, the situation regarding exemptions from the wearing of helmets by motorcycle riders and pillion passengers was reviewed. Towards the end of the report year, there was some public controversy about the continuance of such exemptions.

At 30th June, 1984 there were 2,272 exemptions in force. 1,895 (83%) of the exemptions had been issued for an indefinite period. 2,060 (91%) were held by persons licensed in this State to ride motorcycles, the remainder being either holders of learner's permits or pillion passengers. Three quarters of all licensed exemption holders were over 25 years of age.

Examination of the fatality reports for the 77 motorcycle riders and pillion passengers killed during the first six months of 1984 revealed that only one of the 11 persons killed while not wearing a helmet had a current exemption.

All exemptions were supposedly certified by medical practitioners, though the Department has no ready way of verifying this. Of the reasons specified for an exemption, headaches (including migraine and tension headaches) predominated with 60% of all current exemptions, followed by neck problems (arthritis, injury, pain, whiplash, etc) at 11%. Approximately 1,200 medical practitioners (about 10% of all doctors currently practising in New South Wales) were identified as having issued certificates on the basis of which exemptions were issued. While 70% of these practitioners had issued only one certificate, 15 had issued 10 or more, two had issued 30 or more, and one medical practitioner had issued 37 certificates.

The results of this review were provided to the STAYSAFE Committee along with the Department's firm view, shared with expert members of the medical profession, that there are no justifiable reasons for exempting any motorcyclists from the requirement to wear a helmet while riding or travelling as a pillion passenger.



POLICY DEVELOPMENT AND APPLICATION

INTRODUCTION OF A MOTORCYCLE RIDER TRAINING SCHEME

As a first step towards the evaluation of the cost-effectiveness of off-road training programmes for novice motorcycle riders, a pilot course commenced in the grounds of the Granville College of Technical and Further Education on 25th February, 1984.

The training course consists of 3 x 3 hour sessions held on weekends and the full nine hour course is completed in two weekends (Saturday - Sunday - Saturday). The pilot course is aimed at training motorcyclists in basic riding skills before they obtain their learner's permit. However, the course is open also to any person who is the holder of a current learner's permit and who wishes to take advantage of the opportunity of being taught the fundamentals of riding by trained instructors. Participants must be at least 16 years and 9 months of age and classes comprise no more than six persons.

The pilot scheme will be monitored by the Traffic Accident Research Unit which will also seek to evaluate the cost/effectiveness of the Victorian and Tasmanian schemes upon which the pilot programme has been based. At 30th June, 1984, 114 persons had participated in the 22 courses completed.



DRIVERS' LICENCES

All motor vehicle drivers, except a few exempt classes of drivers, are required to be licensed under the Motor Traffic Act. The licence system provides for the issue of learners' permits, provisional licences, licences to drive taxi-cabs in the Metropolitan, Newcastle and Wollongong Transport Districts, motorcycle riders' licences and five other classes of licences graded by the type, size and/or use of the vehicle to be driven.

Departmental Driver Examiners conducted 178,580 driving and riding tests with a pass rate of approximately 61%. Police also conducted driving and riding tests on behalf of the Department at a number of country locations.

Listed below, in various classes, are the vehicle drivers' and motorcycle riders' licences in issue at 30th June, 1984. They represent an increase of 2.5% over the previous year.

	1984	1983
Class 1	2,542,756	2,478,189
Class 2	6,738	6,493
Class 3	325,692	323,557
Class 4	46,158	43,122
Class 5	123,700	121,084
Taxi-cab driver (Transport Districts)	19,799	20,166
Motorcycle rider	292,830	282,388
TOTAL	3,357,673	3,274,999

Enforcement of the Motor Traffic Act, which lays down the rules of the road for drivers generally, is primarily the responsibility of the Police.

The Department of Motor Transport maintains a record 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.

There was a total of 395,730 driving offences (not including parking offences) recorded against drivers for 1983/84 representing a decrease of 13.5% over the previous year. Liability for the offence in 316,907 cases was satisfied by payment of the penalty nominated under the infringement notice scheme. Of the balance, 78,823 offences resulted in conviction by the courts with 2,175 persons being discharged pursuant to Section 556A of the Crimes Act. Suspensions or disqualifications were ordered in 5,106 cases. Conviction for offences involving automatic disqualification from driving numbered 25,235, a reduction of 1,721 over the previous year.

An additional 1,673 offences that result in automatic disqualification from driving were discharged under Section 556A of the Crimes Act without conviction. Of the 25,235 cases in which convictions were recorded only 2,038 were subject to the statutory period of disqualification and in the remaining 23,197 instances, the courts imposed other, and usually shorter, periods of disqualification.

Of the 19,739 cases brought before the courts involving offences of having the prescribed concentration of alcohol, 1,450 were discharged without conviction under Section 556A of the Crimes Act.

Similarly, of the 605 drivers brought before the courts on charges of driving under the influence of alcohol, 40 were discharged without conviction under Section 556A of the Crimes Act.

The Commissioner for Motor Transport has authority under the Motor Traffic Regulations to refuse, cancel or suspend a driver's or rider's licence in the light of the motorist's driving record and any person so



DRIVERS' LICENCES

deprived may appeal to a Court of Petty Sessions. This authority applies both to the Provisional Licence Scheme and the Demerit Points System.

The holder of a provisional licence may have such licence cancelled if a breach of the conditions of the licence (i.e. exceeds 80 kilometres per hour or fails to display "P" plates, etc.) is committed. A further provisional licence is issued after a specified period (usually three months) provided the applicant makes a fresh application, passes further driving, knowledge and eyesight tests and pays a further licence fee.

A Demerit Points System, whereby traffic offenders are penalised a fixed number of points in respect of a variety of specified traffic offences recorded against them, operates independently of the Provisional Licence Scheme. Unless the court orders otherwise, points are not allotted for offences dealt with by the court which result in the offender being disqualified or the licence being suspended. Points allocated for individual offences range from two to four according to the seriousness of the offence and an accumulation of twelve or more points within any period of two years may lead to the cancellation of the driver's or rider's licence. Upon cancellation, a licensee may elect to be issued immediately with a provisional licence or to remain unlicensed for three months after which a full licence may again be obtained. Those who elect to be issued with a provisional licence may continue to drive and are not subject to the requirements placed on "first year" drivers regarding the display of "P" plates or observance of an 80 kilometres per hour speed limit, but face withdrawal of the provisional licence if any one of the offences listed on the licence is committed during its currency of twelve months. Cancellation of a provisional licence in such a case results in the holder being ineligible to obtain another licence for at least three months.

Overall, for the year 1983/84, action was taken to suspend or cancel 22,472 licences. Included in this figure were 9,366 first year provisional licences, 1,516 subsequent first year provisional licences and 251 other provisional licences cancelled in terms of the Provisional Licence Scheme. There were also 1,752 special provisional licences (i.e. provisional licence issued after cancellation of unconditional licence) cancelled.

The figure of 22,472 suspensions or cancellations for the year 1983/84 compared with 21,786 for the year 1982/83.

Under the Demerit Points System, 188 licences were suspended and 8,394 cancelled in the 1983/84 year compared to 192 and 7,860 respectively, in the 1982/83 year.

Causes for other cancellations and suspensions in the review year included the conduct and habits of licensees 26, medical impairments 712 and other grounds 267. In the previous year, the comparative figures were 21; 767; and 269.

This year 1,098 applications for licences were refused compared with 1,041 in the previous year.

There were 4,882 appeals to Courts of Petty Sessions in respect of the abovementioned cancellations, suspensions and refusals which resulted in 1,085 being allowed and 3,797 being dismissed. Appeals were withdrawn in 220 cases and in 5 cases it was held that the courts had no jurisdiction.

The following tables of cancellations, suspensions and refusals of driving licences contain more detailed statistics.

TABLE 1

TYPE OF OFFENCE	TABLE OF DISQUALIFICATION AND SUSPENSION OF DRIVING LICENCES																
	DECISION OF COURT		DISQUALIFICATIONS IMPOSED											APPEALS			
	Convicted	*Dis charged Section 556A	AUTOMATIC				+ Automatic Disqualification Varied By Court To							DISMISSED (CONVICTION CONFIRMED)	ALLOWED (CONVICTION QUASHED)	DISMISSED	
			Six Months	One Year	Three Years	Five Years	Less Than 3 Months	3 Months Less Than 6 Months	6 Months Less Than 1 Year	1 Year Less Than 3 Years	3 Years Less Than 5 Years	5 Years Or More	TOTAL			UNCONDI- TIONALLY	CONDI- TIONALLY
Drive whilst Under Influence	565	40	—	8	13	4	2	33	121	227	119	38	565	32	32	1	—
Drive with High Range ** Concentration of Alcohol	6130	327	—	—	178	94	3	16	1633	2301	1352	553	6130	523	6	8	14
Drive with Middle Range ** Concentration of Alcohol	8381	744	—	315	90	—	13	3120	1903	2282	562	96	8381	393	3	15	8
Drive with Low Range ** Concentration of Alcohol	3235	358	93	29	—	—	1605	679	667	148	9	5	3235	74	12	4	1
Drive with Prescribed Concentration of Alcohol — 0.05 but less than 0.08 #	130	7	7	9	—	—	11	38	30	28	5	2	130	10	18	1	2
Drive with Prescribed Concentration of Alcohol — 0.08 or greater #	413	14	—	39	13	7	2	54	73	145	58	22	413	42	163	5	2
Refuse Breath Analysis Test	398	25	—	3	18	7	5	13	71	122	82	77	398	55	35	3	2
Drive in Manner or at Speed Dangerous	2727	80	—	23	136	23	10	84	761	1099	474	117	2727	400	29	11	10
Not Stop after Injury Accident, Sect. 8(1)	66	2	—	—	4	4	3	4	17	18	8	8	66	6	4	—	—
Drive whilst Disqualified (*)	2991	57	904	—	—	—	9	15	637	768	375	283	2991	310	9	3	2
Culpable Driving	114	1	—	5	8	—	1	3	19	41	29	8	114	—	—	—	—
By Negligent Act Cause Grievous Bodily Harm	81	17	—	—	2	2	1	1	16	27	24	8	81	4	—	—	—
Breach of Recognition	4	1	—	—	—	—	—	2	—	1	1	—	4	2	—	—	—
TOTAL	25235	1673	1004	431	462	141	1665	4062	5948	7207	3098	1217	25235	1851	311	51	41

EXPLANATION

* Discharged pursuant to Section 556A of the Crimes Act, 1900.

(*) Further periods of disqualification imposed pursuant to section 7A(3) of the Motor Traffic Act for the offence under Section 7A(2) of driving whilst (already) disqualified.

+ In these cases the Courts exercise their discretion to disqualify drivers for periods other than the specific terms which under the Motor Traffic Act, operate automatically in the absence of an order by Court.

** Effective from 17th December, 1982.

Offences which occurred prior to 17th December, 1982 and which were dealt with during the report year.

Table 2 - Serious offences not entailing automatic disqualification and details of convictions and disqualifications imposed by the Courts in such cases.

Nature of Offence	Traffic Infringement Penalty Paid	Decision of Court		
		Convicted	Discharged Section 556A*	Suspension or Disqualification Ordered
Exceed speed limit	194419	32582	491	779
Negligent driving	24030	6164	400	465
Not stop after accident (Section 8 (3) or 8 (4))	—	665	55	993
Other offences (Cross unbroken centre line, etc.)	98458	39412	1229	2869
TOTAL	316907	78823	2175	5106

Appeals to higher Courts against suspension or disqualifications were heard in 639 cases of which 238 were allowed and 401 dismissed.

* Discharged pursuant to Section 556A of the Crimes Act, 1900.

Table 3 - Action by Commissioner for Motor Transport to suspend or cancel licences or refuse applications therefore, and appeals against such decisions.

Grounds	Licence Suspended or Cancelled	Application Refused
Traffic Offences		
Provisional Licences	12885	—
Points System	8582	—
Conduct and Habits	26	124
Medical Impairments	712	446
Other Grounds	267	528
TOTAL	22472	1098

There were 4882 appeals to Courts of Petty Sessions in respect of the abovementioned suspensions, cancellations and refusals. 1085 were allowed and 3797 dismissed. 220 appeals were withdrawn and in 5 cases it was held that the court had no jurisdiction.

Table 4 - Action by Commissioner for Motor Transport to suspend or cancel licences in respect of traffic offences.

Points System	
Licences suspended	188
Licences cancelled	8394
Provisional Licence Scheme	
First year provisional licences cancelled	9366
Subsequent first year provisional licences cancelled	1516
Other than first year provisional licences cancelled	251
10P1 Cancellations	1752
TOTAL	21467

Further details are shown in Table 1

A total of 21786 licences were suspended or cancelled last year.



DRIVERS' LICENCES

REFUSAL OF APPLICATIONS FOR NEW SOUTH WALES LICENCES WHERE APPLICANTS ARE DISQUALIFIED ELSEWHERE

In July, 1983 procedures were amended to provide for refusal by the Commissioner of applications for New South Wales licences where the applicants are currently disqualified elsewhere. This action was taken to overcome situations whereby persons attempt to circumvent disqualification in other States by applying for New South Wales licences.

EXTENSION OF DEMERIT POINTS SYSTEM TO ENCOMPASS VISITING DRIVERS

For some time there has been considerable concern that some drivers who hold licences issued in other States and Territories have been breaching repeatedly the Motor Traffic Regulations in New South Wales and avoiding the usual consequences of such breaches because they did not come within the ambit of the State's demerit points system.

It is obviously unjust that drivers who are licensed in New South Wales and are subject to sanctions upon accumulating twelve demerit points within a two year period, must compete in a commercial environment with drivers licensed in other States who have escaped the consequences of traffic infringements. Many of these drivers have demonstrated a blatant disregard of the Motor Traffic Regulations with repeated breaches, generally for exceeding the speed limit.

Procedures have now been introduced which provide for the recording of traffic offences committed in New South Wales by all persons who are licensed elsewhere and for subsequent review of those persons' records as drivers of motor vehicles. Such persons may have their rights as visiting drivers under Regulation 31 (3) suspended where their driving record is unsatisfactory.

NEW SYSTEM OF LICENCE CLASSES

In July, 1983 the Australian Transport Advisory Council (ATAC) endorsed new licence classifications for adoption uniformly by all jurisdictions throughout Australia. The proposed new licence classifications provide, amongst other things, for a basic licence classification which will permit the driving of any motor vehicle (except a public passenger vehicle and motorcycle) equipped to seat not more than twelve adults including the driver and not exceeding 4.5 tonnes manufacturers' gross vehicle mass, rather than the current New South Wales criterion of two tonnes tare mass.

The proposed new classifications were the outcome of several years work by the Advisory Committee on Road User Performance and Traffic Codes which consulted with a wide range of transport industry organisations during the course of the development of the proposals. One of the major motivations in the preparation of the new classifications was the desirability of achieving a high degree of uniformity in licensing practices between States.

Whilst the new classifications involve the adoption of a new basic licence criterion in this State, the practical effect will not be great as the existing and proposed criteria encompass essentially the same groups of vehicles.

At the end of the report year, work was proceeding towards implementation of the new classifications.

HANDICAPPED DRIVER ASSESSMENT

The Handicapped Driver Assessment Centre, situated at the Department's Head Office at Rosebery, is available to make objective assessments of the physical capacity of those persons who have suffered strokes, spinal injuries with paralysis or amputations or deformities of the limbs. During the report year assessment was carried out on 87 such persons. Most of the users of this Centre are referred from medical rehabilitation units.

FINANCE

Source and Application of Funds

Statement of Receipts and Payments

Public Vehicle Fund

Payments from Public Vehicle Fund

Notes to and Forming Part of Accounts

Comparison of Results to Estimates


DEPARTMENT OF MOTOR TRANSPORT

SOURCE AND APPLICATION OF FUNDS FOR YEAR ENDED 30TH JUNE, 1984

1983		FUNDS WERE PROVIDED BY —	1984	
\$	\$		\$	\$
264,903,389		Motor Vehicle Taxation (Net) On —		
2,249,604	267,152,993	(a) Motor Vehicles, other than public motor vehicles in the Metropolitan, Wollongong and Newcastle Transport Districts (Special Deposits Account No. 1170).	309,325,531	
		(b) Public Motor Vehicles in the Metropolitan, Wollongong and Newcastle Transport Districts (Special Deposits Account No. 1330 - Public Vehicles Fund).	2,533,518	311,859,049
	386,892,915	Insurance Premiums (Net) for Government Insurance Office of N.S.W. under Motor Vehicles (Third Party Insurance) Act.		421,140,583
	70,066,918	Ad-valorem Stamp Duty (Net) on motor vehicle registrations under Stamp Duties Act (Special Deposits Account No. 211).		84,387,828
		Collections in respect of the Road Transport and Traffic Fund:—		
104,110,776		(a) Fees for motor vehicle registrations, driver and rider licences and miscellaneous collections under the Motor Traffic Act, 1909 and the Transport Act, 1930 (Net).	115,388,243	
1,921,509		(b) Licence and permit charges under the State Transport (Co-ordination) Act.	2,028,482	
3,373,845		(c) Fees and charges under the Motor Vehicles Taxation Management Act, Air Transport Act, Transfers of Public Vehicles (Taxation) Act, Tow-Truck Act, Motor Vehicle Driving Instructors Act, and other miscellaneous collections.	4,013,572	
1,197,291		(d) Contributions by Councils for parking meter supervision.	74,288	
1,393,417		(e) Sale of personalised number plates.	1,574,738	
766,025		(f) Contribution towards cost of collection of Ad-valorem Stamp Duty.	854,490	
—	112,762,863	(g) Auction of numeral only registration plates.	1,410,600	125,344,413
	4,381,152	Three year driver and rider licences (Road Transport and Traffic Advance Payments Account).		—
	71,010	Service Licence Fees for all motor omnibus services in the Metropolitan, Wollongong and Newcastle Transport Districts (Public Vehicles Fund).		77,808

	841,327,851	TOTAL RECEIPTS		942,809,681
5,535,257		Undistributed Balances from previous years	6,138,706	
386,199		Road Transport and Traffic Advance Payment Account	473,840	
5,864,724	11,786,180	Public Vehicles Fund	5,926,269	12,538,815
	853,114,031	Third Party Insurance Collections Suspense Account.		955,348,496
		FUNDS WERE APPLIED TO –		
46,079,297		Costs of Administration – Department of Motor Transport	48,367,943	
2,410,112		Salaries and Wages	2,669,951	
15,604,815	64,094,224	Purchase of Assets	16,820,211	67,858,105
		Other Goods and Services		
	13,675,000	Payments to Traffic Facilities Fund (Note 11(ii))		17,901,525
	750,000	Payments towards cost of Ambulance Services (Note 11 (i))		750,000
	44,496,208	Payments towards cost of Police Traffic Services (Note 11 (iii))		51,986,000
264,903,389		Payments to Road Authorities –	309,325,531	
1,642,973	266,546,362	Department of Main Roads	1,902,189	311,227,720
		Councils, Shires and other Authorities (Omnibus Routes)		
386,831,369		Collections received for and transmitted to :–	425,890,476	
5,884,865	380,946,504	Government Insurance Office	6,357,511	419,532,965
		Less Commission		84,387,828
	70,066,918	Stamp Duties Office		953,644,143
	840,575,216	TOTAL PAYMENTS		
6,138,706		Undistributed Balances for current year –		
473,840		Road Transport and Traffic Advance Payments Account		–
5,926,269	12,538,815	Public Vehicles Fund		527,977
		Third Party Insurance Collections Suspense Account		1,176,376
	853,114,031			955,348,496

The accompanying notes form part of these Accounts.


P.A. BALDING,
CHIEF ACCOUNTANT.

DEPARTMENT OF MOTOR TRANSPORT

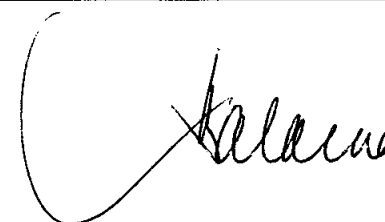
ROAD TRANSPORT AND TRAFFIC FUND (SPECIAL DEPOSITS ACCOUNT NO. 2595)

STATEMENT OF RECEIPTS AND PAYMENTS FOR THE YEAR ENDED 30TH JUNE, 1984

1983	RECEIPTS	1984	1983	PAYMENTS	1984
\$		\$	\$		\$
	STATUTORY FEES AND CHARGES			ADMINISTRATIVE COSTS	
107,197,421	Motor Traffic Act, 1909	120,852,903	46,079,297	Salaries, Wages and Allowances	48,367,943
823,310	Transport Act, 1930	839,168	2,669,159	Payroll Tax	2,902,083
287,646	Motor Vehicle Taxation Management Act, 1949.	288,396	37,370	Travelling Concessions to Employees	43,764
1,921,509	State Transport (Co-ordination) Act, 1931	2,028,482	1,080,624	Travelling Expenses	1,035,562
7,355	Air Transport Act, 1964.	4,095	86,194	Worker's Compensation Settlements	70,000
34,716	Motor Vehicle Driving Instructors Act, 1961.	34,918	1,006,130	Superannuation Fund Subsidies	1,382,685
745,136	Transfers of Public Vehicles (Taxation) Act, 1969.	991,711	65,000	Audit Fees (Note 12)	75,000
86,358	Tow Truck Act, 1967.	92,182	2,303,740	Postage	2,291,188
			515,348	Telephone, Telex Charges	601,987
111,103,451		125,131,855	1,531,867	Printing, Stationery, Office Stores	1,533,001
			20,917	Advertising and Promotions	288,617
132,252	Less Refunds	165,122	342,391	Data Processing Rentals	152,611
			134,397	Office Rent	322,510
110,971,199		124,966,733	599,420	Heat Light and Power	617,247
	CONTRIBUTIONS BY OTHER STATUTORY AUTHORITIES		136,030	Interest, Exchange and Sinking Fund Allocations.	243,189
	Commission on Insurance Premiums		372,302	Cash Security Services	451,090
5,884,865	Collected – Government Insurance Office	6,357,511	517,291	Maintenance of Motor Vehicles	553,117
	Contribution towards cost of Ad-Valorem		723,522	Maintenance of Office Equipment	744,674
766,025	Stamp Duty – Stamp Duties Office	854,490	1,430,429	Maintenance of Building and Equipment	1,381,601
	Councils contribution towards cost of		169,247	Motor Vehicle Registration Labels	175,581
1,197,291	Parking Meter Supervision	74,288	1,131,923	Motor Vehicle Number Plates	1,174,650

			716,513	General Expenses	765,054
7,848,181		7,286,289	61,669,111		65,173,154
	OTHER INCOME			PURCHASE OF ASSETS	
291,252	Lease of custom-made number plates	508,538	—	Land	270,984
1,393,417	Sale of personalised number plates	1,574,738	1,368,778	Buildings	1,907,285
—	Auction of numeral only registration plates	1,410,600	202,545	Motor Vehicles	129,670
52,077	Authorised Inspection Stations	54,034	132,648	Office Furniture and Fittings	149,117
74,050	Heavy Vehicle Inspection Fees	173,606	706,141	Machines and Equipment	212,895
778,149	Search Fees	864,121	2,410,112		2,669,951
53,603	Unclaimed Moneys	47,859	13,100,000	STATUTORY PAYMENTS	
179,000	Sale of Real Estate	40,000	750,000	Payments to Traffic Facilities Fund	17,261,525
784,503	Miscellaneous	914,112	44,496,208	Payments towards cost of Ambulance Services	750,000
				Amount recouped to Consolidated Fund for Police Services in respect of supervision of traffic	51,986,000
3,606,051		5,587,608	58,346,208		69,997,525
122,425,431	TOTAL RECEIPTS	137,840,630	122,425,431	TOTAL PAYMENTS	137,840,630
	Trust Moneys			Trust Moneys	
296,564	Security Deposits brought forward	318,265	122,839	Security Deposits Refunded	145,582
144,540	Security Deposits lodged during year	182,484	318,265	Security Deposits Carried forward	355,167
122,866,535		138,341,379	122,866,535		138,341,379

The accompanying notes form part of these Accounts.



P.A. BALDING,
CHIEF ACCOUNTANT.

DEPARTMENT OF MOTOR TRANSPORT

PUBLIC VEHICLES FUND (SPECIAL DEPOSITS ACCOUNT NO. 1330)

STATEMENT OF RECEIPTS AND PAYMENTS FOR THE YEAR ENDED 30TH JUNE, 1984

1983	RECEIPTS	1984	1983	PAYMENTS	1984
\$		\$	\$		\$
386,199	Balance brought forward	473,840		Distribution to Municipalities, Shires and other Authorities of Omnibus Tax –	
1,407,272	Omnibus Tax :–	1,632,525	1,366,525	Metropolitan	1,573,032
168,771	Metropolitan	176,825	161,836	Newcastle	170,773
79,545	Newcastle	79,589	74,159	Wollongong	78,225
	Wollongong				
594,015	Other Public Vehicle Tax in Metropolitan, Newcastle and Wollongong Transport Districts	644,579	575,000	Payment to Traffic Facilities Fund	640,000
			15,000	Payment of supervision of taxi-cab ranks	15,000
	Service Licence Fees:–			Distribution of Service Licence Fees:–	
64,679	Metropolitan	66,038	36,203	Metropolitan	70,167
5,471	Newcastle	6,209	3,350	Newcastle	6,124
861	Wollongong	5,561	900	Wollongong	3,868
2,320,614	TOTAL RECEIPTS	2,611,326	2,232,973	TOTAL PAYMENTS	2,557,189
				Balances carried forward:–	
			356,112	Omnibus Tax:–	
			33,092	Metropolitan	415,606
			20,430	Newcastle	39,143
				Wollongong	21,794
			18,759	Other Public Vehicle Tax	8,339
			42,116	Service Licence Fees:–	
			3,220	Metropolitan	37,987
			111	Newcastle	3,305
				Wollongong	1,803
2,706,813		3,085,166	2,706,813		3,085,166

The accompanying notes form part of these Accounts.


P.A. BALDING,
CHIEF ACCOUNTANT.

DEPARTMENT OF MOTOR TRANSPORT
PAYMENTS FROM PUBLIC VEHICLES FUND (SPECIAL DEPOSITS ACCOUNT NO. 1330)
FOR THE YEAR ENDED 30TH JUNE, 1984

- to Councils and other Authorities required to maintain roads used by bus services
- in reduction of the capital debt of the Urban Transit Authority (Bus Division) services

1983	METROPOLITAN TRANSPORT DISTRICT -	1984
\$	COUNCILS -	\$
28,133	Ashfield	32,674
21,480	Auburn	24,947
80,977	Bankstown	94,047
11,264	Baulkham Hills	13,082
67,550	Blacktown	78,453
7,548	Botany	8,766
24,504	Burwood	28,459
3,265	* Camden	3,792
17,642	Campbelltown	20,489
64,971	Canterbury	75,457
17,643	Concord	20,491
15,828	Drummoyne	18,382
47,955	Fairfield	55,695
33,775	Holroyd	39,227
25,012	Hornsby	29,049
4,357	Hunters Hill	5,061
27,046	Hurstville	31,411
19,140	Kogarah	22,229
23,694	Ku-ring-gai	27,518
9,474	Lane Cove	11,003
40,489	Leichhardt	47,024
42,791	Liverpool	49,697
13,929	Manly	16,178
34,524	Marrickville	40,097
11,389	Mosman	13,227
26,837	North Sydney	31,168
44,975	Parramatta	52,235
18,609	Penrith	21,613
82,320	Randwick	95,607
40,471	Rockdale	47,004
30,273	Ryde	35,160
16,512	Strathfield	19,177
32,206	Sutherland	37,405
256,959	Sydney	298,434
31,169	Warringah	36,200
30,863	Waverley	35,845
42,107	Willoughby	48,903
2,581	Windsor	2,997
876	* Wollondilly	1,018
31,270	Woollahra	36,318
	AUTHORITIES -	
911	Health Commission (Lidcombe Hospital)	1,058
1,307	Necropolis Trustees (Rookwood)	1,518
1,384,626		1,608,115
18,102	Capital Debt Reduction	35,084
1,402,728	TOTAL - METROPOLITAN	1,643,199
	NEWCASTLE AND DISTRICT TRANSPORT DISTRICT -	
	COUNCILS -	
110,801	Newcastle	117,796
33,291	Lake Macquarie	35,393
16,972	* Port Stephens	18,044
1,004	* Great Lakes	1,067
1,410	* Maitland	1,499
33	* Wyong	36
163,511		173,835
1,675	Capital Debt Reduction	3,062
165,186	TOTAL - NEWCASTLE	176,897
	WOLLONGONG TRANSPORT DISTRICT - (Note 3)	
	COUNCILS -	
66,384	Wollongong	72,607
7,794	* Shellharbour	8,524
129	* Campbelltown	141
752	* Kiama	822
75,059	TOTAL - WOLLONGONG	82,094
1,642,973	COMBINED GRAND TOTAL	1,902,190

- NOTES:**
1. The amount each Council or Authority receives reflects the number and weight of the buses and the amount of time-tabled running.
 2. The amount applied as "Capital Debt Reductions" is half of the service licence fees for the services in the respective Transport Districts.
 3. No provision has been made for capital debt reduction as the Urban Transit Authority bus services do not operate in the Wollongong Transport District.
 4. Councils Denoted (*) although not within the Transport Districts under which they are listed, share in the payment because buses registered in those districts operate on their roads.

**NOTES TO AND FORMING PART OF THE ACCOUNTS
OF THE DEPARTMENT OF MOTOR TRANSPORT
FOR THE YEAR ENDED 30th JUNE, 1984**

The Financial statements have been reported in amounts rounded to the nearest dollar. Comparative figures for the previous financial year are shown on each statement.

1. STATEMENT OF AMENDMENTS TO STATUTES AFFECTING THE ACCOUNTS

- (i) On 29th December, 1983, Section 202 (1) of the Transport Act was amended to include the Road Transport and Traffic Fund as a Special Deposits Account within the Treasury.
- (ii) On 6th January, 1984, the Road Transport and Traffic Fund Advance Payments Account relating to Motor Vehicle Driver's Licence fees was closed and \$9,718,900 was transferred to the Road Transport and Traffic Fund.

2. (a) STATEMENT OF PRINCIPAL ACCOUNTING POLICIES

The statements have been prepared having regard to accounting standards jointly promulgated by the Australian Society of Accountants and the Institute of Chartered Accountants in Australia.

The Department has adopted, where practicable, the guidelines issued by the Working Party on Public Sector Accounting and Reporting Standards.

(b) ACCOUNTING BASIS

- (i) The financial statements have been prepared on a cash receipts and payments basis and do not include amounts owed to or by the Department of Motor Transport.
- (ii) The Department is required to keep proper accounts and records of its transactions and affairs in accordance with present Government accounting conventions.
- (iii) The statements have been prepared on the basis of historical cost and do not purport to disclose current values.
- (iv) No Provisions or Reserves have been created.

3. EMPLOYEE BENEFITS

(i) Superannuation

The Department's liability to employee superannuation is primarily met by way of payments to the respective funds, on the retirement of employees.

No provision has been made in the accounts for any deferred liability in respect of the employers contribution.

In addition, an annual commitment exists in respect of each superannuation fund covering Departmental employees. The commitment as at 30th June, 1984 is estimated as:—

A.	New South Wales Retirement Board, in respect of the N.S.W. Retirement Fund and the Transport Retirement Fund.	\$110,000
B.	Railway Services Superannuation Fund.	\$ 68,000
C.	State Superannuation Fund	\$ 67,000
		<hr/>
		\$245,000
		<hr/>

A contingent liability exists in respect of employees' accrued superannuation entitlements, namely —

- (a) Gratuities under Section 132A of the Transport Act, 1930, estimated as \$8,350,115.
- (b) Employer's subsidies to the N.S.W. Retirement Fund and the Transport Retirement Fund, in respect of lump sum payments on retirements, estimated as \$30,004,000.

(ii) **Long Service Leave**

The Department does not maintain any provision in its accounts to meet its liability to staff for long service leave. The cost of long service leave is met as it emerges.

As at 30th June, 1984 the estimated liability in respect of long service leave entitlements stood at \$15,878,642.

(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.

No liability for untaken recreation leave is included in the Department's accounts.

As at 30th June, 1984 the estimated liability in respect of recreation leave entitlements stood at \$5,056,542.

(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.

4. **STORES AND MATERIALS**

Stores and Materials are generally valued at the latest acquisition cost.

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

Stores

— General Stores	\$214,243
— Printing and Stationery	\$197,899
— Registration Number Plates and Labels	\$127,425

Materials

— Electrical	\$ 48,476
— Building	\$ 30,872
	<u>\$618,915</u>

5. FIXED ASSETS

Provision is made in the Department's estimates each year for the purchase of assets. Fully documented records of assets are being maintained, but depreciation has not been provided for in the Accounts.

Valuations of the Department's Land and Buildings were carried out by the Valuer-General's Department in 1983.

In keeping with Departmental policy, current valuations are obtained as new properties are acquired.

	At Cost	Current Assessed Value
Land and Buildings		
— Head Office Building Complex	\$ 4,741,411	\$ 6,500,000
— Other Departmental Properties	\$17,821,512	\$20,123,316
Motor Vehicles	\$ 1,775,178	\$ 1,636,900

6. LOAN BORROWINGS

The Department did not draw down its approved loan borrowing for the year ended 30th June, 1984. However, on the direction of the Treasurer, the loan borrowing was held within Treasury and will be made available to the Department in the financial year ended 30th June, 1985.

As a result of the Treasurer's direction, costs associated with the loan were paid during the year ended 30th June, 1984 and a sinking fund was established to provide for the eventual redemption of the loan. In this regard an amount of \$47,900 has been invested with the Treasury Corporation.

Details are as follows:—

Date of Investment	Amount	Maturity	Interest Rate
28/6/1984	\$47,900	1/8/1987	12.9%

7. **CASH ON HAND AND AT BANK**

All cash collected by the Department is remitted to the N.S.W. Treasury. Balances as at 30th June, 1984 were —

Cash at Bank	\$17,188,574
Advances and Floats	\$ 147,527
Cash in Transit	\$ 5,474,665
	<hr/>
	\$22,810,766
	<hr/>

8. **SUNDRY DEBTORS**

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

Bad debts written off during the year totalled \$103,040.

A dissection of outstanding debts as at 30th June, 1984 is as follows —

(i)	Short payments made in respect to the registration of motor vehicles	\$ 58,088
(ii)	Dishonoured Cheques relating to the payment of licences and motor vehicle registrations	\$125,325
(iii)	Other Sundry Accounts	\$ 27,279
		<hr/>
		\$210,692
		<hr/>

9. **ADVANCE BY N.S.W. TREASURY**

An amount of \$1,125,613 is outstanding on a New South Wales Treasury advance of \$1,394,916 utilised for the purchase of the Department's head office complex.

10. **INSURANCES**

The Department generally carries its own insurance regarding Workers Compensations and Public Risk. Any liability is met from funds provided for expenditure during the year.

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

11. **STATUTORY PAYMENTS**

(i) **Contribution towards Ambulance Services**

A payment of \$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**

Amounts of \$12,300,000 and \$640,000 were paid from the Road Transport and Traffic Fund and Public Vehicles Fund, respectively to the Traffic Facilities Fund in terms of Sections 202 (2) (1) and 204 (4) of the Transport Act, 1930.

In addition an amount of \$4,961,525 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 were insufficient to allow the Department to meet 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 was \$63,520,000 of which \$51,986,000 was paid. The shortfall of \$11,534,000 brings the accumulated shortfall in respect of Police services to \$187,348,585.

(iv) **Distribution from the Public Vehicles Fund**

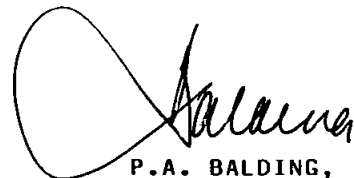
Distribution from the Public Vehicles Fund includes the balance available at 31st March, plus 75% of the Government omnibus tax and service licence fees which are received in June each year. No administrative costs are charged to the Fund.

12. **AUDITOR'S REMUNERATION**

Fees paid to the Auditor General of New South Wales in 1983/84 amounted to \$75,000.

13. **SUPPLY OF GOODS AND SERVICES TO GOVERNMENT AUTHORITIES**

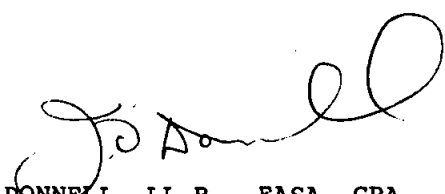
The Department of Motor Transport provides the staff and office accommodation for the Secretariat of the Traffic Authority of New South Wales. Salaries and other administrative costs are recovered from the Traffic Facilities Fund.



P.A. BALDING,
CHIEF ACCOUNTANT.

AUDITOR'S REPORT

The accounts of the Department of Motor Transport for the year ended 30th June, 1984, have been audited in accordance with Section 34 of the Public Finance and Audit Act, 1983. In my opinion the accompanying statements of receipts and payments of the Road Transport and Traffic Fund and the Public Vehicles Fund, and the aggregate funds statement, read in conjunction with the notes thereto, comply with Section 41 (4) of the Act and exhibit a true and fair view of the cash balances at 30th June, 1984, and transactions for the year then ended.



J. O'DONNELL, LL.B., FASA CPA
AUDITOR-GENERAL OF NEW SOUTH WALES

SYDNEY, 2nd October, 1984

DEPARTMENT OF MOTOR TRANSPORT

ROAD TRANSPORT AND TRAFFIC FUND

COMPARISON OF ACTUAL RESULTS TO ANNUAL ESTIMATES

	Appropriation Year Ended 30/6/84	Actual Year Ended 30/6/84	Budget Estimates Year Ending 30/6/85
	\$	\$	\$
REVENUE			
Statutory Fees & Charges	122,409,000	124,966,733	152,518,900
Contributions by Other Statutory Authorities	7,909,000	7,286,289	8,104,000
Other Income	8,382,000	5,587,608	15,035,100
	138,700,000	137,840,630	175,658,000
EXPENDITURE			
Salaries and Payments in the Nature of Salaries and Wages	49,743,000	48,367,943	54,730,000
Postage & Telephone Charges	3,072,000	2,893,175	3,190,000
Printing, Stationery & Machines	1,767,000	1,198,441	1,374,000
Legal Costs	100,000	122,590	148,000
Motor Vehicle Registration Labels	201,000	175,581	180,000
Purchase of Motor Vehicle Number Plates	1,350,000	1,174,650	1,575,000
Other Items	9,909,000	8,919,416	12,083,000
Building Maintenance, Rent Light and Power	2,717,000	2,321,358	2,707,000
Purchase of Assets	4,805,000	2,669,951	7,510,000
	73,664,000	67,843,105	83,497,000
STATUTORY PAYMENTS			
Traffic Facilities Fund	12,300,000	17,261,525	13,500,000
Ambulance Services	750,000	750,000	750,000
Police Traffic Services	51,986,000	51,986,000	77,911,000
	138,700,000	137,840,630	175,658,000

THIS YEAR IN BRIEF AND A REVIEW OF THE PREVIOUS FOUR YEARS

PRINCIPAL FINANCIAL STATISTICS – 1979/80 TO 1983/84

	1983-1984	1982-1983	1981-1982	1980-1981	1979-1980
	\$	\$	\$	\$	\$
Receipts –					
Motor Vehicle Registration Tax	311,859,049	267,152,993	229,148,478	184,080,238	145,401,271
Fees and Charges (Registration, Licence Fees etc.)	119,899,863	113,608,847	84,472,950	71,352,131	73,899,716
Tonne-Kilometre Charges (heavy lorries)	—	—	—	13,060	1,222,885
Third Party Insurance premiums	421,140,583	386,892,915	345,691,129	306,349,215	270,016,824
Fees and Charges – State Transport (Co-ordination) Act.	2,028,482	1,921,509	1,175,882	741,005	703,209
Stamp Duty (vehicle registrations)	84,387,828	70,066,918	69,918,282	61,826,570	55,485,536
Receipts for issue of specially made number plates	3,493,876	1,684,669	1,261,545	1,442,195	1,348,025
TOTAL	942,809,681	841,327,851	731,668,266	625,804,414	548,077,466
Payments –					
Cost of Police Traffic Services	51,986,000	44,496,208	11,676,425	6,374,447	4,942,738
Administrative costs, Department of Motor Transport	67,858,105	64,094,224	60,822,962	52,708,882	46,524,487
Traffic Facilities Fund – (Traffic Authority Act, 1976)	17,901,525	13,675,000	20,663,000	18,878,057	19,798,278
Funds provided for roads – Councils, etc.	1,902,189	1,642,973	1,454,984	1,081,664	1,004,408
Department of Main Roads	309,325,531	264,903,389	227,224,509	182,537,675	144,988,430
Collected for and remitted to –					
Government Insurance Office	419,532,965	380,946,504	340,434,856	302,583,258	270,016,824
Stamp Duties Office	84,387,828	70,066,918	69,918,282	61,826,570	55,485,536
Payment towards the cost of Ambulance Services	750,000	750,000	750,000	750,000	750,000
TOTAL	953,644,143	840,575,216	732,945,018	626,740,553	543,510,701



DRIVERS' LICENCES

MEDICAL STANDARDS FOR DRIVERS' LICENCES

During the report year, a review of medical standards in respect of diabetes, epilepsy and vision was completed and, subject to concurrence by the Minister for Health, some changes to existing procedures and practices will be introduced.

In conjunction with the review a Handbook designed to assist medical practitioners in their assessment of the medical fitness of individuals to drive motor vehicles was developed and will be referred to medical bodies for comment before general circulation.



MOTOR VEHICLE REGISTRATIONS

With a few exceptions, all motor vehicles must be registered under the terms of the Motor Traffic Act. Other laws require that before registration can be completed, motor vehicle tax and stamp duty (where applicable) must be paid and third party (bodily injury) insurance must be effected.

During the year 250,257 new motor vehicles were registered which was an increase of 3,010 on the previous year.

As at the 30th June, 1984 there was a total of 3,411,795 motor vehicles registered, an increase of 60,595 over the figure at the same date of the previous year. A comparison of the two years is set out below.

	1984	1983
Cars	1,818,841	1,793,021
Lorries (including vans, trailers, plant)	1,446,964	1,410,897
Motorcycles	132,848	134,247
Metropolitan, Newcastle & Wollongong Transport Districts		
— Taxis	3,888	3,882
— Buses	3,543	3,560
— Hire Cars	245	250
Country		
— Taxis	902	907
— Buses	3,190	3,098
— Hire Cars	76	84
— Service Vehicles	2	3
Tourist Vehicles	153	124
Other Public Vehicles (including school buses and wedding cars)	1,143	1,127

There were 3,946 Traders' Plates in issue at the end of the year, 35 more than the previous year.

The personalised number plate scheme, whereby motorists have the opportunity to select number plates with a specific combination of letters and, if they are available, sequence of numerals for a once only payment of \$50 has continued its popularity. During the report year 31,545 new sets of personalised plates were issued, realising revenue of \$1,574,738. Since this scheme commenced in 1969 a total of 364,595 sets of this type of plate have been issued.

Motorists also have the opportunity of obtaining custom-made number plates comprising any combination of from one to six characters, other than all numeral or other plates which are routinely issued. An annual fee of \$180 is payable for each pair of plates and at the end of the report year 2,683 sets of plates were in issue. Revenue derived from the scheme for the year totalled \$508,538.

The State Pollution Control Commission, which administers the Clean Air Act and Regulations, advises the Department of Motor Transport of any notice of suspension of a registration served on a vehicle owner and of the prohibition of the registration of a particular motor vehicle or class of motor vehicle. During the report year the Department was advised of the suspension of the registration of 80 vehicles in comparison with 32 vehicles for the previous year. Of these suspensions, 27 remained at the end of the report year.



MOTOR VEHICLE REGISTRATIONS

THIRD PARTY INSURANCE

Compulsory Third Party (Bodily Injury) Insurance is required under the Motor Vehicles (Third Party Insurance) Act and insures an owner or driver against liability in respect of death or bodily injury to any third party arising out of the negligent use of a motor vehicle. It must be effected with an insurer authorised under the Act, but corresponding cover issued in the home States of owners is valid as regards vehicles visiting New South Wales from other parts of Australia.

As from 1st April, 1984 the Government Insurance Office became the sole insurer under the Motor Vehicles (Third Party Insurance) Act. The Scheme is now known as the Department of Motor Transport Third Party Insurance Scheme. Also from that date N.R.M.A. Insurance Ltd., the only other authorised insurer under the Act at the commencement of the report year ceased to issue policies. However, policies issued before that date will remain in force until their date of expiry.

Collection of premiums on behalf of the Government Insurance Office for the year amounted to \$421,140,583, an increase of \$34,247,668 over the previous year.

Maximum premium rates for the various types of vehicles are indexed annually, with effect from the 1st January each year, in line with the All Groups Consumer Price Index for Sydney. The variations correspond with the increase in the Index during the year ended the previous September.

However, there was no increase in premiums from 1st January, 1984 and the Government granted a further concession effective from 1st April, 1984; a reduction of 6% on existing premiums.



MOTOR VEHICLE CONSTRUCTION AND EQUIPMENT

The Department of Motor Transport administers standards which are set out in the Motor Traffic Regulations for the design, construction and maintenance of motor vehicles. The aim is to ensure that construction and use are compatible with vehicle traffic safety and environmental objectives.

Departmental policies centre on regular inspections of vehicles in service, the examination of those about to be registered and on ensuring that vehicles found to be defective are properly repaired. These policies are implemented by skilled motor vehicle inspectors, and a State-wide network of privately-owned Authorised Inspection Stations.

INSPECTION OF GOVERNMENT-OWNED VEHICLES

Whilst almost all government-owned vehicles are subject to rigorous maintenance programmes, annual registration renewals have in the past been effected without the issue of an inspection report that is required in respect of privately-owned vehicles. To rectify this anomaly, all government vehicles are now required to have a roadworthiness inspection prior to, and within one month, of the date of renewal of registration and a report issued. The present report year is the first year in which this requirement has applied fully and most government departments appear to have met it without difficulty.

IMPORTED SECOND-HAND PUBLIC VEHICLES

Following concern expressed by representatives of the local commercial vehicle manufacturing industry, regulations were introduced during the report year, to require that imported second-hand omnibuses which are to be licensed as public vehicles, comply with those construction standards applicable to the Australian Design Rules at the date of import. This was introduced because of concern about an influx of bus chassis up to fifteen years old which had been de-commissioned and scrapped in their countries of origin. These chassis predated Australian Design Rule requirements and did not have modern, fail-safe braking systems; the new regulations will require such chassis, in future, to be updated to present day engineering standards.

TOURIST VEHICLES

In conjunction with revised licensing provisions for tourist vehicles operating out of the Sydney area, specific construction and equipment standards have been prepared to ensure that the level of appointment of buses used in the tourist industry are of the highest possible quality. These standards cover the provision of adequate facilities for passengers including luxury seating, passenger view and luggage capacity.

AUTHORISED INSPECTION STATIONS SCHEME

During the report year, the administration of the Authorised Inspection Station scheme was reviewed to improve the efficiency of procedures relating to the appointment of personnel to the Scheme, and to clarify inspection requirements. Associated with these changes, a fee has been introduced to cover administrative costs associated with new appointments. A new edition of the publication, "Rules for Authorised Inspection Stations" is being produced and copies will be available in future for purchase by the public.

At the end of the report year there were 5,946 Authorised Inspection Stations and 12,156 authorised examiners (the figures for 1982/83 were 5,569 stations and 11,402 examiners). During the year, about 3,000,000 vehicles were inspected through the scheme. Regular checks are made on the operation of Authorised Inspection Stations to ensure, that as far as practicable, defective vehicles are not passed as fit. Twenty-four motor vehicle inspectors are employed in this work and they also attend to the appointment of stations and examiners and give advice to station personnel on any problems that might arise.



MOTOR VEHICLE CONSTRUCTION AND EQUIPMENT

Reports of laxity or departure from proper standards by Authorised Inspection Station proprietors or examiners are considered by a Committee of Review which comprises delegates of the Motor Traders' Association of New South Wales, the Service Stations Association of New South Wales, the Institute of Automotive Mechanical Engineers and the Society of Automotive Engineers, Australasia; it is chaired by the Department's Chief Inspector of Motor Vehicles. During the report year the Committee reported to the Commissioner for Motor Transport on 205 such cases (167 in 1982/83).

The Commissioner subsequently disqualified or suspended 147 Authorised Inspection Stations and 158 examiners from the scheme. In 45 other cases, stations' security bonds were forfeited and 201 less serious cases were dealt with by the issue of warnings to 64 proprietors and 137 examiners. The Motor Traffic Regulations provide for appeals to Courts of Petty Sessions against decisions of the Commissioner to refuse, cancel or suspend Authorised Inspection Station authorities and, during the report year, 20 such cases were heard. In 14 cases the Commissioner's decisions were confirmed; in 4 cases the period of suspension was varied; in 2 cases the appeals were upheld.

DEFECT NOTICES

"Defective Vehicle" notices are issued whenever registered vehicles are examined and found to be defective by the Department's Motor Vehicle Inspectors or by Police Officers.

The total number of defect notices issued to 30th June, 1984 was 31,970 compared with 37,878 in the previous year.

Where a defect notice is issued for a serious fault, an adhesive label is attached to the windscreen of the defective vehicle. It is an offence for any person other than a member of the Police Force or an authorised officer of the Department to obliterate or interfere with the label. Serious faults in systems such as brakes or steering usually result in the issue of notices which immediately prohibit any further use of the vehicles. Vehicles having less serious defects are permitted to continue in use provided that the repairs are effected in a nominated time. In all cases, vehicles must be submitted to a Departmental or Police motor registry after they have been repaired.

TOW-TRUCK ASSESSMENTS

July, 1983 saw the introduction of a scheme under which new tow-trucks must be assessed and their lifting and towing capacities determined. During the year, 132 assessments of new tow-trucks were conducted.

TYPE APPROVALS

A Type Approval Scheme is in operation primarily for commercially available vehicle modifications and accessories, as well as for some volume-produced, special-purpose vehicles. The scheme is the medium by which members of the public as well as Departmental staff can be satisfied as to the acceptability of approved products. During the year 147 applications were received, of which 145 were approved (107 were new approvals and 38 existing approvals were revised).

The products most frequently approved were tinted films for motor vehicle glazing (50 approvals) and additional seats for light commercial vehicles (30 approvals). Other products approved ranged from street sweepers to taxi meters.



MOTOR VEHICLE CONSTRUCTION AND EQUIPMENT

MOTOR OMNIBUS AXLE LOAD ASSESSMENTS

Since mid-1982, all new buses have undergone a pre-registration assessment of their passenger and luggage capacities, based on axle load capacities. 561 buses were assessed under this scheme during the year.

MODIFIED VEHICLES

During the year, more than 1,700 individually modified vehicles were approved. Modifications ranged from engine changes to structural alterations. Individually modified vehicles are approved on the basis of technical reports as to vehicles' compliance with the requirements in the Motor Traffic Regulations. During the report year, a computer-based data management system was set up to maintain the records of these vehicles.

SPECIAL PURPOSE VEHICLES

In some instances the purpose for which a vehicle is constructed cannot be practicably reconciled with the provisions of the Motor Traffic Regulations. An example is in respect of street-sweepers which need to be built in left-hand-drive configuration. Assessment of such vehicles frequently involves working in co-operation with the Police and the Department of Main Roads to ensure that public safety is observed and pavement loads are not exceeded. 100 special purpose vehicles were assessed during the year.

LIQUIFIED PETROLEUM GAS (LPG) FUELLED VEHICLES

During the report year, the Department continued with its programme of routine inspection of LPG fuelled vehicles. This involves inspection by Departmental motor vehicle inspectors at the time of an initial LPG installation, and annual inspection thereafter by Authorised Inspection Stations. Examiners at these stations are specially trained by the Department and at the end of the year there were 277 distributed throughout New South Wales.

The number of LPG fuelled vehicles on the New South Wales register had increased by 30% to 4,968 at 30th June, 1984. Two thirds of these have dual-fuel systems and can operate on either petrol or LPG.

MOTOR VEHICLE CONSTRUCTION AND EQUIPMENT

HEAVY VEHICLE INSPECTION SCHEME

A pilot programme of periodic roadworthiness inspections of heavy vehicles continued during the report year in the South Eastern Region of the State. During the year, 5,831 heavy vehicles and public passenger vehicles were inspected. Of these 2,591 (44%) were found to be defective including 192 (3%) with major defects. The majority of inspections were arranged by appointment through a "toll-free" telephone booking service which operates from the Department's head office.

During the report year the Government announced that it would extend the scheme State-wide. This is planned to occur during 1985.

Land has been purchased at Wetherill Park in Sydney and at Carrington in Newcastle and construction of Heavy Vehicle Inspection Stations at these locations is proceeding. A partly developed site at Botany has been leased and an existing building there is being refurbished for the same use.

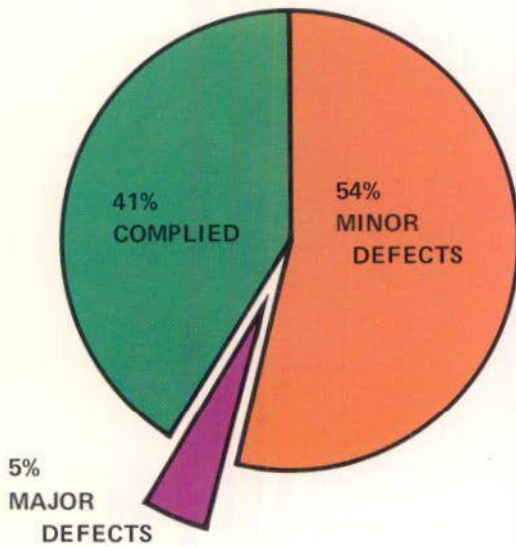


Heavy Vehicle Inspection Station under construction at Wetherill Park.

The Mobile Inspection Division continued to conduct random roadside inspections of heavy vehicles and pre-arranged inspections of fleet vehicles throughout the State. During the report year a total of 14,365 vehicles were inspected. Of these 8,599 (60%) were found to be defective and 783 (5%) had major defects. Full details of the Division's work can be found in the report, "Heavy Vehicle Inspection Results", published annually by the Department. The following graphs outline the inspection results.

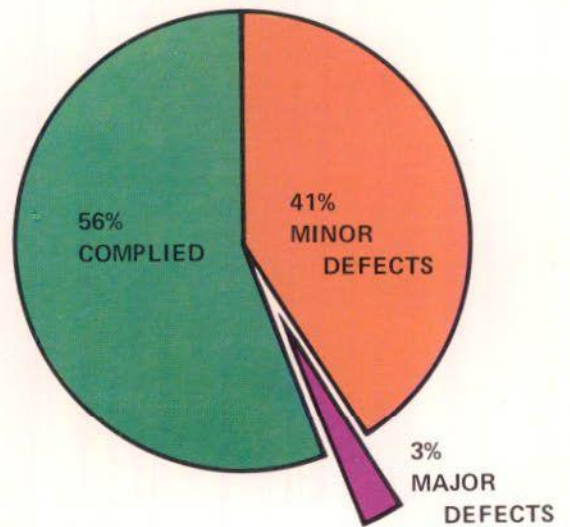
HEAVY VEHICLE INSPECTION RESULTS JULY 1983 – JUNE 1984

MOBILE INSPECTION TEAMS

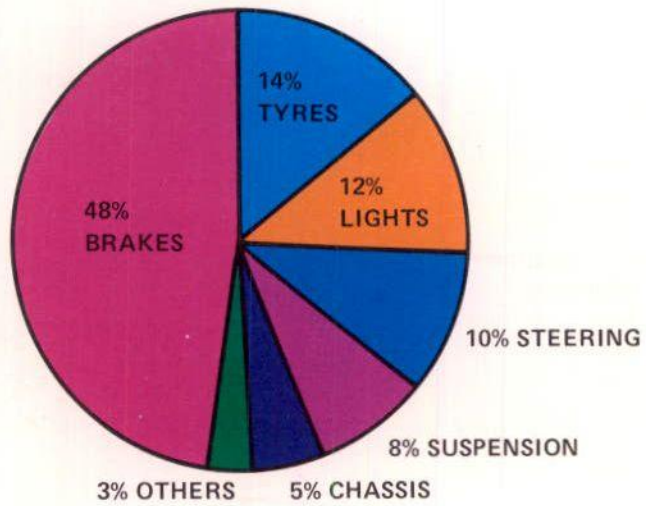


HEAVY VEHICLE INSPECTION SCHEME

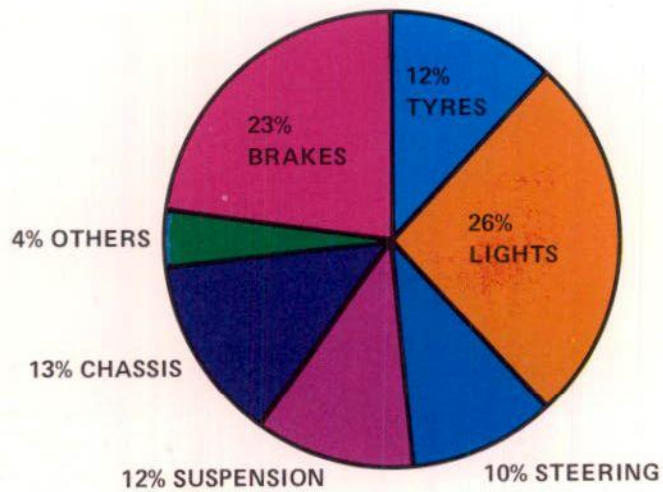
OVERALL RESULTS



MAJOR DEFECTS
ALL INSPECTIONS



MINOR DEFECTS
ALL INSPECTIONS





MOTOR VEHICLE CONSTRUCTION AND EQUIPMENT

POLICY DEVELOPMENTS

In addition to the foregoing vehicle inspection and assessment activities, the Department investigates and provides advice to the New South Wales Government about a variety of technical issues. At a national level, the Department's senior engineering personnel participate in the work of the technical committees which advise the Australian Transport Advisory Council on design and construction of motor vehicles. Matters dealt with in these areas in 1983/84 included:

- Safety standards for passenger vehicles based on vans and similar light commercial vehicles;
- Standards for motor vehicle spare parts;
- The adequacy of recall procedures for faulty motor vehicles;
- Implementation of Australian Design Rule 38 which relates to braking standards for trailers;
- Seat belts in small buses;
- Noise and exhaust emission standards;
- A permit scheme for the operation of road trains in remote parts of the State.

TECHNICAL INFORMATION

The Department provides a wide variety of technical literature for vehicle owners and, during the year, 46 information sheets, 28 specification sheets and 38 Authorised Inspection Station Bulletins were published. These publications are freely available to members of the public. The publication "Rules for Authorised Inspection Stations" and a range of bulletins are distributed to all participants in the Authorised Inspection Station scheme. A telephone advisory service is also available at the Department's Head Office.



PASSENGER AND GOODS CARRYING SERVICES

SYDNEY, NEWCASTLE AND WOLLONGONG AREAS

Motor vehicles providing passenger carrying services are registered under Two Acts - the Transport Act and the Motor Traffic Act.

A licence under the State Transport (Co-ordination) Act is necessary for a motor vehicle to be used for the conveyance of goods in New South Wales. The issue of such a licence confers a general authority to convey goods of any nature throughout the State. A permit may, in certain circumstances, be issued to authorise the conveyance of passengers in a goods motor vehicle.

Under the Transport Act, three Transport Districts (Metropolitan, Newcastle and Wollongong) have been designated as areas in which public passenger services are subject to the Transport Act and the Transport (Public Vehicles) Regulations, in addition to the Motor Traffic Act and the State Transport (Co-ordination) Act which apply throughout the State.

Vehicles operated in commercial road transport services are licensed according to use as buses, taxi-cabs, private hire cars, tourist vehicles, service vehicles and goods vehicles. The conditions of licences reflect a general policy but also, particularly for passenger carrying vehicles, are varied to suit individual circumstances. This policy is designed to rationalise passenger services and to reduce or eliminate undesirable competition between them. Goods vehicles are not restricted concerning competition or area of operation.

As well as the general traffic laws under the Motor Traffic Act and Regulations, several other requirements, such as weight limitations and maximum periods of driving, apply to commercial road transport operators.

Interstate trade vehicles operated in the course of and for the purpose of interstate trade are not subject to licensing but must be registered and comply with normal standards of roadworthiness. Their drivers must be licensed and observe the same safe driving requirements as other drivers.

BUS SERVICES

In addition to the licences for buses themselves, service licences are required for the operation of bus services by private operators in the three Transport Districts.

Service licence fees are determined individually according to the return to the operator, the nature of the service, its effect (if any) on Urban Transit Authority transport operations and the total seating capacity of the fleet. The legal maximum is \$8.00 per seat per annum of the total seating capacity, but in the report year, and for many years, this maximum has not been applied. The total of such fees for private bus services amounted to \$44,808, the fees for the individual services varying from \$19.80 to \$855.46. Under the provisions of the Transport Act, the Urban Transit Authority is obliged to pay into the Public Vehicles fund an amount equivalent to what would be payable if its bus services were operated under the authority of service licences. The fees for Urban Transit Authority transport operations were \$30,000 (Metropolitan) and \$3,000 (Newcastle).

Motor vehicle tax payable on registration of buses is levied at special "bus" rates prescribed by the Motor Vehicles (Taxation) Act. Receipts from bus tax, details of which appear in the financial pages, totalled \$1,888,939 compared with last year's figure of \$1,655,588 and are applied to the maintenance of bus routes.

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. Contributions this year totalled \$817,681.

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



PASSENGER AND GOODS CARRYING SERVICES

A general fare increase was applied to privately operated bus services from 15th August, 1983. The increase was designed to offset an increase of 12.3% in operational costs throughout the bus industry since the previous increase on 13th September, 1982. Proportional increases in the cost of weekly tickets were also authorised.

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. Two services were transferred and the number of operators was increased by two.

The Department, in association with the Department of Education, continued examining the most efficient methods of providing bus services to the various schools, having in mind the limitations on the funds available for this purpose.

A report and recommendations by Mr. T.R. Russell who was appointed by the Government to look at the efficient and economic operation of the School Pupil Conveyance Scheme were examined by the Department and a comprehensive submission on the recommendations contained in the report has been forwarded to the Minister for Transport for consideration.

As a result of further rationalisation programmes carried out in conjunction with the Urban Transit Authority, improved and expanded bus services together with meaningful route numbers were introduced into six services in the Western Metropolitan Area.

The Campbelltown-Ambervale bus service, on which taxi-cabs are authorised to operate over the fixed route on Saturdays and Sundays, is still in operation. The taxis run to an approved timetable and appropriate bus fares are charged.

PRIVATE BUS STATISTICS AS AT 30TH JUNE

	Metropolitan	Newcastle	Wollongong	Total
Operators				
1984	102	14	11	127
1983	100	14	11	125
Services				
1984	225	20	45	290
1983	199	20	42	261
Buses				
1984	1,531	139	144	1,814
1983	1,527	142	150	1,819

TAXI-CABS AND PRIVATE HIRE CARS

Taxi-cabs and private hire cars in the Transport Districts are subject to registration under the Transport Act as well as registration and licensing under the Motor Traffic and State Transport (Co-ordination) Acts, respectively.

Motor vehicles tax paid on taxi-cabs and private hire cars is paid into the Public Vehicles Fund and is applied towards the cost of improved traffic facilities.

The Taxi Advisory Council continued its functions during the year to ensure that services by taxi-cabs in the three Transport Districts were adequate to meet public needs.



PASSENGER AND GOODS CARRYING SERVICES

Compilation of a new Seniority Register, from which the selection of future licensees to operate additional taxi-cabs will be made, was nearing completion.

The Government-subsidised scheme for taxi-cab transport of the severely disabled was extended. Approval was given for a special purpose taxi-cab, constructed and equipped for the conveyance of disabled persons in wheelchairs, to be registered and licensed to operate in the Gosford City - Wyong Shire areas and another at Albury.

On 14th November, 1983 the Transport (Public Vehicles) Regulations were amended to provide for increases in the charges for taxi-cabs operating in the Metropolitan, Newcastle and Wollongong Transport Districts. The rates were altered to 90 cents flag fall (including the first 91 metres of travel), 55 cents per kilometre, \$13.20 per hour waiting time, and \$15.00 for the first hour and \$3.75 for each succeeding ¼ hour of a contracted hiring. Charges for radio bookings or the carriage of luggage were not altered.

TAXI-CAB AND PRIVATE HIRE CAR STATISTICS AS AT 30TH JUNE

	Metropolitan		Newcastle		Wollongong	
	1984	1983	1984	1983	1984	1983
Taxi-cabs -						
*Unrestricted	2,462	2,457	133	133	—	—
Restricted	1,172	1,172	3	3	118	118
<hr/>						
Private Hire Cars	3,634	3,629	136	136	118	118
	228	233	13	13	4	4
<hr/>						
	3,862	3,862	149	149	122	122

*1984 Metropolitan figure includes five new licences issued for the operation of modified taxi-cabs for the carriage of disabled persons.

TOURIST SERVICES

There are two classes of tourist vehicle licences in the Sydney Metropolitan Area; viz:—

UNRESTRICTED licences which allow for tours and charter hirings to commence from any place within the Sydney Metropolitan Transport District; and

RESTRICTED licences which prohibit operators from commencing journeys from within a defined inner city area.

This policy, whilst opening up the tourist coach market, also establishes the principle of accountability for performance. In this regard, a Committee of Review, comprising representatives from the Department of Motor Transport, Urban Transit Authority, Department of Leisure, Sport and Tourism, Bus and Coach Association (N.S.W.) and the tourist industry (not being an operator) considers matters relating to the tourist vehicle industry and makes recommendations to the Commissioner for Motor Transport.

PASSENGER SERVICES – COUNTRY AREAS

Passenger services in areas outside the Metropolitan, Newcastle and Wollongong Transport Districts are registered under the Motor Traffic Act and are subject to licensing under the State Transport (Co-ordination) Act.



PASSENGER AND GOODS CARRYING SERVICES

VEHICLES ON FIXED ROUTES

At the end of the report year 2,613 regular passenger carrying services (including special school services operated under charter to the Department of Education) were operating on fixed routes in country districts. Vehicles used to provide these services included 3,338 buses and 426 other vehicles.

During the year fare increases were authorised for a number of services because of established increases in operating costs throughout the bus industry.

TAXI-CABS AND PRIVATE HIRE CARS

Country taxi-cabs may ply for hire only within the Municipalities or, if in Shires, the towns or villages for which the licences are issued. A country private hire car may wait for hire only at the address or other specified stand mentioned in the licence. At the end of the report year there were 898 taxi-cabs and 86 private hire cars in service in country areas compared with 912 and 89, respectively, for the year ended 30th June, 1983.

TOURIST VEHICLES

At the end of the report year there were 56 tourist vehicles licensed in country districts for the carriage of passengers on sightseeing tours.

FERRY SERVICES

There are 12 privately owned ferries operating for the conveyance of passengers in the Port of Sydney which are required to be licensed under the State Transport (Co-ordination) Act.

AIR SERVICES

A licence under the Air Transport Act is required before an aircraft may be operated commercially for the carriage of passengers or goods on a flight which is wholly within New South Wales. This licence is additional to the authority an operator must obtain from the Commonwealth Department of Aviation. Regular air services in New South Wales are in two categories, one being those of full airline standard and operated over routes between Sydney and major country centres and the other, comprising those using smaller aircraft, over routes which, for a variety of reasons, are not provided with a service by the major intrastate airline operators.

The lattermentioned services, usually referred to as "commuter services", provide regular air travel facilities over an increasing number of routes within the State in the form of direct services to Sydney from country airports and as feeders to the major country centre airports.

Commuter operations are regarded as a worthwhile complement to main airline services, and it is the policy to grant licences where possible and to limit refusals to those proposals in which the effect on existing services would not be in the public interest.

The following new commuter service arrangements were approved during the report year:—

- Deniliquin — Moulamein — Wentworth.
- Quirindi — Sydney
- Merimbula — Cooma
- Albury — Wagga Wagga.



PASSENGER AND GOODS CARRYING SERVICES

As a result of an approach by the two companies involved, the New South Wales Air Licensing Advisory Committee considered a proposal that Avdev Airlines of Australia surrender its Sydney - Lord Howe Island and Newcastle - Lord Howe Island services to Norfolk Island Airlines. The transfer of the licences as proposed was approved by the Minister.

Subsequently East Coast Commuter Airlines purchased Avdev Airlines of Australia and after careful consideration of all aspects of the matter the Minister approved on 17th April, 1984 of East Coast Commuter Airlines taking over the other air services operated by Avdev Airlines of Australia.

The routes involved were:

- Sydney — Parkes
- Sydney — Forbes
- Sydney — Nyngan — Cobar — Bourke — Brewarrina
- Dubbo — Nyngan — Cobar — Bourke — Brewarrina
- Dubbo — Parkes
- Parkes — Cobar — Wilcannia — Broken Hill

(this service was discontinued following the transfer).



OTHER FUNCTIONS AND DEVELOPMENTS

LICENSING OF MOTOR VEHICLE INSTRUCTORS

Professional instructors engaged in teaching persons to drive motor vehicles are required to be licensed under the Motor Vehicle Driving Instructors Act. Such instructors must be highly competent drivers of good character with a thorough knowledge of the traffic laws and have the ability to be able to impart their knowledge and skill to learner drivers. Vehicles used for the purpose of teaching people to drive must be properly equipped and fitted with dual footbrake and clutch pedals, if applicable. At the end of the report year, 2,160 licences were in issue, an increase of 116 over the previous year. The Commissioner exercised his discretionary powers under the Act and refused seven applications for licences. One applicant appealed against the Commissioner's refusal but the appeal was dismissed. Additionally five licences were cancelled and two applications for renewal of licences were refused. An appeal against the Commissioner's decision to cancel a licence was dismissed by the Court.

LICENSING OF TOW-TRUCK OPERATORS AND DRIVERS

Operators of tow-trucks are required to hold a licence for each tow-truck and each driver or "off-sider" to hold a driver's certificate under the Tow-truck Act.

As at 30th June, 1984, 1,913 licences and 6,109 certificates were in issue. These figures represent increases of 67 and 25 respectively over the previous year.

During the year the Commissioner refused three applications for a licence and 128 for certificates, refused six applications for renewal of driver's certificates and cancelled one certificate. Two applications for renewal of a licence were also refused.

24 appeals against the refusal to grant a certificate resulted in 10 such appeals being upheld.

DISABLED PERSONS' PARKING AUTHORITY

To assist disabled persons, who have permanently lost the use of one or both legs or are severely physically handicapped and unable to walk or able to walk only short distances, the Department issues an authority card for display on the windscreen of the vehicle when it is being used by the disabled person.

Motor vehicles being used by holders of such authorities may be parked without any time limit (and, when parking meters are provided, without charge) in those sections of streets where period parking is permitted and signposted but only where the permitted period is in excess of 30 minutes.

The Scheme was under review at the end of the report year and there were 17,474 authorities held by eligible persons.



OTHER FUNCTIONS AND DEVELOPMENTS

LOG BOOKS FOR DRIVERS OF HEAVY VEHICLES

Drivers of motor vehicles with an unladen weight in excess of two tonnes are required to maintain a prescribed log book of hours of driving and periods of rest. This requirement applies where a vehicle is operated outside a radius of 80 km from its usual depot.

Log books are obtainable personally by drivers from the Department in New South Wales or from corresponding authorities in other States or Territories. A charge to cover production costs is made for each book.

Of the 22,598 log books issued by the Department this year, 19,691 were issued to New South Wales drivers and 2,907 to drivers from other States.

COMPUTER EQUIPMENT AND USAGE

No additional equipment was installed during the report year but new and current computer products were investigated for future requirements. Existing services were maintained, current system operating software was progressively updated and a further programming language (Cobol) was installed.

New Computer Centre Usage Accounting and Charge Control Management Systems were planned and developed.

A further four obsolete data entry terminals installed in 1972 were replaced with the latest model terminals.

PRACTICES AND PROCEDURES

The Department recognised that passenger vans such as the Toyota Tarago, Holden Shuttle, Ford Spectron, etc. are primarily constructed for the carriage of passengers and not goods and in August, 1983 re-classified such vehicles as small buses instead of panel vans with windows. From this date they have been registered as motor cars rather than motor lorries and as such many are subject to a reduced overall cost of registration.

From 1st January, 1984 a combined form of drivers' and riders' licence was introduced. This dispensed with the need for a separate rider's licence where both classes of licence are held by individual licensees.

Introduction of Australia Post's bulk pre-sorted deferred service resulted in savings of \$325,000 in postage charges in respect of the 5,725,000 mail items despatched by the Department during the report year.



REAL ESTATE AND PROPERTY DEVELOPMENT

The Department continued throughout the year its policy of replacing inadequate motor registry premises with modern offices and acquiring land for future development within the limits of funds available for capital works.

New motor registries were opened at Hornsby and Tweed Heads on 26th September, 1983 and 20th February, 1984, respectively.

The relocation of the motor registry at Tweed Heads was made possible by agreement with the Twin Town Services Club, which sought the purchase of the old registry site for expansion. The Department needed to expand the registry and was able to take advantage of an offer by the Club to build larger premises. The Club built a much larger new registry to Departmental specifications and took over the existing premises in return.

At country locations where it is considered that restricted motor registry facilities should be provided, arrangements are made to lease shop front premises for the purpose. To this end such facilities were made available at Forster, Ulladulla and Warilla.

Work was commenced on a new motor registry at Campbelltown under the supervision of Keers and Banks Pty. Ltd., one of three consulting architects employed by the Department, and it is anticipated that it will be opened towards the end of 1984.

Arrangements are proceeding for the purchase of land at South Nowra for the construction of a new motor registry and at Penrith for the location of vehicle inspection and limited registry facilities.

Alterations and additions to provide better service to the public and improved staff accommodation were carried out at Beverly Hills, Lidcombe, Manly, Miranda and Dubbo motor registries. A number of sections at Head Office were relocated within the existing premises to provide more efficient accommodation.

Major extensions to the Traffic Accident Research Unit Building were completed allowing the transfer of the Traffic Authority Secretariat from leased premises nearby.

A contract for security at the Head Office complex was let to T.N.T. Security Guards and this service commenced on 11th June, 1984.

The installation of exhaust ventilation systems in motor vehicle inspection pits at various motor registries was commenced during the previous year and the programme has now been completed.

The Department has progressively added to its property portfolio each year and has built up a substantial and valuable holding. Additional to the acquisition of its own land and property, the Department is also involved in the leasing of properties.



PROPERTY PORTFOLIO AS AT 30TH JUNE, 1984

PROPERTY PORTFOLIO AS AT 30TH JUNE, 1984

MOTOR REGISTRIES — REGIONAL AND DISTRICT OFFICES

PROPERTY

ADDRESS

Albury	Cnr. Hume & Macauley Streets
Armidale	167 Rusden Street
Bathurst	Cnr. Rankin & Durham Streets
Bega	Cnr. Hill & Peden Streets
Beverly Hills	Cnr. Cambridge Street & Stoney Creek Road
Blacktown	Cnr. Patrick and Alpha Streets
Broken Hill	Cnr. Blende & Iodide Streets
Cammeray	303 Miller Street
Campbelltown	Cnr. Sturt & Lindsay Streets
Casino	Cnr. Barker & Hickey Streets
Cessnock	Cnr. North Avenue & Darwin Street
Charlestown	Cnr. Pacific Highway & Frederick Street
Chullora	95-97 Hume Highway
Coffs Harbour	32-34 Gordon Street
Cooma	Cnr. Soho & Massie Streets
Cootamundra	Cnr. Cooper & Bourke Streets
Cowra	97 Brisbane Street
Deniliquin	346 Harrison Street
Dubbo	1 Church Street
Fairfield	32-36 Harris Street
Five Dock	Cnr. Ramsay Road & Henley Marine Drive
Forbes	Cnr. Farrand & Union Streets
Glen Innes	152 Wentworth Street
Gosford	Cnr. William & Albany Streets
Goulburn	Cnr. Lagoon & Sterne Streets
Grafton	15 King Street
Griffith	Cnr. Yambil & Wayeela Streets
Hornsby	324 Pacific Highway (& Bridge Road)
Inverell	36-40 Campbell Street
Katoomba	30 Park Street
Kempsey	22 Tozer Street
Kiama	64 Shoalhaven Street
Kogarah	60A Gray Street
Leeton	Cnr. Ash and Church Streets
Lidcombe	Cnr. Swete & Mills Streets
Lismore	Carrington Street
Lithgow	Cnr. Eskbank Street & Main Street Lane
Liverpool	357 Hume Highway
Maitland	2 St. Andrews Street
Manly	239 Pittwater Road
Miranda	Cnr. President Avenue & Miranda Road
Mittagong	97 Hume Highway
Moree	57 Balo Street
Mount Druitt	32 Luxford Street (Leased for 73 years from N.S.W. Planning & Environment Commission)
Mudgee	Cnr. Perry Street & Byron Place
Murwillumbah	142 Murwillumbah Street
Muswellbrook	Cnr. Hill & Bridge Streets
Narrabri	61 Maitland Street
Newcastle	130 Parry Street
Nowra	142 Junction Street
Orange	Cnr. Byng & McNamara Streets
Parkes	Cnr. Church & Currajong Streets



PROPERTY PORTFOLIO AS AT 30TH JUNE, 1984

Parramatta	148-156 George Street
Penrith	Unit 1, "The Terraces", 12 Tindale Street
Queanbeyan	Farrer Place (Land dedicated by the Lands Department in 1964)
Raymond Terrace	53 William Street
Richmond	Cnr. Windsor & Bosworth Streets
Rosebery (Head Office Complex)	50-58 Rothschild Avenue
Ryde	Cnr. Blaxland & North Roads
Singleton	Cnr. Pitt & Bathurst Streets
Tamworth	Cnr. Peel & Hill Streets
Taree	Cnr. Albert & Pulteney Streets
Toronto	136 Cary Street
Tumut	Cnr. Richmond & Fitzroy Streets
Tweed Heads	Greenway Drive, Tweed Heads South
Wagga Wagga	2 Fox Street
Wauchope	Cnr. Hastings & Young Streets
Wellington	46 Warne Street
Wollongong	Cnr. Kembla & Glebe Streets
Wyang	Cnr. Anzac Avenue & Hely Streets
Young	Cnr. Lovell & Lynch Streets
	(Leased for 50 years from State Rail Authority of N.S.W.)

Vacant Land Owned by the Department

PROPERTY	ADDRESS
Beverly Hills	Stoney Creek Road
Campbelltown	Menangle Road
Carrington	Lot 11-17 Young Street
Grafton	Lot 3, King Street
Gunnedah	Cnr. Conadilly & Wentworth Streets
Liverpool	Cnr. Elizabeth & George Streets
Wetherill Park	Lot 32, Victoria Street

Cottages Owned by the Department

PROPERTY	ADDRESS
Armidale	15 Caroline Crescent
Armidale	11 Laurence Avenue
Bathurst	10 Vine Street
Cooma North	15 Namala Street
Cootamundra	22 Northcott Avenue
Cowra	24 Kibbler Street
Deniliquin	14 Greaves Crescent
Dubbo	23 Margaret Crescent
Dubbo	Cnr. Bailey & Jubilee Streets
Forbes	40 Patterson Street
Goulburn	35 Knox Street
Grafton	318 Bent Street
Gunnedah	15 Breen Street
Leeton	14 Canal Street
Moree	28 Julia Place
Mudgee	100 Robertson Street
Muswellbrook	4 Eucalypt Avenue
Narrabri	9 Elizabeth Street
Queanbeyan	1 Linaria Place
Wagga Wagga	32 Raye Avenue, Mt. Austin
Wellington	169 Thornton Street
Wollongong	29 Evans Street



PROPERTY PORTFOLIO AS AT 30TH JUNE, 1984

Leased Premises

The Department also leases or otherwise occupies premises at locations listed hereunder to provide motor registry and payment office facilities as well as general office accommodation.

PROPERTY

ADDRESS

Bateman's Bay	Shop 4, Pacific Plaza, 13 North Street
Bathurst	Suite A, M.M.I. Building, George & Russell Streets
Botany	10 Lord Street
Broken Hill	425 Blende Street
Dee Why	Shop 18, Dee Why Centre, 18 Oaks Avenue
Forster	Shop 10, Forster Towers, Wallis Street
Government Insurance Office Sydney-(Payment Office)	60 Elizabeth Street
Gunnedah	38 Abbott Street
Miranda (Payment Office)	Shop 10, Miranda Market Place, Kiora Road North
Moruya	Unit 12, 22 Ford Street
N.R.M.A. - Sydney (Payment Office)	N.R.M.A. House, 151 Clarence Street
Narrandera	Cnr. Charles & King Streets
Penrith	Unit 1, "The Terraces", 12 Tindale Street
Queanbeyan	Suite 2, 131 Monaro Street
Ulladulla	Shop 9, Ulladulla Plaza
Warilla	Shop A12, Warilla Grove Shopping Centre
Woy Woy	Lots 1 & 2 The Boulevarde



STAFF, PERSONNEL AND INDUSTRIAL RELATIONS

At the 30th June, 1984 the total staff employed by the Department was 2,639. This figure includes apprentices and officers employed on a part-time basis and is an increase of 23 over the previous report year. In addition, the Department has a complement of casual staff available to call on to cover casual and emergency situations.

STAFF EMPLOYED AS AT 30TH JUNE, 1984

METROPOLITAN	1984	1983
Males	1,425	1,424
Females, full-time	724	697
Females, part-time	19	22
	<hr/> 2,168	<hr/> 2,143
REST OF STATE		
Males	315	317
Females, full-time	149	148
Females, part-time	7	8
	<hr/> 471	<hr/> 473
TOTALS		
Males	1,740	1,741
Females, full-time	873	845
Females, part-time	26	30
	<hr/> 2,639	<hr/> 2,616

During the year the following executive appointments were made:—

- K. R. Bain appointed Executive Director (Management)
- K. A. Bourke appointed Secretary.

The secondment from the Public Service Board of Messrs. C. Ailwood (Chief Management Consultant) and G. Piper (Data Processing Co-ordinator) to the Department's Policy Analysis Unit continued.

There was an increase in transaction levels effected at motor registries during the year and, in accordance with the agreed staffing and grading formula, a number of additional officers were appointed at particular registries and some positions were elevated in grading. Notwithstanding the need for appointment of additional officers at motor registries, the prescribed ceiling limits were not exceeded. This was possible because of staff savings effected in other areas by the review and rationalisation of administrative activities.

During the year re-organisations were carried out in the Accounts, Licensing, Management Services and Mechanical Engineering Branches. The Medical Branch was abolished and its activities were absorbed by the Licensing Branch.

The policy of reviewing the effectiveness of the management practices and operating procedures throughout the Department will continue although it can be expected that the natural growth in Departmental activities will limit the extent of rationalisation that can be achieved.

The past year saw a 123% increase in recruitment over the previous year. This was mainly due to the lifting of the Government's suspension of recruitment which had been in force during the early part of the 1982/-



STAFF, PERSONNEL AND INDUSTRIAL RELATIONS

83 year. During the report year 132 clerks, 84 typists, 10 trade and 26 other personnel were employed compared with a total of 113 in 1982/83.

In accordance with the Equal Employment Opportunity Management Plan, a concerted effort was made during the year to increase the representation of Aborigines in the Department through the National Employment Strategy for Aborigines Scheme (NESA) and the Department's own Aboriginal Administration and Clerical Training Scheme (AACTS). A total of 5 applicants were accepted for training under both schemes.

Eligible applicants under the State Government's Youth Training Scheme and the Work Therapy Training Scheme for disabled persons were again afforded training by the Department. Work experience opportunities were also provided for students from 8 different schools.

Staff training programmes continued throughout the year and included the following courses:

- Participation of staff in administrative courses specially designed to help their managerial potential.
- Instruction of officers in report and letter writing conducted by the Department of Technical and Further Education.
- Refresher courses for Motor Registry Officers and Inspectors.
- Participation of officers in a variety of residential courses conducted by the Institute of Administration, University of New South Wales.
- Instruction of officers in cash register operation, cash control and balancing procedures.

Several training courses were also conducted by Staff Development personnel at country centres such as Dubbo, Armidale and Newcastle. Training at the five country regional centres is proposed during 1985.

A pilot scheme for a new staff appraisal system (Performance Planning and Review) was commenced and a final evaluation of the scheme will be undertaken in October, 1984.

Study leave was again available to staff to assist them with approved external courses of study and 100 officers were granted study time. Of these 37 were female employees and 63 were male. A total of 11,286 hours study time was allotted these officers, representing an investment of approximately \$110,000 by the Department towards staff development in the area of continuing education for its officers.

During the year confidential assistance through counselling and referral to expert support services was provided statewide to 615 officers and their families by the Staff Welfare Officer. The services included legal, family and bereavement counselling and assistance.

Industrial matters dealt with throughout the year included the interpretation of the Transport Act and various awards as they govern working conditions of Departmental staff, meetings with Union representatives over matters concerning their members, and representation of the Department before both State and Federal Industrial Tribunals.

Following the National Wage case decisions of 23rd September, 1983 and 4th April, 1984, all groups within the Department were granted salary and wage increases of 4.3% and 4.1% respectively.

Agreements for reduction in working hours were negotiated and ratified by the Arbitration Commission in respect of tradesmen, drivers, storemen and printing machine operators. Negotiations are continuing between the Department and relevant unions in respect of other employees and their claims for a 38 hour week.

A number of matters were unable to be resolved by negotiation and went before the Industrial Tribunals for conciliation and arbitration. Such matters included claims for reinstatement of staff and disputes in connection with the implementation of a staffing formula for motor registries.



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