

NEW SOUTH WALES

**Annual Report 1981-82**



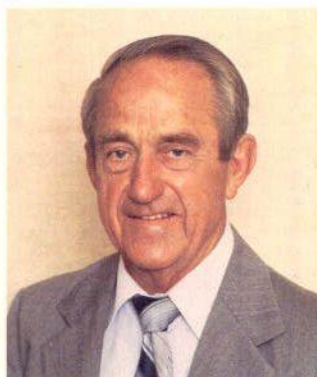
PRINCIPAL OFFICERS OF THE DEPARTMENT OF MOTOR TRANSPORT  
AS AT 30TH JUNE, 1982.



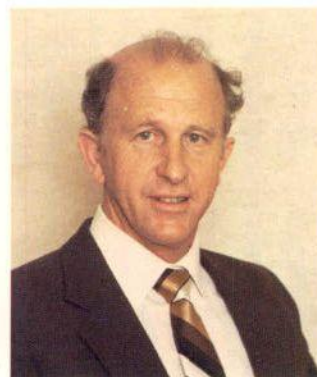
J.W. (Jack) Davies  
Commissioner



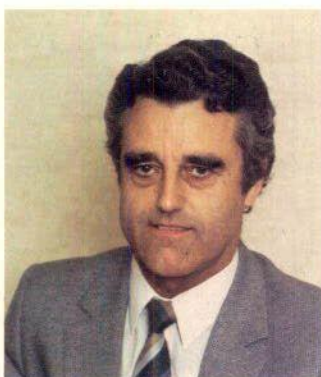
N.C.M. (Neville) Skinner  
Assistant Commissioner



K.J. (Ken) Mungoven  
Executive Director  
(Policy)



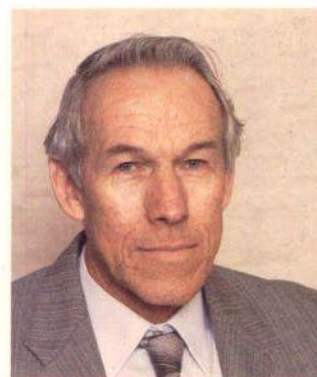
E.B. (Ted) Blackhall  
Executive Director  
(Administration)



H.L. (Harry) Camkin  
Director  
Traffic Authority of NSW



M.J. (Michael) Butler  
Executive Director  
(Policy Analysis Unit)



A.J. (Arthur) Percival  
Executive Director  
(Management)



D.G. (Don) Bell  
Chief Superintendent



K.R. (Kevin) Bain  
Secretary

COVER: Impression of new office complex for the Department's Southern Region in Wagga Wagga.



The Hon. P.F. Cox, M.P.,  
Minister for Transport,  
SYDNEY.

Dear Mr. Cox,

It is with pleasure that I submit, for your information and presentation to Parliament, the Annual Report of the Department of Motor Transport for the year ended 30th June, 1982.

The report briefly describes the Department's aims and functions and summarises its activities and achievements. Included also are the financial results for the year and some explanatory information about the Department's policies and functions.

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

Yours faithfully,



Commissioner.

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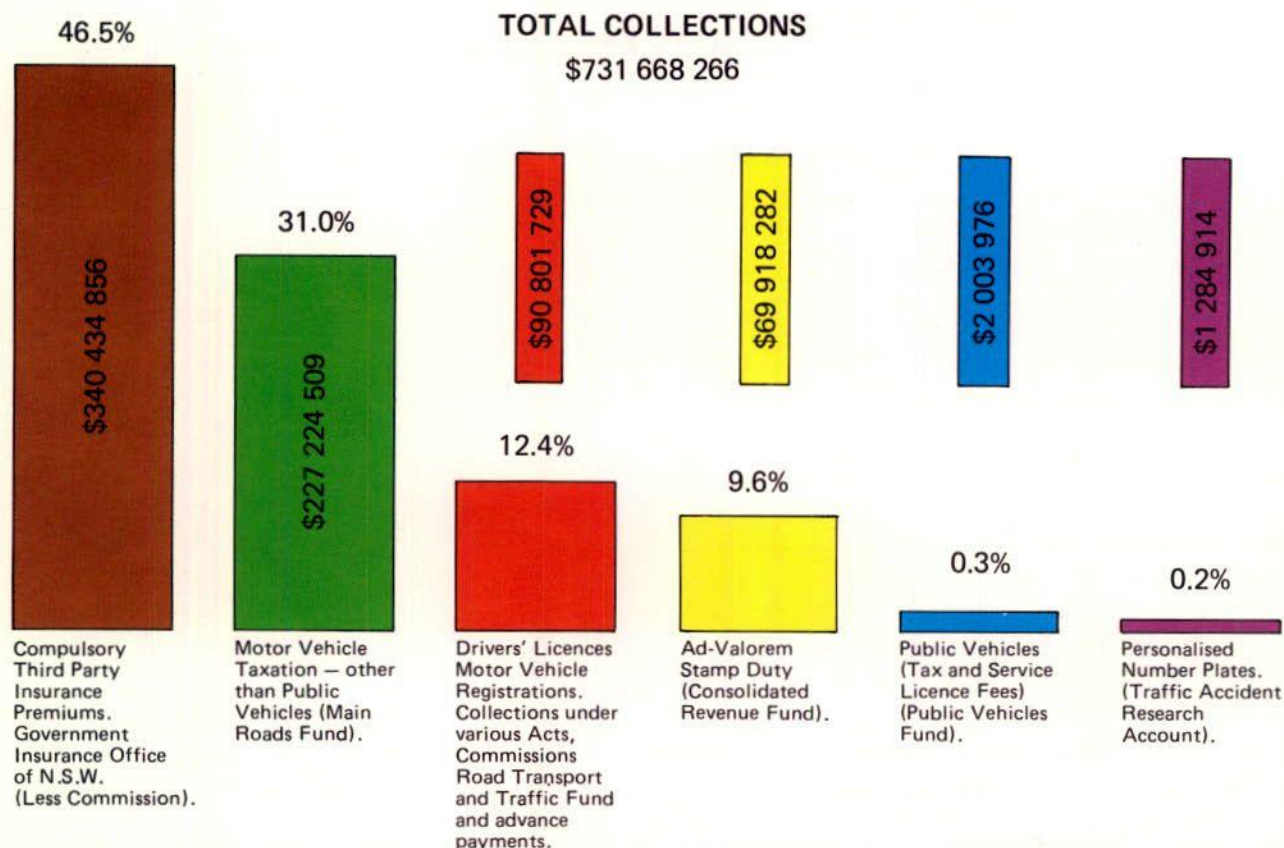
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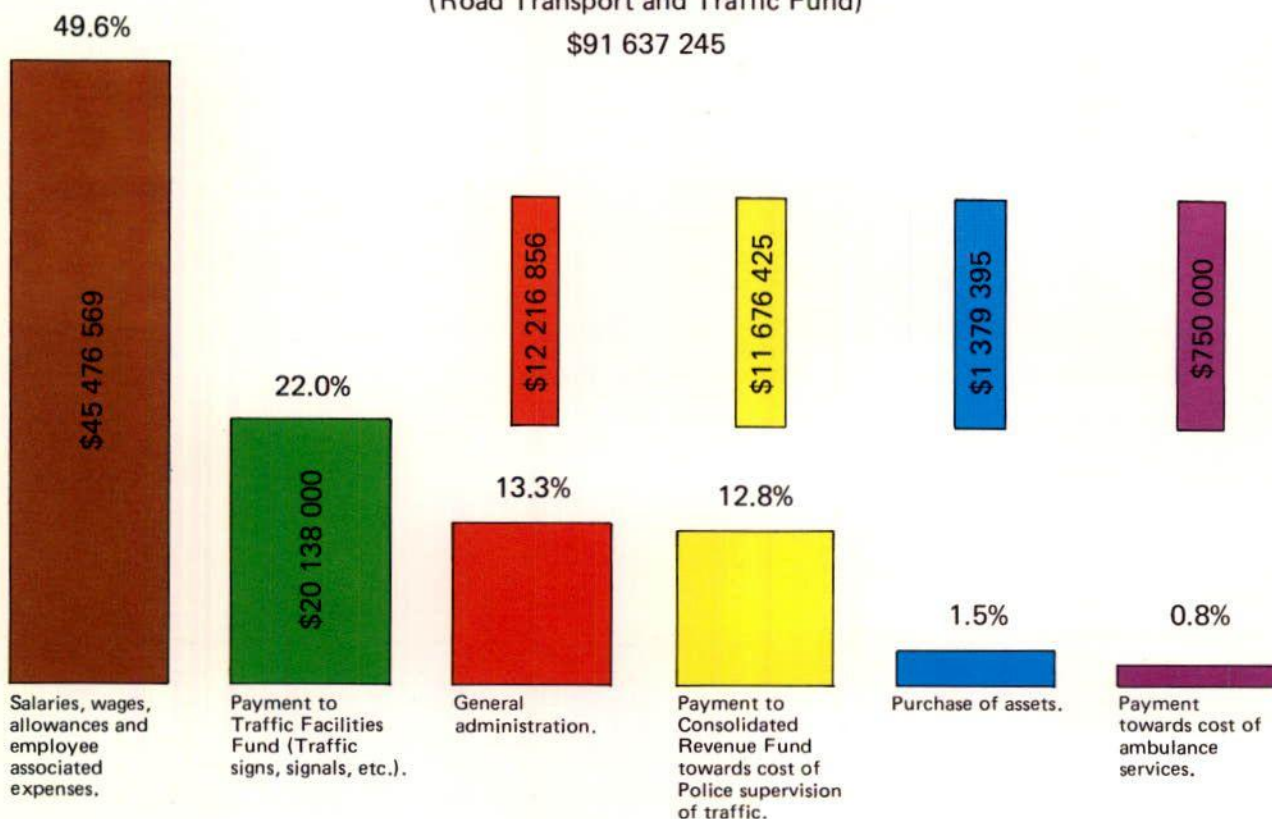


# BRIEF SUMMARY OF SOURCE AND APPLICATION OF REVENUE FOR THE YEAR UNDER REVIEW



## APPLICATION OF DEPARTMENTAL PROPORTION OF COLLECTIONS

(Road Transport and Traffic Fund)  
\$91 637 245



## **AIMS OF THE DEPARTMENT**

- To promote safety and competence in the use by drivers of New South Wales' roads.
- To 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 manpower, 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.

## **LEGISLATIVE FUNCTIONS**

- 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 and medical 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 public vehicles (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 Government Insurance Office (Motor Vehicles (Third Party Insurance) Act).
- Collection on behalf of the Stamp Duties Office of stamp duty payable on issue of certain 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 of the Air Transport Act on behalf of the Minister for Transport 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).

## **FINANCES**

### **EXPLANATORY**

Revenue is collected by the Department of Motor Transport principally in respect of registration of motor vehicles and licensing of drivers to finance activities closely related to traffic control and public roads and to meet associated administrative costs. The Department also collects on behalf of other Government bodies substantial amounts such as third party bodily insurance premiums and stamp duty on issue of original and transfer certificates of registration. By law, amounts received are paid into separate Funds of the Treasury which are described in the following paragraphs. Appendices 1, 2, 3, 4 and 5 to this report give details of the sources of income and subsequent expenditure in respect of each Fund.

## ROAD TRANSPORT AND TRAFFIC FUND

### SOURCES OF REVENUE

All fees (as distinct from Tax Levy and Weight Tax — see "Main Roads Fund") for vehicle registrations, fees for driving licences and miscellaneous fees and charges, including the commission paid by the Government Insurance Office on third party insurance premiums collected on its behalf, a contribution towards the cost of collection of stamp duty on new and transferred vehicles and fees and charges under the State Transport (Co-ordination) Act and various other Acts administered by the Department.

### APPLICATION

This is the Department's main operating Fund and from it is paid the major portion of its costs of administration. Other important items are:-

- Contribution towards the cost of providing traffic lights, signs and other traffic facilities.
- Contribution towards the cost of provisions of Police services in supervising and controlling traffic.
- Contribution towards the cost of ambulance services in New South Wales.

From 1st March, 1982 fees and charges generally were increased by 50% and fees and charges were imposed on certain services which were previously provided free. However, the revenue of the Road Transport and Traffic Fund was still insufficient to allow the Department to meet the agreed cost for 1981/82 of \$54 092 427 for Police services. The available amount of \$11 676 425 was paid to the Consolidated Revenue Fund as part payment for Police services. The shortfall of \$42 416 002 has had the effect of increasing the accumulated deficit to \$161 610 793.

The financial situation remains such that it has been extremely difficult to maintain a desirable level of service to the public and to proceed with new projects. Consequently, any new initiatives which will add to the Department's operating costs can only be taken if the revenues to be derived therefrom will cover the Department's costs.

## PUBLIC VEHICLES FUND

Under the Transport Act, buses, taxi-cabs, private hire cars and motor vans in three specified areas embracing Sydney, Newcastle and Wollongong, and defined as "Transport Districts", are subject to additional registration and other special requirements. Certain revenue derived from them is paid into the Public Vehicles Fund. The special requirements in the three Transport Districts are described in the section headed Commercial Transport Services.

### SOURCES OF REVENUE

- Weight tax paid on the registration of public vehicles in Transport Districts.
- Fees for licences for bus services. These licences are distinct from the licences for the buses themselves under the State Transport (Co-ordination) Act and are termed "Service Licences".

### APPLICATION

- Reduction of capital debt of bus services operated by the Urban Transit Authority (Bus Division). The amount so applied is equal to half the amount collected as Service Licence fees for Metropolitan and Newcastle bus services.
- Assistance to authorities — mainly Councils — responsible for roads used by the buses. This accounts for all the bus weight tax and the balance of the revenue from the Service Licence fees.
- The bulk of the receipts of weight tax on public vehicles, other than buses, is paid to the Traffic Facilities Fund for expenditure on traffic control activities.

## **STATE TRANSPORT (CO-ORDINATION) FUND**

The State Transport (Co-ordination) Act, which provides for regulation of intrastate commercial passenger carrying and goods carrying transport services, was amended during the year to permit the fees, charges and fines under the Act to be paid into the Road Transport and Traffic Fund instead of the State Transport (Co-ordination) Fund. The Act and administrative policies in regard to it are dealt with in the section headed Commercial Transport Services.

## **MAIN ROADS FUND**

### **SOURCES OF REVENUE**

Motor vehicle registration tax levy and weight tax (as distinct from registration fees — see Road Transport and Traffic Fund) is paid on vehicles other than public vehicles in the Transport Districts. Tax levy and weight tax collections on the latter vehicles are credited to the Public Vehicles Fund.

### **APPLICATION**

The revenue from the above sources is the principal State revenue to be applied towards the cost of main roads.



# POLICY DEVELOPMENTS AND LEGAL ACTIVITIES

## INTRODUCTION

Established policies having a background in particular activities which continued without substantial change are included in the individual sections of this report dealing with such activities. For example, policies dealing with staff, premises and data processing are mentioned in the section headed Other Functions, Staff, Premises and Data Processing, and commercial goods transport policies in the section headed Commercial Transport Services. Information of a more general nature is contained in this section.

**Regional Branches.** The State is now divided into seven Departmental administrative regions each under the control of a Regional Superintendent who is responsible, through the Chief Superintendent, to the Commissioner for the implementation within the region of legislation administered by the Department; the determination of matters arising locally in the operation of public motor vehicles and their drivers; the control and management of Departmental Motor Registries; and the activities of Departmental Officers generally within the region.

During the year under review, as part of the ongoing examination of the effectiveness of the management practices and operating procedures, the Commissioner established, with effect from 31st August, 1981, two new Metropolitan Regional Branches known as the Western Metropolitan Regional Branch and the Central Metropolitan Regional Branch. The two new Branches were formed generally by dividing equally the area of the then existing single Metropolitan Regional Branch.

**Other Policy Activities.** Determination of policy matters continued to involve consultation, where necessary, with other Government bodies and trade organisations and some decisions are reflected in new legislation or regulations outlined on the following pages.

## STATUTORY AUTHORITIES

Statements about the two Statutory Authorities on which the Department is represented follows.

### THE URBAN TRANSIT AUTHORITY OF NEW SOUTH WALES

This Authority is a Statutory body incorporated under the Transport Authorities Act, 1980 and became effective on 1st July, 1980 as a result of the N.S.W. Government's decision to abolish the Public Transport Commission of New South Wales.

The Commissioner for Motor Transport is an ex-officio member of the Urban Transit Authority.

### TRAFFIC AUTHORITY OF NEW SOUTH WALES

The Traffic Authority was formed to assume the overall control and management of road traffic, to eliminate the then existing fragmented control in traffic matters and to fill a need for a single decision-making body with particular emphasis on the determination of traffic management policies, programmes and priorities for the whole State.

The Commissioner for Motor Transport is Chairman of the Traffic Authority.

Under the Traffic Authority Act, the Traffic Authority of New South Wales is required to submit its own Annual Report to Parliament. Its activities and the activities of the Traffic Accident Research Unit, which became part of the Traffic Authority on 28th September, 1981 are, therefore, not detailed in this report.

## COMMITTEES AND CONFERENCES

The Department is also associated with a number of important policy committees and conferences. In following its established practice of obtaining the views of other Government Departments, Councils and industry organisations when particular policy matters are being considered, contact is maintained on a committee basis. Information about some of these committees and conferences follows.

## AUSTRALIAN TRANSPORT ADVISORY COUNCIL

The Australian Transport Advisory Council provides Australia-wide contact at Ministerial level on major problems of transport and traffic administration. The Council consists of the Commonwealth and State Ministers for Transport.

Subordinate bodies of the Council which involve the Department are as follows:-

**Motor Transport Group.** This Group advises Council on policy considerations arising from the work of the Technical Advisory Committees mentioned hereunder and co-ordinates the work programmes of those Committees. It exercises delegated powers in respect of minor technical amendments to Australian Design Rules and to the National Draft Regulations defining vehicle construction, equipment and performance standards for road vehicles.

**Committee on Road User Performance and Traffic Codes.** This Committee advises the Australian Transport Advisory Council on uniform codes covering traffic laws, driver licensing and traffic management. It also has the additional functions of initiating, reviewing and developing means of assessing driver performance.

**Advisory Committee on Vehicle Performance.** The function of this Committee is to advise the Australian Transport Advisory Council on the "on-road" standards and equipment of motor vehicles and their loads.

**Advisory Committee on Safety in Vehicle Design.** This Committee advises the Australian Transport Advisory Council on safety standards in respect of the design of motor vehicles.

**Australian Motor Vehicle Certification Board.** The Board's principal function is to issue Certificates of Compliance with the Australian Design Rules for Motor Vehicle Safety for individual types of models of motor vehicles.

**Committee on Motor Vehicle Emissions.** The function of this Committee was to advise the Australian Transport Advisory Council on motor vehicle emission standards. The Committee was abolished and its functions were transferred to the Advisory Committee for Vehicle Emissions and Noise in February, 1982.

**Advisory Committee for Vehicle Emissions and Noise.** This Committee replaces the Committee on Motor Vehicle Emissions and the Vehicle Emissions and Noise Standards Committee. It will also assume the noise functions of the Advisory Committee on Vehicle Performance and the Advisory Committee on Safety in Vehicle Design. The inaugural meeting of the Committee will be on 7th July, 1982.

**Publicity Advisory Committee for Education in Road Safety.** The function of this Committee is to produce and implement co-ordinated plans for the production and distribution of traffic safety education material used nationally and paid for out of Commonwealth Government Funds.

## CONFERENCE OF AUSTRALIAN AND NEW ZEALAND ROAD TRANSPORT AUTHORITIES

Representatives of the transport authorities of each State and from New Zealand meet each year to consider developments and problems of common concern, to share experiences in these matters and to develop and maintain, as far as possible, uniform administrative policies.

## CONFERENCE OF REGISTRARS OF MOTOR VEHICLES

This Conference has been held annually and provides a further forum for the interchange of ideas on registration and driver licensing matters and associated procedures for the purpose of reaching a greater degree of uniformity of approach by the various Authorities.

## AIR LICENSING ADVISORY COMMITTEE

The function of this Committee is to advise the Minister for Transport on matters of policy and licensing relating to applications to conduct air services within the State. The Committee comprises the Commissioner for Motor Transport (Chairman) and representatives of the Ministers for Transport, Tourism and Decentralisation. Further information about changes in aircraft licensing matters appears later in this report in the section headed Commercial Transport Services.



#### TAXI ADVISORY COUNCIL

The Council, under the Chairmanship of the Commissioner for Motor Transport, advises the Minister for Transport on matters of policy relating to the taxi-cab industry in the Metropolitan, Newcastle and Wollongong Transport Districts.

#### COMMITTEE OF REVIEW – PENSIONER SUBSIDY SCHEME

The Pensioner Subsidy Scheme provides pensioners with Government-subsidised half-fare travel on private bus services. The Committee of Review was established to examine and make recommendations in respect of the level of subsidies paid to bus operators.

The committee comprises the Chief Superintendent, Department of Motor Transport (Chairman) and representatives of the Ministry of Transport and Bus and Coach Association, New South Wales.

#### COMMITTEE OF REVIEW – TRAVEL CONCESSION SCHEME FOR UNEMPLOYED PERSONS

The Government introduced the scheme to enable unemployed persons and recipients of certain other social security benefits to travel for half fare on public transport. The Committee of Review has the function of examining and making recommendations in respect of the level of subsidies paid to bus operators.

The committee comprises the Chief Superintendent, Department of Motor Transport (Chairman) and representatives of the Ministry of Transport and Bus and Coach Association, New South Wales.

#### TRANSPORT STRATEGY ADVISORY COMMITTEE

The function of this Committee is to advise and report to the Minister for Transport on strategic planning, implementation, evaluation and co-ordination of transport policy and development for the whole of the transport sector throughout the State. The Commissioner for Motor Transport is a member.

#### NEW SOUTH WALES ROAD FREIGHT TRANSPORT INDUSTRY COUNCIL

The Government established the Council in recognition of the important contribution the trucking industry makes to the economy. This Council is an advisory, non-executive body made up of industry and government representatives, established in response to recommendations by the Commission of Enquiry into the New South Wales Road Freight Industry to provide the Government with advice on ways to achieve better communication and improved conditions within the road freight industry. Its objective is to promote, through consultation, a more united and co-operative approach to development of the road transport sector.

Council examines the issues and problems which the trucking industry itself considers should be investigated and it works to improve the information which needs to be known about the road freight sector so that the right decisions can be made about the industry's future direction. In particular, it provides a venue for co-ordinating the initiatives of various government agencies and systems of the industry.

Its membership is made up of representatives of the N.S.W. Road Transport Association, the Transport Workers' Union, the N.S.W. Road Transport Industry Training Committee Limited, the Long Distance Road Transport Association of Australia, the Minister for Industrial Relations, the Minister for Consumer Affairs and Roads, the Minister for Transport and the Commissioner for Motor Transport and it has an independent Chairman. The Secretariat is provided by the Ministry of Transport.

#### COMMITTEE OF REVIEW – AUTHORISED INSPECTION STATIONS

The Committee advises the Commissioner about the scheme for annual inspection of motor vehicles by Authorised Inspection Stations (usually service stations). It comprises representatives from the Motor Traders' Association of N.S.W., the Service Stations' Association of N.S.W., the Society of Automotive Engineers Australia, the Institute of Automotive Engineers and the Department of Motor Transport. Cases of alleged improper actions by Authorised Inspection Stations may be referred to the Committee for consideration and the Committee reports to the Commissioner recommending appropriate action.

Any proprietor or examiner suspended or excluded from the Authorised Inspection Station Scheme or objecting to any other related decision by the Commissioner has the right of appeal to a Court of Petty Sessions.

### **NEW LEGISLATION**

**TRANSPORT (ROAD TRANSPORT AND TRAFFIC FUND) AMENDMENT ACT, 1982 AND STATE TRANSPORT (CO-ORDINATION) AMENDMENT ACT, 1982.**

This Act, assented to on 13th April, 1982, abolished the State Transport (Co-ordination) Fund and provided that revenue collected under authority of the State Transport (Co-ordination) Act, 1931 be paid into the Road Transport and Traffic Fund.

**LOCAL GOVERNMENT (PARKING ADVISORY COMMITTEES) AMENDMENT ACT, 1981.**

This Act, assented to on 18th December, 1981, commenced on 21st May, 1982. It abolished Parking Advisory Committees and transferred to the Traffic Authority of New South Wales the powers previously conferred upon Parking Advisory Committees in relation to parking stations and metered parking zones and spaces.

### **NEW REGULATIONS**

#### **VEHICLE DIMENSION LIMITS**

Amendments to the Motor Traffic Regulations were gazetted on 24th July, 1981 to provide for the following increased vehicle dimension limits:-

- permissible length of an articulated vehicle — increased from 16 to 17 metres;
- permissible length of a combination of vehicle and trailer — increased from 16.8 to 17 metres; and
- permissible rear overhang of a trailer which is 9.5 metres or less in length — increased from 3.2 to 3.7 metres.

#### **VISITING DRIVERS**

The Motor Traffic Regulations were amended with effect from 25th September, 1981 to enable the general exemption by which visiting licensed drivers may drive in N.S.W. without obtaining a N.S.W. licence, to be withdrawn if the visitor is unfit to drive on any of the grounds for which a resident of New South Wales may be refused a licence or have it suspended or cancelled.

#### **AUSTRALIAN DESIGN RULES**

Australian Design Rule (ADR) Number 27B, which expands the requirements of ADR 27A dealing with engine emission control, was incorporated in the Motor Traffic Regulations as a further measure to reduce air pollution. It applies to petrol-fuelled motor cars and derivatives manufactured from 1st January, 1982.

#### **INCREASED TAXI-CAB FARES**

The Transport (Public Vehicles) Regulations were amended to provide for increases, on and from 1st November, 1981, in the charges for taxi-cabs operating in the Metropolitan, Newcastle and Wollongong Transport Districts. The new rates are 70 cents flag fall (including the first 111 metres of travel), 45 cents per kilometre and \$11.40 per hour waiting time.

Charges for contract hirings for weddings and funerals and for the carriage of luggage were not changed.

#### **AFFIXING OF REGISTRATION LABELS**

Amendments to the Motor Traffic Regulations were gazetted on 13th November, 1981 to provide that as an alternative to the windscreen or front left hinged window, a registration label may be affixed to any fixed or hinged glass panel on the nearside of a motor vehicle.

This amendment was made to alleviate the need for a motorist to obtain a replacement registration label when a windscreen is broken.



## NUMBER PLATES

- Amendments to the Motor Traffic Regulations were gazetted on 20th November, 1981 to provide for the issue of "custom-made" number plates comprising any combination of up to six characters (other than all numerical or other plates which are routinely issued) for an annual fee of \$180. The plates contain black characters on a yellow reflectorised background bearing the slogan "NSW—THE PREMIER STATE".
- The Motor Traffic Regulations were amended, with effect from 1st January, 1982, to provide for the issue of a single motor vehicle traders' plate for display on the rear of the vehicle.
- Amendments to the Transport (Public Vehicles) Regulations were gazetted on 25th June, 1982 to provide for the issue of reflectorised slogan bearing number plates for taxi-cabs, private hire cars, motor omnibuses and motor vans licensed to operate within the Metropolitan, Newcastle and Wollongong Transport Districts.

## NO STANDING/NO STOPPING SIGNS

The Motor Traffic Regulations and Metropolitan Traffic (General) Regulations were amended to provide with effect from 1st January, 1982, in accordance with a recommendation of the Traffic Authority of New South Wales, to provide for "No Standing" traffic control signs to have the same meaning as "No Stopping" signs and to prohibit any vehicle from stopping at the kerb. "No Standing" previously prohibited the standing of a vehicle to pick up or set down a passenger.

However, following review, the Regulations were again amended, with effect from 10th May, 1982, so that the meanings of the signs reverted to their former meanings.

## REPORTING OF TRAFFIC ACCIDENTS

The Motor Traffic Regulations and General Traffic Regulations were amended, with effect from 8th January, 1982, to increase from \$300 to \$500 the amount above which an accident involving property damage insurance is required to be reported to the Police. The change did not alter the requirement to report any accident in which a person is killed or injured.

## CHILD RESTRAINTS

The Motor Traffic Regulations were amended on 8th January, 1982 to place upon the driver of a motor vehicle the onus of proving that particular circumstances at the time justified non-compliance with the requirement for a child to wear an available child restraint. The amendment also removed the provision which had previously enabled an unrestrained child to be carried in a front seat position where the driver considered that it was necessary for the safety or well being of the child or any other occupant of the vehicle. An unrestrained child may now only travel in a front seat position if no rear seat is available or a current certificate issued by a medical practitioner is held advising that such an arrangement is necessary on medical grounds.

## INCREASES IN FEES

Amendments to the Regulations under the Motor Traffic Act, Transport Act, State Transport (Co-ordination) Act, Motor Vehicles (Third Party Insurance) Act, Tow-truck Act, Driving Instructors Act and Air Transport Act provided for an increase in fees for licences, registrations and other motor traffic transactions payable to the Department.

Effective from 1st February, 1982 the fee for a learner's permit increased from \$5 to \$10, the duration of the permit increased from 3 to 12 months, and a fee of \$15 for a driving or riding test was introduced. Written knowledge tests on the rules of the road prior to the issue of a learner's permit or licence were also introduced.

From 1st March, 1982, the Department's fees generally were increased. These included driver's licence increased from \$10 to \$15 per annum; rider's licence increased from \$8 to \$12 and motor car and lorry registrations from \$10 to \$15.

## TRANSIT LANES

On 26th February, 1982, the Motor Traffic Regulations were amended to exempt from transit lane restrictions tow-trucks and emergency maintenance vehicles operated by or at the direction of the Department of Main Roads proceeding to the scene of an accident or other emergency.

## **OWNERSHIP DETAILS DISPLAYED ON VEHICLES**

The Motor Traffic, General Traffic and Transport (Public Vehicles) Regulations requiring the display of the owner's name and address on goods vehicles over two tonnes and the operator's name on the rear of omnibuses, were repealed with effect from 12th March, 1982.

## **MULTI-LANE INTERSECTIONS**

Amendments to the Motor Traffic and General Traffic Regulations were gazetted on 12th March, 1982 to regulate the turning of vehicles at a multi-lane intersection at which a right or left-hand turn may be made from more than one traffic lane.

## **FLASHING WARNING LIGHTS ON MILK WAGGONS**

The Motor Traffic Regulations were amended on 30th April, 1982 to include in the prescribed classes of motor vehicles which may be fitted or used with flashing warning lamps as optional equipment, milk vendors' waggons used for the delivery of milk and required to stop at frequent intervals.

## **BICYCLE REAR LAMPS AND REFLECTORS**

The General Traffic Regulations were amended, with effect from 1st January, 1983, to provide that rear reflectors fitted to bicycles shall conform to the provisions of Australian Standards AS2142-1978 and AS1927-1978.

## **TAXI-CAB DRIVER SAFETY**

The Transport (Public Vehicles) Regulations were amended, with effect from 11th June, 1982, to require taxi-cab drivers, and persons applying for licences to drive taxi-cabs, to undergo instruction in safety procedures designed to protect them from potential assailants.

The Regulations were amended, as from 1st September, 1982, to require every taxi-cab operating in the Metropolitan, Newcastle and Wollongong Transport Districts to be equipped with an approved lock release device within an enclosed luggage compartment and an approved radio alarm system which may be activated in the event of an attack or threat from an intending assailant.

## **ANGLE PARKING OF MOTOR CYCLES**

On 18th June, 1982, the Motor Traffic Regulations were amended to provide that a motor cycle may be parked at an angle to the kerb in parallel parking locations.

## **PREMIUM CLASSIFICATION FOR STATION WAGGONS**

The Motor Vehicles (Third Party Insurance) Regulations were amended, with effect from 1st January, 1982, to provide in the Table of Premiums, for a separate third party insurance premium classification for station waggons other than those registered for use as primary producers' vehicles or as taxi-cabs. This amendment was made to assist in obtaining claims experience data.

## **TURNING VEHICLE SIGN**

An amendment to the Motor Traffic Regulations was gazetted on 25th June, 1982 to make it an offence for a driver to display a sign with the words "Do Not Overtake Turning Vehicle" at the rear of any vehicle which is less than 7.5 metres in length.

## **LEGAL PROCEEDINGS AND ENFORCEMENT**

Activities of the Department which required legal representation included enforcement of legislation, recovery of monies owing, court and administrative tribunal appearances, transfer and acquisition of property and consideration of the legal effect on the Department of statutory provisions and administrative decisions as well as the drafting of and advising about new legislation.

Particulars of proceedings initiated by the Department against breaches of the Acts and Regulations administered by it, and heard at Courts of Petty Sessions throughout the State, but primarily at Redfern, Wollongong and Newcastle, are shown in Appendix 6.



Most of the prosecutions initiated by this Department related to offences against the Motor Traffic Act and Regulations (2 144 cases). The most common breaches were matters in connection with motor vehicle registration, for example, failure to notify disposal or acquisition (682 cases). The other major category of offences were those involving misuse of log books (509 cases). Other matters for which convictions were obtained included driving unregistered vehicles, and driving vehicles which exceeded standards set for width, length, height or weight.

Some 749 convictions were recorded for breaches of the Transport Act and Regulations. These mainly involved offences by taxi-cab drivers and included the failure to carry out or accept a hiring (120 cases), incivility and impropriety towards passengers (39 cases) and failure to produce the taxi-cab for inspection (62 cases).

Convictions for breaches of the State Transport (Co-ordination) Act related mainly to vehicles which were not licensed to operate within New South Wales (94 cases). Twenty-five convictions were recorded under the Motor Vehicles Taxation Management Act for failure to pay additional tax.

Appeals to Courts of Petty Sessions against a decision of the Commissioner to refuse, cancel or suspend licences issued under the Motor Traffic Act or Transport Act amounted to some 5 000 cases during the year. Details of these matters are shown in Appendix 10. The majority of appeals were lodged by the holders of first-year provisional licences. In about twenty per cent of the cases the appeal was upheld. The appeal was dismissed without any variation of the Commissioner's decision in about twenty-one per cent of the cases. In the majority of cases (some fifty-four per cent) the Court dismissed the appeal but varied the period of cancellation or suspension, usually by reducing that period. The balance of about five per cent of appeals lodged were not proceeded with for a variety of reasons.

The Courts of Petty Sessions also considered appeals against decisions made under the Tow-truck Act, the Motor Vehicle Driving Instructors Act, and the Authorised Inspection Station Scheme.

In all the appeals before the Courts of Petty Sessions the Department was represented at the hearing either by an officer employed by the Department or, in the case of country courts, by the Police Prosecutor attached to the particular court. Where the appeal was against a decision based on medical grounds or as the result of failure of a driving test, a Medical Officer or in the case of driving test failure, the Driver Examiner who conducted the test attended the court to give evidence for the Department. In appeals relating to the operation of the Authorised Inspection Station Scheme, the relevant Motor Vehicle Inspectors gave evidence.

A number of matters were heard in the District Court, the Supreme Court, the Workers' Compensation Commission and the Transport Appeals Board. The Department was represented by a Legal Officer and, where necessary, briefed Counsel to appear in these matters.

Proceedings were instituted in thirteen cases for breaches of the Air Transport Act by a commuter operator who pleaded guilty on all counts to operating aircraft not licensed under the Act for the carriage of passengers or goods between specific airports. The fines and costs imposed totalled \$3 217.10.

### **POLICY ANALYSIS UNIT**

The Policy Analysis Unit was established following the 1980 Management and Strategy Review of the Department's basic functions, structures and policies. The Unit has oversighted the implementation of many of the changes arising from the Management Strategy Review, and has examined and reported in detail on other matters covered by the Review.

The Unit is headed by Mr. M.J. (Michael) Butler, Executive Director and during the year three additional staff were appointed to the Unit. Two of the staff appointed were Mr. C. (Chris) Ailwood as Chief Management Consultant and Mr. G. (Greg) Piper as Data Processing Co-ordinator, both being seconded from the Public Service. The third was Dr. D. (Dawn) Linklater as Principal Policy Analyst, who was appointed from within the Department. Arrangements have been made with a few other Departments to second additional staff to the Unit on a project basis as the need arises.

Major projects undertaken or underway include:

- A review of the Department's fee structure was undertaken, resulting in recommendations (approved by the Government) for the imposition of new fees, substantial increases to existing fees and the future indexing of fees.
- A feasibility study of introducing life time licences was completed in September, 1981, and showed substantial staff savings were possible upon the introduction of the scheme. The implications of the report are presently under consideration by the Government.
- An overhaul of personnel management activities has covered recruitment, promotion and staff appraisal practices. Arising from the overhaul have been moves towards the development of a new entrance examination for recruitment to junior clerical positions; preparation of draft legislation covering the appointment and promotion of staff, disciplinary procedures, and appeals; the introduction of a staff Newsletter; production of an Annual Report for Staff and a Suggestion Awards Scheme; and the development of a Staff Appraisal Scheme.
- A review of the current priorities and future role of the Traffic Accident Research Unit of the Traffic Authority of N.S.W. is underway.
- A thorough examination of the Department's computing requirements and an overhaul of the associated management practices is currently being undertaken. This includes an audit of existing computer usage, an investigation of the Department's future computing requirements and the development of more effective data processing management practices.
- A comprehensive policy review of the Department's role in the rationalisation of privately operated transport services is shortly to commence.
- Reviews are also being made of the effectiveness of the management practices and operating procedures in various sections of the Department.

#### **LICENSING BRANCH.**

On 4th August, 1981 the Licensing Branch became operationally effective. The responsibilities of the Branch include formulation and implementation of policies and requirements relating to the —

- fitness of persons to be granted and continue to hold drivers' and riders' licences from the aspect of their offences, drinking habits, medical and physical condition, and competency as drivers;
- testing of applicants for and holders of licences to drive or ride various classes of motor vehicles; and
- licensing under the Air Transport Act of aircraft used for the commercial carriage of persons and/or goods on flights wholly within New South Wales.

The Branch maintains a computer record system of traffic related offences and administers the demerit points and provisional licence schemes. The day-to-day administration of the Air Transport Act is a responsibility of the Branch.

# MOTOR VEHICLE REGISTRATIONS AND DRIVERS' LICENCES

## SUMMARY OF REQUIREMENTS

**Vehicles.** Under the Motor Traffic Act, all motor vehicles, except certain exempt classes, must be registered. 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.

**Drivers.** The Motor Traffic Act also requires all motor vehicle drivers, except a few exempt classes of drivers, to be licensed. The licence system, besides providing for learners' permits and provisional licences, includes a number of different classes of licences. Appendix 9 — Table 3 shows the classes of licences appropriate to vehicle types according to whether they are heavy, in private or public use, or motor cycles.

## REGISTRATIONS AND LICENCES

**Statistics.** Set out hereunder are the principal statistics for the year under review. More detailed information and comparisons extending over some years appear in:—

- Appendix 9 — Table 1 — Total registrations in force for vehicles of various types.
- Appendix 9 — Table 2 — New vehicles registered during the year.
- Appendix 9 — Table 3 — Drivers' and riders' licences on issue.

**Vehicle Registrations in Force.** Motor vehicle registrations rose during the year to 3 293 539 — an increase of 3.7% on the previous year.

**New Vehicles.** Registrations of new vehicles in New South Wales totalled 281 345 this year — an increase of 1.7% on the previous year.

**Drivers' and Riders' Licences.** Vehicle drivers' and cycle riders' licences totalled 3 202 723 — an increase of 3.6% on the previous year.

**Competency tests for licence applicants.** The Department conducts driving tests at 34 centres throughout the State at which 97 driver examiners are employed. At 224 other centres driving tests are conducted by Police. In the report year, Departmental driver examiners conducted 181 304 tests resulting in the issue of 107 486 licences.

**Written knowledge tests of the road rules and safe driving and riding practices.** On 1st February, 1982 the Commissioner introduced written knowledge tests as a pre-requisite to the issue of learners' permits for drivers as well as riders. Successful completion of these "tick-the-box" style examination papers, which have been issued in English and nine other community languages (viz., Serbian, Croatian, Arabic, Spanish, Turkish, Italian, Greek, Polish and Vietnamese) provides the Commissioner with a more objective assessment of an intending driver's or rider's knowledge of the road rules and safe driving and riding practices.

**Handicapped driver assessment.** To aid in the assessment of the ability of people who wish to obtain licences to drive, but have physical impairments that may affect their operation of normal vehicle controls, the Department established a specially equipped vehicle simulator which measures the forces that are applied to basic vehicle controls. This simulator has enabled the Commissioner to more objectively assess whether the various driving aids selected by handicapped people are adequate for the safe operation of vehicular controls.

**Issue of Custom-made Number Plates.** During the year applications were invited from interested vehicle owners for the issue of custom-made number plates, which have one to six letters or a combination of both letters and numerals (e.g. "TURBO 1"). The plates have black characters on a yellow reflectorised background bearing the slogan "NSW — THE PREMIER STATE". An annual charge of \$180 is payable. At the end of the report year applications for custom-made number plates had resulted in the issue of 1 681 sets of plates with the first set of plates being issued on 15th December, 1981.

Revenue derived during the year from the issue of these plates was \$205 996 which was utilised to offset the accumulated deficit of the Road Transport and Traffic Fund. In future, 50 percent of the proceeds from custom-made plates will be paid from the Road Transport and Traffic Fund into the Consolidated Revenue Fund for allocation to recreational and special programmes in western Sydney.

**Issue of Personalised Number Plates.** The personalised number plate scheme provides motorists with an opportunity to select number plates with a particular combination of letters and, if they are available, sequence of numerals, for a once only charge of \$50. With some exceptions, personalised number plates are available to motorists from the whole range of two-letter combinations in the black and white series and three-letter combinations in the yellow and black series. During the year under review there were 25 316 applications for personalised number plates.

Revenue derived this year from the issue of personalised number plates was \$1 265 800 which was used to help meet the operating costs of the Traffic Accident Research Unit.

**Clean Air Act and Regulations.** The Department of Motor Transport is advised by the State Pollution Control Commission, which administers the Act, 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 registrations of 46 vehicles. Of these suspensions, 26 remained at the end of the report year.

### MOTOR REGISTRIES

The Department operates 83 motor registries and payment offices in suburbs of Sydney, in the Newcastle and Wollongong areas and in many of the main country centres throughout the State to provide on-the-spot service to the public. At a further 175 country centres, motor registry work is handled by Police, in conjunction with other Police duties, on behalf of the Department. Registries conducted by the Department's staff deal with approximately 98% of all business transacted at motor registries. A listing of all motor registries is provided in Appendix 7, and details of revenue collected at them are shown in Appendix 8.

**Testing of applicants for General Licences under the Water Traffic Regulations on behalf of the Maritime Services Board of N.S.W.** Departmental motor registry officers at 29 inland locations test applicants for boat licences on behalf of the Maritime Services Board of N.S.W. The 2 806 tests conducted were confined to applicants for General Licences under the Water Traffic Regulations, and stem from long-standing arrangements whereby the Department provides assistance at localities where the Board has no employees of its own. A charge of \$1 500 per annum was introduced on the 1st January, 1982 and the amount of \$750 for the six months ended 30th June, 1982 was levied against the Maritime Services Board of N.S.W. for the provision of this service.

### THIRD PARTY INSURANCE

**Scope of Insurance.** Insurance required under the Motor Vehicles (Third Party Insurance) Act is against the liability of the owner and driver in respect of bodily injury to any third party arising out of the negligent use of the 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.

**Authorised Insurers.** On 30th June, 1982 there were two authorised insurers. These are the Government Insurance Office of N.S.W. and the National Roads and Motorists Association Insurance Ltd.

**Role of Government Insurance Office.** The Government Insurance Office of N.S.W. continued to conduct by far the greater proportion of compulsory third party insurance (98.3%), the premiums for which are almost invariably paid to this Department at the same time as other amounts due for vehicle registration. Collections this year on behalf of the Government Insurance Office reached a new record of \$345 691 129. The commission received by the Department for these collections and credited to the Road Transport and Traffic Fund was \$5 256 273.

**Premium Rates.** Premium rates for the various types of vehicles are prescribed by the Motor Vehicles (Third Party Insurance) Act and are indexed in line with the All Groups Consumer Price Index for Sydney. In accordance with the Act, premium rates were varied by 8.8% on 1st January, 1982 to correspond with the increase in the Index during the year ended 30th September, 1981.



## TRAFFIC BREACHES

**Respective Functions of Police and Motor Transport Departments.** For the most part, enforcement of the Motor Traffic Act and Regulations, as they lay down the rules of the road for drivers generally, is the responsibility of the Police. However, authorised officers of this Department assist to enforce particular requirements applying to drivers of commercial vehicles — for example, rules regarding load limitations and maximum periods of driving. Some statistics of convictions on proceedings taken by this Department in the report year appear in Appendix 6.

The records of traffic offences committed by individual motorists are maintained by this Department and, as required, information is provided from the records to enable the Police Traffic Branch to deal with reports of further offences and to assist the courts in their determination of appropriate penalties.

**Number of Driving Offences.** The number of driving offences (not including parking offences) noted on the Department's records this year was 403 984, an increase of 17.7% when compared with last year. In 334 884 cases, liability for the offence was satisfied by payment of the penalty nominated under the infringement notice scheme. Convictions for the types of offences involving automatic disqualification from driving numbered 31 645, which is 4 686 more than in 1980-81.

Additional information about more serious offences, including detailed statistics and explanatory notes, follow and also appear in Appendix 10.

## DISQUALIFICATION OF DRIVERS

**Powers of Courts to Disqualify.** Drivers convicted of specified major offences such as driving under the influence of alcohol are, by law, disqualified automatically for specified periods unless the courts order other, that is longer or shorter, periods of disqualification. Courts may also impose a period of disqualification for offences which are not subject to automatic disqualification.

**Disqualifications Imposed.** During the year the courts found proved 32 825 major offences (including driving under the influence of alcohol and having the prescribed concentration of alcohol in the blood) which are of a type which results in automatic disqualification in the absence of a court order to the contrary. Some 1 180 offenders were discharged under Section 556A of the Crimes Act without conviction. Of the 31 645 cases in which convictions were recorded, the statutory automatic period of disqualification operated in 7 026 instances but in the remaining 24 619 the courts imposed other, and usually shorter, disqualification periods.

As regards driving under the influence of alcohol, Section 556A of the Crimes Act was applied by the courts to discharge without conviction 14 drivers out of the 796 brought before them.

Similarly, Section 556A of the Crimes Act was also applied by the courts to discharge without conviction 1 129 of the 25 933 drivers brought before them during the year on charges of having the prescribed concentration of alcohol.

There were also 5 540 instances where courts revoked for varying periods the licences of drivers convicted of other offences which do not incur automatic disqualification.

**Powers of Commissioner.** The Commissioner, as the licensing authority, is empowered by the Motor Traffic Regulations to suspend, cancel or refuse drivers' licences. Any person so deprived of or refused a licence may appeal to a Court of Petty Sessions against the Commissioner's decision.

The Commissioner's exercise of those powers in the light of motorists' traffic records is carried out as follows.

The Commissioner may withdraw from licensed overseas or interstate visitors the privilege to drive in this State for any of the reasons for which he may deal with a N.S.W. licence.

**Holders of Provisional Licences.** Where the licensee commits a breach of the conditions of the licence (i.e., exceeds 80 kilometres per hour or fails to display "P" plates) or commits an offence of the type specified in the licence, the licence may be cancelled. After a specified period (usually three months) a further provisional licence is issued provided the applicant makes a fresh application, passes further driving, knowledge and eyesight tests and pays a further licence fee.

**Points System.** Operating separately from the Provisional Licence Scheme is a Points System whereby traffic offenders accrue a fixed number of points in respect of a variety of specified traffic offences recorded against them. Points are not allotted for offences dealt with by the court which result in the offender being disqualified or his licence being suspended, unless the court orders otherwise. The scheme provides licensees with a clear warning when the stage is being reached where the Commissioner will consider licence cancellation. Points allocated for individual offences range from two to four according to the seriousness of the offence and a driver or rider who accumulates twelve or more points within any period of two years may have his/her licence cancelled. Upon cancellation a driver may elect to be issued immediately with a provisional licence or to remain unlicensed for three months after which he/she may again obtain a full licence. Those who elect to be issued with a provisional licence may continue to drive, are not subject to the requirements placed on "first year" drivers regarding the display of "P" plates or observance of an 80 km/h 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.

Statistics of licences suspended and cancelled by the Commissioner under the Points System and Provisional Licence Scheme during the year are shown in Appendix 10.

# COMMERCIAL TRANSPORT SERVICES

## GENERAL BACKGROUND

**Licensing Acts.** Commercial road transport services are licensed under two Acts – the Transport Act and the State Transport (Co-ordination) Act. The policy followed under these Acts is designed to rationalise passenger services and to reduce or eliminate competition between them. Goods vehicle licences are not restricted concerning competition or area of operation.

Vehicles operated in commercial road transport services are licensed as goods vehicles, buses, taxi-cabs, private hire cars, tourist vehicles and service vehicles according to use. The conditions of licences reflect a general policy but also, particularly for passenger carrying vehicles, are varied to suit individual circumstances.

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

**Interstate Trade.** Vehicles operated in the course and for the purpose of interstate trade are not subject to licensing but must be registered and comply with normal standards of roadworthiness. Drivers must be licensed and observe safe driving requirements.

## GOODS VEHICLE SERVICES

### State Transport (Co-ordination) Act.

A licence under the Act is necessary for a motor vehicle to be used for the conveyance of goods in New South Wales. It is issued "as of right" and 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.

## PASSENGER SERVICES – SYDNEY, NEWCASTLE AND WOLLONGONG AREAS

### Transport Act.

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.

## BUS SERVICES

**Service Licence Necessary.** In addition to the licences for the buses themselves, licences for the services are required by non-Government bus operators in the three Transport Districts.

**Service Licence Fees.** 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 per seat of the total seating capacity but in the report year this maximum was not applied. The total of such fees for private bus services amounted to \$47 007, the fees for the individual services varying from \$10 to \$1 133. Service licence fees for Urban Transit Authority transport operations were \$30 000 (Metropolitan) and \$3 000 (Newcastle).

**Motor Vehicle Tax.** Weight 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 Appendix 3, totalled \$1 392 437 compared with last year's figure of \$1 106 473 and is applied to maintenance of bus routes.

**Contribution by Urban Transit Authority.** Although legally obliged only to pay service licence fees (and not registration fees or motor vehicle tax) the Urban Transit Authority, as a matter of Government policy, has contributed amounts calculated and subsequently distributed on the same basis as motor vehicle weight tax paid by private bus operators. Contributions this year totalled \$587 641.

**Revenue Distributed for Roadworks.** Most of the revenue derived from these sources is distributed on a proportional basis to authorities (mainly Councils) responsible for the maintenance of roads the buses use. Appendix 4 describes the basis of distribution and lists the individual amounts paid.

**Fares.** Approval was given for a general fare increase for privately operated bus services, applicable from 1st November, 1981, which was designed to offset an increase of 10.33% in operational costs throughout the bus industry since the previous increase on 15th September, 1980. Proportional increases in the cost of weekly tickets were also authorised.

Applications for increases in fares for privately operated bus services are determined by the Commissioner on the basis of a cost index which takes into account an agreed list of items representing the main components of bus service operating costs. Such increases are reported to Cabinet.

A review of private bus fare structures was completed during the report year conjointly by the Department of Motor Transport and the Urban Transit Authority in consultation with representatives of the private bus operators.

All privately operated bus routes in the Metropolitan Transport District are presently being surveyed with a view to introducing standard section lengths and fares.

**Variations in Services.** Metropolitan Transport District — as in the past, services were provided to new schools and new areas and in other cases existing services were extended or diverted to meet developments. During the year five services were transferred to new operators and the number of operators was increased by one.

Cross country "Red Arrow Express" services, conducted jointly by a number of existing operators, were extended from Blacktown to Epping and Cabramatta to Parramatta. Additional summertime services were also provided between Campbelltown and Austinmer, Liverpool and Cronulla and Ingleburn and Cronulla.

A pilot scheme for the use of "shared ride" fixed-fare taxi-cab services was introduced on the Campbelltown to Ambervale bus route at bus fares on an approved timetable. This experiment, which replaces bus services on Sundays, was continuing at the end of the report year.

**Wollongong Bus Rationalisation Programme.** As part of the Government's Transport Improvement Programme for Wollongong, the Urban Transit Authority in conjunction with this Department rationalised the private bus services in the area. Stages one and two of the scheme were introduced in September, 1981 and January, 1982. It is expected that the final stage will be introduced in July, 1982.

#### SUMMARY OF PRIVATE BUS STATISTICS (as at 30th June)

	Metropolitan		Newcastle		Wollongong		Total
<b>Operators</b>							
1982 .....	101	...	14	...	11	...	126
1981 .....	100	...	14	...	13	...	127
<b>Services</b>							
1982 .....	199	...	20	...	42	...	261
1981 .....	199	...	19	...	37	...	255
<b>Buses</b>							
1982 .....	1 572	...	142	...	165	...	1 879
1981 .....	1 578	...	141	...	169	...	1 888

For details of revenue derived and distributed see —

Appendix 3 — re revenue receipts, expenditure and distribution of the Public Vehicles Fund.  
Appendix 4 — re amounts distributed for roadworks from that Fund.

### TAXI-CABS AND PRIVATE HIRE CARS

**Registration.** 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.

**Tax Revenue.** 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.



**Mount Druitt Transport Improvement Programme.** Whilst most of the activity was under the direction of the Urban Transit Authority, the Department of Motor Transport was charged with responsibility for the preparation and dissemination of a "guide to taxi users" brochure. Circulation began on 15th June, 1982 and was concentrated in the Mount Druitt area with the publication being distributed at taxi ranks by Departmental Inspectors, by railway staff at Mount Druitt Station and through other local outlets including the local motor registry. The brochure is also displayed in an enclosed fixture at each of the two local taxi ranks.

The question of broader distribution of the brochure is being considered.

<b>SUMMARY OF TAXI-CAB AND PRIVATE HIRE CAR STATISTICS (as at 30th June)</b>						
	Metropolitan		Newcastle		Wollongong	
	1982	1981	1982	1981	1982	1981
<b>Taxi-cabs —</b>						
Unrestricted	2 455	2 437	*133	86	—	—
Restricted	1 118	1 116	3	48	118	117
Sub Total	3 573	3 553	136	134	118	117
<b>Private Hire Cars</b>	236	233	13	13	4	4
Total	3 809	3 786	149	147	122	121
*45 Newcastle taxi-cabs have been made unrestricted. No change was made in the restricted licence conditions for the three taxi-cabs at Stockton. Two additional taxi-cabs were licensed for the carriage of disabled persons in the Newcastle Transport District.						

**Fares.** Private hire car fares are not controlled but taxi-cab fares in the Transport Districts are fixed by regulation. Taxi-cab fares were increased from 1st November, 1981, because of increases in operating costs throughout the taxi-cab industry.

## TOURIST SERVICES

**Review of Tourist Vehicle Licensing Policy.** The Inter-Departmental Committee formed in 1979 at the instigation of the Minister for Transport and comprised of representatives of the Department of Motor Transport, Urban Transit Authority, Department of Tourism and Ministry of Transport presented its final report in respect of tourist vehicle licensing in the Metropolitan Transport District to the Minister in April, 1982. The recommendations contained in the report and which are basically designed to enable the intrastate tourist industry to make a greater contribution to the development of tourism in this State are in the course of being implemented.

A Working Party has been formed to review current problems and policy in relation to tourist vehicle licensing in the remainder of the State.

At the end of the report year there were 65 tourist vehicles licensed to operate in the Metropolitan Transport District, nine in the Newcastle Transport District and seven in the Wollongong Transport District.

## TAXI-CAB SERVICES FOR THE DISABLED

A Taxi-cab Transport Subsidy Scheme for the severely disabled commenced in the Metropolitan Transport District on 1st November, 1981. Commuter type small buses capable of carrying one person in a wheelchair and up to five additional persons either able or disabled have been fitted with special hydraulic lifting devices for wheelchair passengers.

At the end of the report year 22 multi-purpose taxi-cabs were in use — 18 in the Metropolitan Transport District, two in the Newcastle Transport District, one in the Wollongong Transport District and one in the Wagga Wagga area. This scheme is in the process of being extended to the larger country centres.

## **PASSENGER SERVICES – COUNTRY AREAS**

### **FORTHCOMING REMOVAL OF COUNCIL CONTROL**

As well as being registered and licensed by this Department, most public passenger vehicles outside the Transport Districts are presently licensed by local Councils. This situation has prevailed since the advent of the State Transport (Co-ordination) Act in 1931.

However, stemming from the recommendations of an enquiry into the operation of privately owned bus and tourist vehicle services some years ago, the Department initiated action to have the control of such vehicles vested solely in the Commissioner, thus placing all public motor vehicles, irrespective of their location, under a single control. The particular interest councils have in relation to public vehicle operations in their areas will be protected as a result of the close collaboration which exists between the Department and local councils.

Assent was given on 11th December, 1980 to the State Transport (Co-ordination) Amendment Act, 1980, and the Local Government (Public Vehicles) Amendment Act, 1980. The effect of the legislation, proposed to be proclaimed on 1st November, 1982, will be to place country public vehicles under the sole control of the Commissioner for Motor Transport instead of under the dual control of the Commissioner and local Councils.

### **VEHICLES ON FIXED ROUTES**

**Services in Operation.** At the end of the report year 2 318 regular passenger carrying services were operating in country districts. Vehicles used to provide these services included 3 205 buses and 619 other vehicles.

**Fares.** Increases were authorised for a number of services during the year because of established increases in operating costs throughout the bus industry. Applications for increases were considered jointly by the Department and local Councils.

### **TAXI-CABS AND PRIVATE HIRE CARS**

**Scope of Licences.** 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 912 taxi-cabs and 94 private hire cars in service compared with 909 and 85, respectively, for the year ended 30th June, 1981.

### **TOURIST VEHICLES**

At the end of the report year there were 48 tourist vehicles licensed in country districts for the carriage of passengers on sightseeing tours.

### **AIR SERVICES**

**State Licence.** 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.

**Services.** 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 commuter service arrangements were approved during the report year:-

- Sydney-Hay-Balranald (ceased operation on 7th June, 1982).
- Sydney-Mudgee (restricted licence granted to operate supplementary services to those already existing).
- Cobar-Wilcannia-Broken Hill.
- Dubbo-Parkes.
- Restricted licences granted to prohibit through carriage of passengers from Broken Hill and Dubbo to Sydney.

**Review of existing air services.** Following applications by Forbes Shire Council for a direct Sydney air service, and East-West Airlines to withdraw its F27 Fokker Friendship services from the Bathurst, Orange and Cowra airports a series of meetings of the N.S.W. Air Licensing Advisory Committee were held at those centres to receive submissions, in writing and orally, from the public. The Minister subsequently approved the issue of the following licences:—

- Bathurst-Sydney to East Coast Airlines.
- Orange-Sydney to Hazelton Air Services Pty. Ltd.
- Parkes-Sydney to Aviation Development Operations Pty. Ltd.
- Cowra-Sydney to Wings Australia Pty. Ltd.
- Forbes-Sydney to Wings Australia Pty. Ltd.

Because of applications received from various operators to operate additional Sydney to Newcastle services, following the withdrawal by T.A.A. of its F27 Fokker Friendship services through Williamtown to Coolangatta and Brisbane, a review of the operation of air services on the Sydney to Newcastle route was undertaken. After considering all the circumstances in relation to the air services between the two cities, the Minister approved of licensing a second operator, East Coast Airlines, to conduct air services over the route. Approval was also granted for Scrusse-Air Helicopters to operate a helicopter service over the same route.

### FERRY SERVICES

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

On 5th April, 1982 the State Transport (Co-ordination) Act was amended to include ferry services in the Port of Newcastle. The amendment effectively brought the Stockton to Newcastle ferry service under the provisions of the State Transport (Co-ordination) Act. The Commissioner for Motor Transport will be responsible for approving any increases in fares or alterations to timetables before any such variations may be implemented.

### AQUA TAXI-CABS

The Commissioner approved of the issue of licences authorising the operation, in The Port of Sydney, of four, eight seater aqua taxi-cabs for the conveyance of passengers at separate fares. Three vessels, each of which is equipped with two-way radio to facilitate immediate response to telephone hirings, were placed in service prior to the end of the report year and will travel between locations nominated by the hirer.

# MECHANICAL ENGINEERING ACTIVITIES

## GENERAL POLICY ON DESIGN, CONSTRUCTION AND MAINTENANCE OF MOTOR VEHICLES

The Motor Traffic Act and Regulations thereunder set out minimum standards for the design and construction of motor vehicles and require that all registered vehicles be maintained in roadworthy condition. The aim is to limit any adverse effects that vehicle design factors might have on traffic safety and the quality of the environment.

Departmental policies lay emphasis on regular inspections of vehicles already registered, the examination of those about to be put on the road, and the enforced repair of vehicles found to be defective. These policies are implemented by extensive inspections by skilled Departmental staff of vehicles in particular categories, and a State-wide network of privately owned motor service stations authorised to check the mechanical condition of vehicles before renewal of registration.

During the report year, the Department investigated and provided advice to the Government about a variety of technical issues. Prominent issues included:—

- The implementation of safety standards for liquid petroleum gas fuel systems.
- Construction standards for personal and low volume imports of motor vehicles.
- Minimum standards for window tinting.
- Loading constraints on buses and coaches.
- Devices for the protection of taxi-cab drivers.

The Department's senior engineering personnel participate in the work of the various committees which advise the Australian Transport Advisory Council on motor vehicle design, construction and equipment issues. Matters dealt with in those forums during the report year included:—

- The adequacy of recall procedures for faulty motor vehicles.
- Improvement of braking standards for articulated motor vehicles and trailers.
- Installation of seat belts in small buses.
- Development of noise and exhaust emission standards.
- Retractable seat belts in rear seats of cars.

**Technical Information.** During the report year the Department's Technical Information Service issued a further 59 information and specification sheets about the mechanical fitness of vehicles and construction requirements. Information sheets are available to members of the public and are issued to examiners at Authorised Inspection Stations together with the publication "Rules for Authorised Inspection Stations".

**Motor Vehicle Recall Campaigns.** Where a safety-related design or manufacturing fault is found the manufacturer should recall all vehicles of the type affected in accordance with a voluntary code of practice prepared by the automotive industry. However, a number of cases have arisen where a serious defect was detected, but the manufacturer was reluctant to initiate a recall campaign. In two of these cases, in view of the potential danger, the Department immediately contacted all recorded owners of the vehicles concerned to warn them of the problems with their particular vehicles.

As a result the Minister for Transport initiated, in 1981, a national inquiry into the adequacy of existing arrangements for recall campaigns. This inquiry was still proceeding at the end of the report year.

## PUBLIC PASSENGER-CARRYING VEHICLES

Public passenger-carrying vehicles (buses, taxi-cabs, and private hire cars) are subject to more extensive and more frequent examinations than are private vehicles. Vehicles in the Metropolitan, Newcastle and Wollongong Transport Districts are examined more frequently than those outside such Districts. As far as practicable, all public passenger-carrying vehicles throughout the State are examined not less than twice each year. The inspections are carried out by qualified Departmental Motor Vehicle Inspectors and most of the privately owned buses in the Metropolitan and near country areas are inspected by specially trained staff attached to the Omnibus Inspection Section based at Chullora.



## PRIVATE VEHICLES

**New vehicles about to be registered.** The distributors of practically all motor cars, light commercial vehicles, motor cycles and some light trailers submit examples for inspection at the Department's Head Office when a new model is released. Most new vehicle dealers are then authorised to certify to the fitness for registration of vehicles identical with the example. This arrangement is State-wide and reduces the workload for the Department as well as the motor trade. During the report year this new vehicle certification scheme was expanded and refined and, with the co-operation of the automotive industry, it became possible to provide motor dealers with vehicle registration data prior to release of new models.

**Used vehicles about to be re-registered.** Vehicles about to be re-registered after a lapse of a previous registration must be inspected at an Authorised Inspection Station or at a Motor Registry where a Motor Vehicle Inspector is stationed.

### AUTHORISED INSPECTION STATION SCHEME

**Outline and Purpose of Scheme.** In all parts of the State (except for a few remote areas) service stations which meet prescribed requirements have been appointed as Authorised Inspection Stations and qualified members of their staffs have been appointed as authorised examiners to carry out inspections of motor vehicles. The great majority of inspections are annual checks, made immediately prior to renewal of the registration, to ensure that vehicles accepted for re-registration meet the equipment requirements of the Motor Traffic Regulations. These requirements are set out in detail in the Rules for Authorised Inspection Stations issued by this Department. Another important area of work concerns certain second-hand vehicles, which must be inspected at an Authorised Inspection Station before being offered for sale. Some stations are also involved in the clearance of defect notices issued for mechanically defective vehicles.

**Statistics.** At the end of the report year, 5 530 Authorised Inspection Stations employing 11 243 examiners were participants in the scheme.

**Supervision.** Checks are made on the operation of Authorised Inspection Stations to ensure, that as far as practicable, defective vehicles are not passed as fit. 32 Motor Vehicle Inspectors are employed in this work. They also attend to the appointment of stations and examiners and generally advise station personnel on all aspects of the scheme.

**Disciplinary Measures.** Reports of laxity or departure from proper standards by Authorised Inspection Station proprietors or examiners are considered by the Committee of Review. During the report year the Committee reviewed 190 reports resulting in recommendations to the Commissioner who disqualified 56 Authorised Inspection Stations and 69 examiners from the scheme either indefinitely or for periods of up to two years. This compares with 48 stations and 45 examiners disqualified during the previous year. In 102 other cases all or part of the security bond was forfeited. 104 less serious cases were dealt with by the issue of warnings.

**Appeal Provision.** The Motor Traffic Regulations provide for appeals to a Court of Petty Sessions against decisions of the Commissioner to refuse, cancel or suspend Authorised Inspection Station authorities or against any other related decision of the Commissioner. During the report year 11 such cases were heard. In four cases the Commissioner's decisions were confirmed; in four cases the periods of suspension were varied; in three cases the appeal was upheld and six cases had not been heard at the end of the report year.

**New Inspection Reports.** Early in 1982 a new Inspection Report was introduced for use by Authorised Inspection Stations, it replaced the formerly-used certificate of inspection and certificate of rejection arrangements and introduced the concept of grading vehicle condition instead of simply providing for "pass" or "fail". The provision of a space on these reports for recording of braking efficiency has encouraged much closer attention by examiners to the checking of braking systems. The format of the new report has been designed to avoid terms such as "rejection" or "failure" in favour of "repairs needed", it is intended that vehicle owners will come to view the report as a constructive safety appraisal of their vehicles.

## **DEFECTIVE VEHICLES IN SERVICE**

**Inspections of Heavy Lorries.** Teams of Motor Vehicle Inspectors using fully equipped mobile inspection stations carry out check inspections, usually pre-arranged, of motor lorries operated by both individuals and fleet owners. Random roadside checks are also carried out to detect defective vehicles in use. During the report year the teams had examined 13 692 vehicles. Of these, 8 641 were found to be defective including 1 312 which had major defects. Appendix 11 illustrates the result of these inspections. Details of the Mobile Inspection Division's activities can be found in a report entitled "Heavy Vehicle Inspection Results" which will be published by the Department in late 1982.

The condition of the State's heavy vehicle population still gives cause for concern and arrangements are in hand, as a matter of priority, to intensify inspection measures for such vehicles.

**Inspection of vehicles in Second-Hand Dealers' Yards.** Regular inspections are carried out by Departmental Motor Vehicle Inspectors of vehicles offered for sale in used car yards.

**Legislation administered by the Consumer Affairs Bureau provides warranty and other provisions for second-hand motor dealer transactions.** A number of Inspectors of the Bureau's staff are authorised to carry out inspections of motor vehicles held for resale, and they supplement the work carried out in this area by the Department's own staff.

**Defect Notices.** Police officers and authorised officers of the Department of Motor Transport may issue notices directing that vehicles being used in defective condition on public streets be taken off the road until repaired. Serious defects, such as faulty brakes or steering result in the issue of notices which immediately prohibit the use of the vehicle until the specified repairs have been effected and the vehicle is passed as fit. Vehicles having less serious defects are permitted to continue in use provided that, within a specified period, the repairs are effected. In either event, the vehicle must be submitted after repair to an authorised inspection station or a nominated motor registry for clearance of the notice.

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.

**Number of Defect Notices issued.** The total number of defect notices issued to 30th June, 1982 was 29 871 compared with 34 576 in the previous year.

# OTHER FUNCTIONS, STAFF, PREMISES AND DATA PROCESSING

## OTHER FUNCTIONS

**Licensing of Tow-Truck Operators and Drivers.** The Tow-truck Act requires the operators of tow-trucks to hold a licence for each tow-truck and each driver or "off-sider" to hold a driver's certificate.

At the end of the year 1 865 licences and 5 875 certificates were in issue, representing increases of 205 and 319, respectively, over last year. During the year eight applications for licences and 174 for certificates were refused by the Commissioner and 12 certificates were cancelled. Five applications for the renewal of licences were refused and four licences were cancelled. There were 22 appeals to the court against the refusals to grant certificates, of which 10 were upheld. Five appeals were lodged against the refusals to grant licences, four were upheld.

**Licensing of Motor Vehicle Driving Instructors.** The Motor Vehicle Driving Instructors Act requires professional instructors engaged in teaching persons to drive motor vehicles to be licensed. Licensed driving instructors must be medically fit and highly competent drivers of good character who know the traffic laws thoroughly and are capable of imparting their knowledge and skill. Regulations under the Act require that training vehicles used by licensed instructors must be safe and properly equipped and fitted with dual foot-brake and clutch pedals (if applicable). At the end of the year under review, 2 169 licences were in issue as against 1 946 on 30th June, 1981. The discretionary powers conferred on the Commissioner by the Act were exercised when twelve applicants were refused licences. During the year three applications for renewal of licences were refused and two licences were cancelled. Two applicants appealed against the Commissioner's cancellations and one of the appeals was upheld and the other dismissed.

**Licence Fee Concessions for Pensioners.** A person who receives a pension from either the Department of Social Security or the Department of Veterans Affairs and is the holder of a Pensioner Health Benefits Card is entitled to a driver's (and rider's) licence without charge.

During the period from 1st July, 1981 to 30th June, 1982, 164 817 drivers' and 260 riders' licences were issued to eligible pensioners.

**Disabled Persons' Parking Authorities.** The Department administers a scheme whereby disabled persons are permitted to park their vehicles for unlimited periods in areas where parking is otherwise restricted by time periods which are greater than 30 minutes. Eligible persons are those who have permanently lost the use of one or both legs, or are otherwise severely physically handicapped, and are unable to walk or able to walk only short distances.

The Department issues an authority card for display on the vehicle when it is being used by the disabled person and 15 953 authorities have been issued since the Scheme was introduced in 1979.

**Log Books for Drivers of Heavy Vehicles.** Regulations under the Motor Traffic Act require the driver of a motor vehicle, which weighs more than two tonnes unladen and is operated outside a radius of 80 km from its usual depot, to carry and maintain a prescribed log book of the driver's hours of driving and periods of rest.

Log books may only be obtained by drivers personally from this Department or the corresponding authority in another State or Territory. This year 29 709 books were issued by this Department, 24 398 to New South Wales drivers and 5 311 to drivers from other States.

## STAFF BRANCH

During the year under review organisational changes saw the Staff Branch divided into four Sections comprising General, Industrial, Compensation and Staff Relations.

The numbers of motor vehicle registrations and drivers' licences in force increased over the year and, coupled with natural growth in activities generally, has resulted in the need for the appointment at certain motor registries of a number of additional officers. Notwithstanding this, the Department's prescribed staff limits were not exceeded.

**Number of employees.** At the end of the year under review, 2 637 persons were in the employ of the Department, compared with 2 704 on 30th June, 1981. Details are given in Appendix 12.

**Executive Appointments.** During the year the following executive appointments were made:-

- Mr. A.J. (Arthur) Percival appointed Executive Director (Management).
- Mr. D.G. (Don) Bell appointed Chief Superintendent.
- Mr. K.R. (Kevin) Bain appointed Secretary.
- Mr. E. (Ted) Whitehall appointed Manager, Staff Branch.
- Miss C.J. (Colleen) Slattery appointed Manager, Personnel Branch.
- Dr. D. (Dawn) Linklater appointed Principal Policy Analyst.
- Mr. D.M. (Darrel) Franklin appointed Manager, Licensing Branch.
- Mr. R.G. (Bob) Emery appointed Regional Superintendent, South Eastern Regional Branch.

Also during the year approval was given for Messrs. C. (Chris) Ailwood (Chief Management Consultant) and G. (Greg) Piper (Data Processing Co-ordinator) to be seconded from the Public Service Board to join the Department's Policy Analysis Unit.

The Executive Director (Management), Mr. R.A. (Roy) Noonan, who had for over 44 years served the Department with distinction, passed away on 8th August, 1981.

**Visits of Executive Officers to motor registries.** In recognition of the need to maintain good staff relations the Commissioner and, to a lesser extent, senior executives continued a series of regular visits to the Department's decentralised offices. The object of these visits is to keep in touch with staff at these centres, particularly those in country areas, to provide the opportunity for discussion with management on matters of mutual interest or concern.

## **PERSONNEL BRANCH**

In October, 1981, in response to recommendations made in the W.D. Scott Management and Strategy Review, the Personnel Branch was established. Its special functions include:

### **Personnel Policy Review**

- Review of recruitment methods and requirements, entrance and promotion examinations, staff appraisal, advertising and filling of vacancies, training and development programmes, etc.
- Development and implementation of Equal Employment Opportunity (EEO) policy and programmes.
- Special recruitment and development of programmes for disabled.
- Compilation of manuals of personnel policies and procedures, and development of training packages.

### **Personnel functions**

- Base grade recruitment and induction.
- Other external recruitment as necessary.
- Arrangement of selection committees for positions advertised externally.
- Approval of permanent appointments.
- Provision of personal counselling and referral advice to staff as required.
- Approval of study leave.
- Oversight of sick leave.



### **Staff Development functions**

- Analysis of need for training and development.
- Provision of training and development programmes.
- Provision of special classes, e.g., remedial English.
- Executive development.
- Staff appraisal.
- Rotation, exchange and special secondment schemes.
- Departmental examinations.
- Career-path counselling.

The Government's ban on recruitment, operative for a large portion of the year under review, prevented recruitment to some specialist positions considered essential to the effective operation of the new Branch and to the implementation of its policies.

**Recruitment.** The Branch reviewed policies relating to base grade clerical recruitment and

- removed barriers to adult recruitment, particularly in country areas;
- compiled firm guidelines on starting salaries to be applied to appointees with qualifications and experience in excess of the minimum requirements;
- contracted with the University of New South Wales to develop, test and validate a clerical entrance examination that is free from sexist and ethnic bias and examines —
  - (a) arithmetical skills
  - (b) reading/comprehension
  - (c) literacy skills/vocabulary
  - (d) clerical speed and accuracy.

**Equal Employment Opportunity.** In accordance with the requirements of the Anti-Discrimination (Amendment) Act 1980, the Department appointed an Equal Employment Opportunity Co-ordinator to prepare its Equal Employment Opportunity Management Plan.

The major requirements of the legislation were met during the year. A survey of all staff members to gauge attitudes and to identify areas of discrimination which prevent fair employment opportunity was carried out and was responded to by approximately 70% of the staff. The results were incorporated into Volume I of the Management Plan. Volume II was compiled following a critical review of existing personnel policies which highlighted those practices which could be considered discriminatory. Volume III outlined those strategies seen as necessary for overcoming areas of discrimination and for promoting improved conditions and opportunities throughout the Department.

The Management Plan was drawn up in close consultation with the Director of Equal Opportunity in Public Employment, Ms. Alison Ziller, who will report to the Premier each year on its effectiveness.

**Rotational Work Experience Programmes.** The two rotational work experience programmes for general scale (i.e., base grade) officers, introduced early in 1981 with the purposes of providing a variety of work experience and better equipping officers for progression, were reviewed and refined.

Thirty-seven relatively junior general scale officers are participating in a programme which will provide a variety of work experience throughout three major Branches of the Department over a span of three years. Twenty-eight more experienced general scale officers are involved in a 12 months programme, which has already been completed by 29 officers. The suspension of recruitment forced the temporary curtailment of the latter scheme.

**Staff Training and Development.** Departmental officers participated in a variety of residential courses conducted by the Institute of Administration in the University of New South Wales, and a number attended training courses and conferences sponsored by the Public Service Board.

The staff development and training requirements of the Department are the subject of a comprehensive review. Courses are being developed to meet identified needs.

Following negotiations with the Australian Transport Officers Federation and the Public Service Association a revised transaction formula for staffing at motor registries was introduced during the year which resulted in an elevation of the classification of 40 positions and the creation of 23 additional positions at motor registries throughout the State.

**Arrangements at Berowra and Marulan Bus and Lorry Checking Stations.** Following a review by a Government Functions Task Force it was decided by the Government that the Bus and Lorry Checking Stations at Berowra and Marulan be transferred to the Department of Main Roads. It is anticipated that some staff employed at the Stations will be transferred to the Department of Main Roads and other inspection staff who were previously engaged on work associated with the now repealed Road Maintenance (Contribution) Act will also be transferred to suitable vacancies in other government departments, if appropriate positions cannot be found within the Department of Motor Transport.

### MEDICAL

A Medical Branch within the Department provides an authoritative basis for decisions regarding the medical fitness of persons applying for, or holding, licences to drive or ride motor vehicles.

The Branch's work includes emergency attention in cases of staff accidents or illnesses and medical examination of applicants for employment. The Handicapped Driver Assessment Centre, which is attached to the Medical Branch, carries out medical examination and assessment of handicapped persons. The Centre has been welcomed by administrators of Hospital Rehabilitation Units as a vital service to their patients.

### LAND AND BUILDINGS

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

The construction of new, and the renovation of some existing offices, was undertaken and in line with established policy the buildings were air-conditioned and specially designed to provide ample space for customers and improved working conditions for staff. Off-street parking was provided in motor registry yards which, in some cases, were enlarged by amalgamation with properties acquired adjacent to existing sites.

**Achievements.** During the year work was commenced on the new Regional Office and Motor Registry at Wagga Wagga under the supervision of the Department's consulting architects, Keers and Banks Pty. Ltd., whilst Charlestown, Gosford, Wyong and Tamworth Motor Registries were extended to provide additional office space and improved service to the public. At Berowra Bus and Lorry Checking Station, work was completed on the installation of a brake dynamometer to test the braking efficiency of heavy vehicles and similar equipment is proposed for installation at the Department's Head Office at Rosebery.

The Motor Registry at Narrandera previously operated by Police was taken over by Departmental Staff on 24th August, 1981 and a temporary renewals payment office was opened in Fitzmaurice Street, Wagga Wagga — both activities are conducted in leased premises.

Penrith Motor Registry was severely damaged by fire during January, 1982 and was rehoused in rented premises. A portion of the registry is being restored to cater for vehicle inspections pending a decision on the future of the registry premises.

Planning is well advanced by the consulting architects for the construction of a new motor registry at Hornsby to replace the present inadequate registry at Waitara. Planning by the architects is also well advanced for the provision of shelters over the inspection pit areas at Fairfield, Parramatta and Richmond Motor Registries. Work associated with the mechanical ventilation of the inspection pit at Cammeray Motor Registry to safeguard against spillage of L.P. gas and exhaust fumes has been completed.

The Department's programme of acquiring residences in selected country centres for leasing to Departmental officers was continued by the purchasing of cottages at Cootamundra,

Cowra, Grafton and Muswellbrook.

Negotiations are still proceeding to acquire a site for a new motor registry at Shellharbour (Blackbutt Town Centre) and consideration is being given to the relocation of the motor registry at Tweed Heads. The establishment of a new motor registry at Campbelltown is planned together with the enlargement of Dubbo and Taree Registries. It is intended to enlarge and pave the inspection yards at Singleton and Wollongong Registries. The availability of finance will, however, be the determining factor.

At the Department's Head Office a number of alterations have been made to provide better service to the public and to improve staff accommodation. Arrangements are also in hand to update the communication systems at Head Office by the installation of a new P.A.B.X. switchboard and Telephone Enquiry System.

Since making the first property investment, the Department has progressively added to its portfolio each year, building up a substantial holding. The properties either owned or leased by the Department are detailed in Appendix 13.

### **DATA PROCESSING**

A major review of the Department's data processing systems is planned and is expected to take some years to complete. Initial work in this regard is expected in the forthcoming year and associated with this task the computer installation is currently being operated in a thoroughly disciplined and controlled environment. It is necessary in the circumstances to limit any data processing initiatives, which will result in new systems or cause change to existing ones, to only those considered fully justifiable and essential.

The Review is being undertaken in conjunction with a total appraisal of the Department's computing requirements to include equipment and related services necessary to meet projected work loads up to the 1990s.

### **OTHER DEVELOPMENTS**

- The Department took delivery of seventeen new I.B.M. 3767 computer typewriter terminals during the year. These are the first of twenty eight new terminals which are to provide some new installations and replace existing obsolete units which are located at Departmental Motor Registries and Payment Offices in the Metropolitan, Newcastle and Wollongong Transport Districts.
- Procedures relating to refunds of registration charges and licence payments have now been computerised and the preparation of cheques in respect of these refunds has become an automated process.
- Special procedures were developed to enable applications for custom-made number plates to be processed by the computer.
- A further ten obsolete data entry terminals which were installed in 1972 were replaced with the latest model terminals.
- An evaluation was made of anti-glare and anti-reflective filters for the Department's data entry terminals with a view to improving conditions for the operators. As a result the bulk of the Department's data entry terminals have been fitted with the filters.
- The Department's three obsolete optical scanners, which were used to record payments of registration and licence renewals, were replaced with a modern RIT2000 optical character reader system which performs the task faster and more accurately.
- Special procedures have been developed which allow more thorough and detailed searches of the records to be made quickly, particularly out of hours, for the Police in connection with crimes and serious accidents.

### **STORES AND STATIONERY**

The Stores Section obtains the wide range of items used by the Department throughout the State. These include motor vehicles, office furniture, registration number plates, office stationery and printing material.

The work carried out in the Printing Division includes the printing of all cash register forms with the exception of continuous stationery forms used for computer generation of registration and licence renewal notices. During the year the bulk of the Department's other stationery requirements, such as public information leaflets, instruction manuals, reports and a variety of miscellaneous items were prepared by the Printing Division.

### **MAIL HANDLING**

During the year 7 637 857 separate items of mail were prepared by the Department for transmission to the Mail Exchange. To cope with the large volume, the preparation and enveloping of Departmental mail is almost exclusively handled by modern automatic processes.

It is proposed to review the existing mail handling facility with a view to effecting substantial cost savings.

### **MOTOR TRANSPORT EMPLOYEES SOCIAL CLUB**

An employees Social Club plays an active role in the promotion of good staff relations. Social functions were limited during the year as the Committee felt that an all-out drive should be made to finalise payment for the Club's holiday units at North Entrance, Tuggerah Lakes.

The four holiday units at North Entrance are for the use of members and their families. The units receive enthusiastic patronage from the staff and are a boon for members by providing very reasonably-priced holiday accommodation. The Social Club expects to own the units by the end of the 1983 fiscal year and will then embark on a programme of modernising them.

Active branches of the Social Club also operate in the Newcastle, Wollongong, Armidale, Wagga Wagga and Dubbo regional centres.

### **WELFARE FUND**

The Welfare Fund operates to assist Departmental employees and their immediate families. It was prominent in assisting a number of members who experienced difficulties during the year. Mortality benefits were paid and assistance given in the finalisation of deceased estates. Grants were also made from the Fund to recognised registered charities, in particular the Rehabilitation Centre of the South Sydney Hospital and the Windgap and Sylvanvale Schools for handicapped children.

### **ROAD TRANSPORT AND TRAMWAYS CLERICAL OFFICERS' PROVIDENT FUND**

The Road Transport and Tramways Clerical Officers' Provident Fund was established to provide for the payment of money during periods of absence from duty due to sickness or accident to subscribing members as permitted by its rules.

Employees of the Department of Motor Transport and the Urban Transit Authority (Bus Division) are eligible to be members of the Fund.

### **TRANSPORT EMPLOYEES' CREDIT UNION LTD.**

The Transport Employees' Credit Union Ltd., operates within the Department to encourage systematic saving and as a source of cash loans at reasonable interest rates. Membership is open to staff and their relatives and stands at 4 879, an increase of 249 over the previous year.

# APPENDIX 1

## SOURCE AND APPLICATION OF FUNDS FOR YEAR ENDED 30TH JUNE, 1982.

1981			1982	
\$	\$		\$	\$
		FUNDS WERE PROVIDED BY —		
		Motor Vehicle Taxation (Net) on —		
182,524,615		(a) Motor Vehicles, other than public motor vehicles in the Metropolitan, Wollongong and Newcastle Transport Districts (Main Roads Fund).	227,224,509	
<u>1,555,623</u>	184,080,238	(b) Public Motor Vehicles in the Metropolitan, Wollongong and Newcastle Transport Districts (Public Vehicles Fund).	<u>1,923,969</u>	229,148,478
	306,349,215	Insurance Premiums (Net) for Government Insurance Office under Motor Vehicles (Third Party Insurance) Act.		345,691,129
	61,826,570	Ad-valorem Stamp Duty (Net) on motor vehicle registrations under Stamp Duties Act (Consolidated Revenue).		69,918,282
	64,899,207	Fees for motor vehicle registrations, driver and rider licences (annual) and miscellaneous collections (Road Transport and Traffic Fund).		79,277,163
	4,126,194	Three year driver and rider licences (Road Transport and Traffic Fund Advance Payments Account).		3,439,631
		Fees and charges under Motor Vehicles Taxation Management Act, Air Transport Act, Transfer of Public Vehicles (Taxation) Act, Tow-truck Act, Motor Vehicle Driving Instructors Act, Compulsory Vehicle Examination — Service Station Fees (Road Transport and Traffic Fund).		878,363
	1,019,210	Licence and permit charges under State Transport (Co-ordination) Act.		1,175,882
	741,005	Contribution towards cost of collection of Ad-valorem Stamp Duty (Road Transport and Traffic Fund).		710,279
	608,343	Contribution by Government and Local Government bodies for transport planning and research, special projects and parking meter supervision (Road Transport and Traffic Fund).		64,138
	525,121	Tonne-Kilometre Charges (Net) on commercial vehicles of more than 4.1 tonnes carrying capacity (Main Roads Fund).		—
	13,060	Service Licence Fees for all motor bus services in the Metropolitan, Wollongong and Newcastle Transport Districts (Public Vehicles Fund).		80,007
	76,366	Traffic Accident Research Unit Account —		
1,442,195		Sale of personalised number plates	1,261,545	
86,305		Grant by Commonwealth for planning and research	22,863	
<u>11,385</u>	1,539,885	Services provided	<u>506</u>	1,284,914
	104,042	Deposits received		94,234
		Undistributed balances from previous years —		
6,132,408		Road Transport and Traffic Fund Advance Payment Account	6,331,108	
981,204		Traffic Accident Research Unit Account	450,228	
261,881		Public Vehicles Fund	377,207	
<u>758,854</u>	8,134,347	State Transport (Co-ordination) Fund	<u>39,665</u>	7,198,208
	323,954	Deposits brought forward		264,947



634,366,757739,225,655

## FUNDS WERE USED FOR —

Cost of Administration — Department of Motor Transport —			
35,764,842		Salaries and Wages	43,241,695
2,553,212		Purchase of Assets	1,379,394
<u>12,471,025</u>	50,789,079	Other Goods and Services	<u>14,466,730</u>
	18,878,057		59,087,819
	750,000	Payments to Traffic Facilities Fund	20,663,000
	6,374,447	Payment towards cost of Ambulance Services	750,000
	1,919,803	Payment towards cost of Police Traffic Services	11,676,425
		Payment for Traffic Accident Research	1,735,143
		Payments to Road Authorities —	
182,537,675		Department of Main Roads (Main Roads)	227,224,509
<u>1,081,664</u>	183,619,339	Councils, Shires etc. (Omnibus routes)	<u>1,454,984</u>
			228,679,493
306,349,215		Collections received for and transmitted to —	
<u>3,765,957</u>	302,583,258	Government Insurance Office	345,691,129
	61,826,570	Less Commission	<u>5,256,273</u>
	163,049	Stamp Duties Office	340,434,856
			69,918,282
		Deposits refunded	62,617
		Undistributed balance for current year —	
6,331,108		Road Transport and Traffic Fund Advance Payments Account	5,535,257
450,228		Traffic Accident Research Unit Account	—
39,665		State Transport (Co-ordination) Fund	—
<u>377,207</u>	7,198,208	Public Vehicles Fund	<u>386,199</u>
	264,947		5,921,456
	<u>634,366,757</u>	Deposits carried forward	<u>296,564</u>
			<u>739,225,655</u>

P.A. BALDING, Executive Accountant.

# APPENDIX 2

## ROAD TRANSPORT AND TRAFFIC FUND STATEMENT OF RECEIPTS AND PAYMENTS FOR THE YEAR ENDED 30TH JUNE, 1982

1981	RECEIPTS	1982	1981	PAYMENTS	1982
\$		\$	\$		\$
67,691,242	Motor Traffic Act Fees and Charges: Vehicle registrations, licences etc.	81,753,725	35,764,842	Salaries, Wages and Allowances	43,241,695
			1,740,505	Payroll Tax	2,402,604
461,813	Transport Act Fees and Charges: Public Vehicle, registration, licences etc.	572,115	33,037	Travelling Concessions to Employees	37,753
			1,039,221	Travelling Expenses	1,215,467
	Motor Vehicles Taxation Management Act —		892,777	Superannuation Fund Subsidies	981,654
100,112	Fees and Charges	156,884	35,000	Audit Fees	40,000
242,827	Exchange, Search Fees etc.	372,025	1,853,029	Postage	2,023,346
23,123	Unclaimed Moneys	33,571	358,382	Telephone, Telex, Private Lines Charges	391,401
407,696	Miscellaneous	575,213	1,279,057	Printing, Stationery, Office Stores	1,639,516
			69,705	Advertising and Promotions	72,431
68,926,813		83,463,533	529,350	Data Processing Rentals	488,900
			51,582	Office Rent	110,568
—	State Transport (Co-ordination) Act, Fees and Charges	1,175,882	413,475	Electric Light and Power	466,614
			116,545	Interest, Exchange — Sinking Fund	125,000
	State Transport (Co-ordination) Fund — Contribution towards costs of Administration	—	228,294	Cash Security Services	263,752
1,460,194			478,567	Motor Vehicle Operation Costs	471,822
			419,592	Maintenance of Office Equipment	499,536
3,765,957	Commission on Insurance Premiums Collected	5,256,273	1,415,042	Maintenance of Building and Equipment	1,359,038
—			140,488	Motor Vehicle Registration Labels	150,923
	Lease of custom-made number plates	205,996	805,660	Motor Vehicle Number Plates	995,826
			556,717	General Expenses	576,446
33,786	Compulsory Vehicle Examination — Service Station Fees	34,346	—	Repayment of Treasury Advance	139,133
			48,220,867		
22,815	Motor Vehicle Driving Instructors' Licence Fees	28,352		TOTAL ADMINISTRATIVE COSTS	57,693,425
900	Air Transport Act — Licence Fees	3,295	486,199		
			987,792	Land	267,153
	Transfer of Public Vehicles (Taxation) Act — Charges	628,959	104,953	Buildings	581,137
808,201			46,022	Motor Vehicles (Net)	122,740
53,396	Tow Truck Act Fees	66,192	928,246	Office Furniture and Fittings	98,989
			2,553,212	Machines and Equipment	309,376
				TOTAL PURCHASE OF ASSETS	1,379,395

608,343	Consolidated Revenue Fund — Contribution towards cost of collection of "Ad-valorem" Stamp Duty	710,279	18,307,000	Payment to Traffic Facilities Fund	20,138,000
—	Commonwealth Government — Contribution towards cost of Transport Planning and Research Programme	21,055	750,000	Payment towards the cost of Ambulance Services	750,000
525,121	Councils' proportion of costs of Parking Meter Supervision	43,083		Amount recouped to Consolidated Revenue Fund for Police Services in respect of supervision of traffic, registration of vehicles and licensing of drivers	11,676,425
76,205,526	<b>TOTAL RECEIPTS</b>	91,637,245	6,374,447		
	Trust Moneys:—		25,431,447	<b>TOTAL STATUTORY PAYMENTS</b>	32,564,425
323,159	Security Deposits brought forward	264,172	76,205,526	<b>TOTAL PAYMENTS</b>	91,637,245
104,042	Security Deposits lodged	95,008	163,029	Trust Moneys:—	
			264,172	Security Deposits refunded	62,616
				Security Deposits carried forward	296,564
76,632,727		91,996,425	76,632,727		91,996,425

*P.A. BALDING, Executive Accountant*

The accounts of the Road Transport and Traffic Fund have been audited as required by Section 208 (1) of the Transport Act, 1930.

In my opinion, the above statement of receipts and payments for the year ended 30th June, 1982, read in conjunction with the notes thereto, are true and fair records of transactions as shown by such accounts.

*J. O'DONNELL,*  
SYDNEY, 12th November, 1982. *AUDITOR-GENERAL OF NEW SOUTH WALES*

# APPENDIX 3

## PUBLIC VEHICLES FUND (SPECIAL DEPOSITS ACCOUNT). STATEMENT OF RECEIPTS AND PAYMENTS FOR THE YEAR ENDED 30TH JUNE, 1982.

1981	RECEIPTS	1982	1981	PAYMENTS	1982
\$		\$	\$		\$
261,882	Balance brought forward	377,207		Distribution to Municipalities, Shires and other Authorities of Omnibus Tax —	
	Omnibus Tax —				
941,563	Metropolitan	1,195,661	890,352	Metropolitan	1,143,688
107,794	Newcastle	133,418	101,452	Newcastle	131,264
57,116	Wollongong	63,358	53,108	Wollongong	63,371
	Other Public Vehicle Tax in Metropolitan, Newcastle and Wollongong Transport Districts			Payment to Traffic Facilities Fund under Section 23(a) of the Traffic Authority Act	
449,150		531,532	420,000		525,000
	Service Licence Fees —		15,000	Payment for supervision at certain taxi-cab ranks	15,000
				Distribution of Service Licence Fees —	
68,037	Metropolitan	70,534			
4,638	Newcastle	5,146	32,950	Metropolitan	102,419
3,691	Wollongong	4,327	3,222	Newcastle	6,433
			580	Wollongong	7,809
			1,516,664	TOTAL PAYMENTS	1,994,984
				Balance carried forward —	
				Omnibus Tax —	
			263,392	Metropolitan	315,365
			24,002	Newcastle	26,156
			15,056	Wollongong	15,043
			23,212	Other Public Vehicles Tax in Transport Districts	14,744
			45,526	Service Licence Fees —	
			2,388	Metropolitan	13,640
			3,631	Newcastle	1,101
				Wollongong	150
1,893,871		2,381,183	1,893,871		2,381,183

The accounts of the Public Vehicles Fund have been audited as required by Section 208 (1) of the Transport Act, 1930.

P.A. BALDING, Executive Accountant

In my opinion, the above statement of receipts and payments for the year ended 30th June, 1982, read in conjunction with the notes thereto, are true and fair records of transactions as shown by such accounts.

SYDNEY, 12th November, 1982.

J. O'DONNELL, Auditor-General of New South Wales

# APPENDIX 4

## PAYMENTS FROM PUBLIC VEHICLES FUND FOR THE YEAR ENDED 30TH JUNE

A — to Councils and other authorities required to maintain roads used by bus services.		
B — in reduction of capital debt of Urban Transit Authority (Bus Division) services.		
	1981	1982
C — METROPOLITAN TRANSPORT DISTRICT —	\$	\$
COUNCILS —		
Ashfield . . . . .	19 441	23 262
Auburn . . . . .	14 843	17 762
Bankstown . . . . .	55 958	66 957
Baulkham Hills . . . . .	7 784	9 314
Blacktown . . . . .	46 664	55 870
Botany . . . . .	5 216	6 240
Burwood . . . . .	16 933	20 261
● Camden . . . . .	2 257	2 699
Campbelltown . . . . .	12 191	14 587
Canterbury . . . . .	44 898	53 721
Concord . . . . .	12 192	14 588
Drummoyne . . . . .	10 938	13 087
Fairfield . . . . .	33 139	39 652
Holroyd . . . . .	23 341	27 926
Hornsby . . . . .	17 285	20 681
Hunter's Hill . . . . .	3 012	3 602
Hurstville . . . . .	18 691	22 362
Kogarah . . . . .	13 226	15 826
Ku-ring-gai . . . . .	16 375	19 590
Lane Cove . . . . .	6 546	7 835
Leichhardt . . . . .	27 979	33 479
Liverpool . . . . .	29 571	35 381
Manly . . . . .	9 626	11 518
Marrickville . . . . .	23 859	28 546
Mosman . . . . .	7 870	9 417
North Sydney . . . . .	18 546	22 190
Parramatta . . . . .	31 081	37 188
Penrith . . . . .	12 860	15 387
Randwick . . . . .	56 864	68 090
Rockdale . . . . .	27 967	33 465
Ryde . . . . .	20 920	25 032
South Sydney . . . . .	12 360	14 788
Strathfield . . . . .	11 411	13 652
Sutherland . . . . .	22 256	26 630
Sydney . . . . .	145 435	217 452
Warringah . . . . .	21 540	25 772
Waverley . . . . .	5 486	41 361
Willoughby . . . . .	29 097	34 817
Windsor . . . . .	1 784	2 133
● Wollondilly . . . . .	606	724
● Wollahra . . . . .	7 245	40 221
AUTHORITIES —		
Health Commission (Lidcombe Hospital) . . . . .	630	753
Necropolis Trustees (Rookwood) . . . . .	940	1 080
Capital Debt Reduction . . . . .	906 827	1 194 898
	16 475	51 210
TOTAL — METROPOLITAN	923 302	1 246 108
D — NEWCASTLE AND DISTRICT TRANSPORT DISTRICT —		
COUNCILS —		
Newcastle . . . . .	69 838	91 127
Lake Macquarie . . . . .	20 984	27 381
● Port Stephens . . . . .	10 698	13 959
● Great Lakes . . . . .	633	826
● Maitland . . . . .	889	1 160
● Wyong . . . . .	21	27
Capital Debt Reduction . . . . .	103 063	134 480
	1 611	3 216
TOTAL — NEWCASTLE	104 674	137 696
E — WOLLONGONG TRANSPORT DISTRICT —		
COUNCILS —		
Wollongong . . . . .	47 483	62 954
● Shellharbour . . . . .	5 575	7 391
● Campbelltown . . . . .	92	122
● Kiama . . . . .	538	713
★ TOTAL — WOLLONGONG	53 688	71 180
COMBINED GRAND TOTAL	1 081 664	1 454 984

- NOTES: (a) The amount each Council or Authority receives reflects the number and weight of the buses and the amount of time-tabled running.
- (b) The amount applied as "Capital Debt Reductions" is half of the service licence fee for the services in the respective Transport Districts.
- (c) Metropolitan Transport District payments for 1981/82 include adjustments in respect of 1980/81 distribution.
- ★(d) No capital debt reduction as Urban Transit Authority bus services do not operate in the Wollongong Transport District.
- (e) Denotes Councils which although not in the Transport Districts under which they are listed share in the payment because buses registered in those districts operate on their roads.

# APPENDIX 5

## NOTES TO ACCOUNTS SHOWN IN APPENDICES 1, 2, 3 & 4

1. The accounts have been prepared on a cash receipts and payments basis in accordance with present Government accounting conventions and do not include amounts owed to or by the Department at the close of the year.
2. The Department is a self insurer for Workers' Compensation and Public Risk. No reserve or provision accounts are maintained.
3. An amount of \$1 152 973 is outstanding on a New South Wales Treasury advance of \$1 394 916 utilised for the purchase of the Department's head office complex.
4. An amount of \$139 133 advanced by the New South Wales Treasury in 1979/80 for the purchase of heavy lorry inspection vehicles, was repaid in full during the report year.
5. 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.
6. Amounts of \$20 138 000 and \$525 000 were paid from the Road Transport and Traffic Fund and the Public Vehicles Fund, respectively, to the Traffic Facilities Fund in terms of Sections 202(2) (1) and 204(4) of the Transport Act, 1930.
7. 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 supervision and control of road transport and traffic as provided under Section 202(2) (a) of the Transport Act, 1930. The agreed cost was \$54 092 427 of which \$11 676 425 could be paid. The deficit of \$42 416 002 brings the accumulated deficit in respect of Police services to \$161 610 793.
8. There was no balance standing to the credit of the Road Transport and Traffic Fund which in terms of Section 23(b) of the Traffic Authority Act, 1976, could be paid to the Traffic Facilities Fund.
9. On 13th April, 1982 the Governor gave his assent to legislation which provides for revenue collected under the State Transport (Co-ordination) Act, to be paid into the Road Transport and Traffic Fund. This legislation resulted in the closure of the State Transport (Co-ordination) Fund.
10. During the year, the control of the Department's Traffic Accident Research Unit was transferred to the Traffic Authority of New South Wales. The Department of Motor Transport provides the staff and office accommodation for both the Research Unit and the Traffic Authority Secretariat. Salaries and administrative costs were recovered from the Traffic Facilities Fund, and the Traffic Accident Research Unit Account.
11. As a result of the transfer of the Traffic Accident Research Unit to the Traffic Authority, the Traffic Accident Research Unit Account was closed on 30th June, 1982. From that date, all revenue from the sale of personalised number plates is to be paid into the Road Transport and Traffic Fund.
12. 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.
13. A contingent liability exists in respect of employees' accrued long service leave entitlements and superannuation benefits. As at 30th June, 1982 the estimated liability was assessed as follows:—

A. Long Service Leave entitlements	\$13 100 000
B. Gratuities under Section 132A of the Transport Act, 1930	\$ 2 300 000
C. Employer's subsidy to the N.S.W. Retirement Fund in respect of lump sum payments on retirements	\$ 7 000 000
	<u>\$22 400 000</u>

In addition, an annual commitment exists in respect of each superannuation fund covering Departmental employees. The commitment, as at 30th June, 1982 is estimated as:—

A. New South Wales Retirement Board, in respect of the N.S.W. Retirement Fund and the Transport Retirement Board	\$ 91 000
B. Railway Services Superannuation Board	\$ 61 000
C. State Superannuation Fund	\$ 45 000
	<u>\$ 197 000</u>

14. The value of the land and buildings owned by the Department at Rothschild Avenue, Rosebery as at 30th June, 1982 is shown as:—

	At Cost	Current Assessed Value for Insurance Purposes
Head Office Building Complex	\$4 234 199	\$17 535 250

In relation to the Department's other sites information does not exist to enable current values to be confirmed. A programme is currently being undertaken to update valuations at the Department's Motor Registries and Regional Offices throughout the state.

P.A. BALDING, Executive Accountant



## APPENDIX 6

### STATEMENT OF CONVICTIONS ON PROSECUTIONS INSTITUTED BY THE DEPARTMENT OF MOTOR TRANSPORT FOR THE YEAR ENDED 30TH JUNE, 1982

#### MOTOR TRAFFIC ACT AND REGULATIONS:

Unlicensed driver . . . . .	58
Drive number plate not properly affixed . . . . .	6
Permit number plate not properly affixed . . . . .	2
Drive unregistered vehicle . . . . .	159
Permit unregistered vehicle to be driven . . . . .	115
Unlawful possession of number plate . . . . .	1
Use number plate calculated to deceive . . . . .	3
Transfer number plate to another vehicle . . . . .	11
Driver not have interval for rest and refreshment . . . . .	3
Drive for more than 12 hours . . . . .	72
Permit driver not have rest and refreshment . . . . .	1
Fail to produce licence . . . . .	19
Fail to stop on request . . . . .	1
Fail to give notification of alteration to vehicle . . . . .	6
Fail to notify disposal . . . . .	242
Fail to apply for transfer . . . . .	440
Fail to renew registration or deliver number plate within 3 days of purchase . . . . .	1
Drive/Allow illegal use of trader's plate . . . . .	2
Driver/Owner — trader's plate offence (general penalty) . . . . .	2
Fail to enter particulars on record of use of trader's plate . . . . .	2
Drive — not have prescribed registration label affixed . . . . .	33
Allow/Permit — registration label not affixed . . . . .	17
Allow/Registration label null and void . . . . .	9
Drive/Registration label null and void . . . . .	90
Fail to keep vehicle 60 metres behind another vehicle . . . . .	1
Fail to drive into checking station . . . . .	49
Operate contrary to conditions of permit . . . . .	1
Owner/Drive exceed length of 11 metres . . . . .	26
Owner/Drive exceed length of 17 metres . . . . .	29
Owner/Drive exceed length of 12.5 metres . . . . .	71
Driver exceed width . . . . .	45
Owner exceed width . . . . .	8
Driver exceed height . . . . .	29
Owner exceed height . . . . .	1
Driver — not display name and address of owner . . . . .	12
Owner — not display name and address . . . . .	2
Permit to be driven with unauthorised number plates . . . . .	2
Allow/number plate not securely attached to rear . . . . .	1
Drive with number plate not securely attached . . . . .	3
Drive drawing 2 trailers . . . . .	4
Drive drawing more than one motor or other vehicle or trailer . . . . .	1
Loading of wool more than 3 tiers high . . . . .	4
Drive/Permit exceed weight . . . . .	23
Drive/Allow — not display aggregate weight . . . . .	29
Fail to carry log book . . . . .	231
Fail to carry completed log book . . . . .	276
Incomplete log book — entries not duplicated . . . . .	1

SUB TOTAL      2 144

# APPENDIX 6 (Continued)

## STATEMENT OF CONVICTIONS ON PROSECUTIONS INSTITUTED BY THE DEPARTMENT OF MOTOR TRANSPORT FOR THE YEAR ENDED 30TH JUNE, 1982

<b>TRANSPORT ACT AND REGULATIONS FOR PUBLIC VEHICLES, METROPOLITAN, NEWCASTLE AND WOLLONGONG TRANSPORT DISTRICTS:</b>	
Unlicensed driver . . . . .	11
Fail to produce licence . . . . .	52
Fail to notify change of address . . . . .	2
Fail to comply with terms of a notice . . . . .	1
Fail to produce vehicle for inspection . . . . .	62
Stand on public street in contravention of a direction . . . . .	4
Set taxi-meter in motion before giving oral notice to hirer . . . . .	1
Fail to give correct and proper change . . . . .	4
Demand more than prescribed fare . . . . .	8
Demand other than prescribed fare . . . . .	14
Fail to carry out punctually a hiring . . . . .	58
Fail to drive by shortest practicable route . . . . .	10
Fail to comply with request of hirer . . . . .	5
Fail to take due care . . . . .	1
Set meter in motion before being hired . . . . .	1
Fail to set meter in motion . . . . .	8
Fail to keep meter in motion . . . . .	3
Fail to stop meter . . . . .	27
Leave cab unattended (without taking due precaution) . . . . .	22
Leave cab unattended (cause obstruction to traffic) . . . . .	7
Fail to run to timetable (motor omnibus) . . . . .	6
Fail to produce timetable (motor omnibus) . . . . .	1
Fail to keep to route . . . . .	1
Fail to drive away from stand . . . . .	8
Place taxi on disengaged stand . . . . .	52
Fail to display "Vacant" or "For Hire" sign . . . . .	38
Fail to obscure "Vacant" sign . . . . .	3
Fail to accept a hiring immediately . . . . .	62
Carry more than prescribed number of passengers . . . . .	1
Fail to occupy first position on stand . . . . .	2
Fail to return lost property . . . . .	1
Not complete daily work card . . . . .	8
Fail to produce daily work card . . . . .	6
Fail to enter all particulars on daily work card . . . . .	5
Fail to retain signed daily work card . . . . .	1
Tout for person to ride in vehicle . . . . .	46
Permit vehicle to stand at a place other than a public stand . . . . .	1
Leave driving seat . . . . .	1
Multiple hire . . . . .	16
Permit person to be carried without consent of hirer . . . . .	9
Eat meal inside vehicle . . . . .	3
Allow greater number of passengers to be carried than registered . . . . .	1
Smoke whilst conveying passengers . . . . .	11
Leave taxi to attract notice by calling . . . . .	60
Attract notice by calling . . . . .	6
Start vehicle whilst passenger alighting/entering . . . . .	4
Fail to be dressed in clean and proper manner . . . . .	7
Fail to keep vehicle stopped for purpose of enquiry . . . . .	1
Fail to stop for enquiry . . . . .	3
Fail to supply information to an authorised officer . . . . .	2
Incivility . . . . .	12
Impropriety . . . . .	27
Fail to comply with reasonable request of hirer . . . . .	6
Stand where vehicles prohibited . . . . .	2
Fail to furnish return (motor omnibus) . . . . .	33
Not enter time of commencement on daily work card . . . . .	2
<b>SUB TOTAL</b>	<b>749</b>
<b>STATE TRANSPORT (CO-ORDINATION) ACT AND REGULATIONS:</b>	
Operate unlicensed vehicle . . . . .	53
Drive unlicensed vehicle . . . . .	39
Permit unlicensed vehicle to be driven . . . . .	2
Operate contrary to licence . . . . .	1
Drive contrary to licence . . . . .	3
Fail to produce dockets to authorised officer . . . . .	1
<b>SUB TOTAL</b>	<b>99</b>
<b>MOTOR VEHICLES TAXATION MANAGEMENT ACT:</b>	
Fail to pay additional tax . . . . .	25
<b>AIR TRANSPORT ACT:</b>	
Operate unlicensed Aircraft for the carriage of passengers or goods between specific airports . . . . .	13
<b>TOTAL</b>	<b>3 030</b>

# APPENDIX 7

## MOTOR REGISTRIES AND PAYMENT OFFICES IN OPERATION AT 30TH JUNE, 1982

Adaminaby	COOTAMUNDRA	LEETON	Rankin's Springs
Adelong	Corowa	LIDCOMBE	RAYMOND TERRACE
ALBURY	COWRA	Lightning Ridge	RICHMOND
Ardlethan	Crookwell	LISMORE	Rockley
Ariah Park	Culcairn	LITHGOW	RYDE
ARMIDALE	Dareton	LIVERPOOL	Rylstone
Ashford	Darlington Point	Lockhart	Scone
Ballina	Deepwater	Macksville	SINGLETON
Balranald	DEE WHY	Maclean	Stockinbingal
Bangalow	(Payment Office)	MAITLAND	Stroud
Baradine	Delungra	Mandurama	SYDNEY (ROSEBERY -
Barellan	DENILIQUIN	Manilla	Motor Registry Section)
Barham	Denman	MANLY	Tabulam
Barmedman	Dorrigo	Mathoura	Tallimba
Barraba	DUBBO	Mendooran	Tambar Springs
BATEMANS BAY	Dunedoo	Menindee	TAMWORTH
BATHURST	Dungog	Merimbula	Taralga - (closed 30th June,
Batlow	Eden	Merriwa	Tarcutta 1982)
BEGA	Emmaville	MILTON	TAREE
Bellingen	Enngonia	MIRANDA	Temora
Berrigan	Eugowra	MIRANDA	Tenterfield
BEVERLY HILLS	Euston	(Payment Office)	The Rock
Binalong	FAIRFIELD	MITTAGONG	Tibooburra
Bingara	Finley	Moama	Tingha
Binnaway	FIVE DOCK	Molong	Tocumwal
BLACKTOWN	FORBES	MOREE	Tooraweenah
Blayney	Ganmain	MORUYA	TORONTO
Bogan Gate	Gilgandra	Moulamein	Tottenham
Boggabilla	GOVERNMENT INSUR.	MOUNT DRUITT	Trangie
Boggabri	OFFICE - SYDNEY	MUDGEES	Trundle
Bombala	(Payment Office)	Mullumbimby	Tullamore
Bonalbo	GLEN INNES	Mulwala	Tullibigeal
Boomi	Gloucester	Mungindi	Tumbarumba
Boorowa	Goodooga	Murrurundi	TUMUT
Bourke	Goolgowi	MURWILLUMBAH	TWEED HEADS
Bowraville	GOSFORD	MUSWELLBROOK	Ungarie
Braidwood	GOULBURN	Narooma	Uralla
Brewarrina	GRAFTON	NARRABRI	Urana
BROKEN HILL	Greenethorpe	NARRANDERA -	Urbenville
Bulahdelah	Grenfell	Operated conjointly by	WAGGA WAGGA
Bundarra	GRIFFITH	Police and Departmental	(Payment Office - open
Bungendore	Gulargambone	staff from 24th August,	4th August, 1981)
Buronga	Gulgong	1981 to 12th October,	WAGGA WAGGA
Burren Junction	Gundagai	1981 when Departmental	WAITARA
Byron Bay	GUNNEDAH	staff commenced full time	Walcha
CAMMERAY	Gunning	registry operations.	Walgett
CAMPBELLTOWN	Guyra	Narromine	Walla Walla
Candelo	Gwabegar	NEWCASTLE	Wanaaring
Canowindra	Harden	Nimmitabel	Warialda
Captain's Flat	Hay	NOWRA	Warren
Carinda	Henty	N.R.M.A. (SYDNEY)	WAUCHOPE
Carrathool	Hill End	(Payment Office)	Weethalle
CASINO	Hillston	Nundle	Wee Waa
Cassilis	Holbrook	Nymagee	WELLINGTON
CESSNOCK	HORNSBY	Nyngan	Wentworth
CHARLESTOWN	(Payment Office)	Oaklands	Werris Creek
CHULLORA	INVERELL	Oberon	West Wyalong
Cobar	Ivanhoe	ORANGE	Whitton
Cobargo	Jerilderie	PARKES	Wilcannia
COFFS HARBOUR	June	PARRAMATTA	WOLLONGONG
Coleambally	Kandos	Peak Hill	Woodburn
Collarenebri	KATOOMBA	PENRITH	Woodenbong
Condobolin	KEMPSEY	Picton	WOY WOY
Coolah	Khancoban	Pilliga	WYONG
Coolamon	KIAMA	Pooncarie	Yass
COOMA	KOGARAH	Portland	Yenda
Coonabarabran	Kyogle	Quandialla	Yetman
Coonamble	Lake Cargelligo	QUEANBEYAN	YOUNG
		Quirindi	
		Rand	

Registries and payment offices shown in capital letters are conducted by officers of the Department of Motor Transport. The remaining motor registries are conducted by Police Officers in conjunction with other duties. Motor Registries and payment offices conducted by the Department, at the end of the report year, total 83 whilst motor registries conducted by the Police total 175.

# APPENDIX 8

## REVENUE COLLECTIONS AT DEPARTMENTAL MOTOR REGISTRIES AND PAYMENT OFFICES FOR THE YEAR ENDED 30TH JUNE

MOTOR REGISTRY OR PAYMENT OFFICE	1981 \$	1982 \$
Albury . . . . .	6 155 278	7 000 818
Armidale . . . . .	3 436 221	4 046 858
Batemans Bay . . . . .	790 398	1 029 851
Bathurst . . . . .	4 126 582	4 813 297
Bega . . . . .	2 293 350	2 683 963
Beverly Hills . . . . .	14 578 320	20 181 806
Blacktown . . . . .	13 468 024	16 454 364
Broken Hill . . . . .	3 560 399	4 003 047
Cammeray . . . . .	21 216 897	24 875 123
Campbelltown . . . . .	9 073 029	11 327 176
Casino . . . . .	2 044 791	2 432 584
Cessnock . . . . .	3 616 781	4 310 003
Charlestown . . . . .	10 311 368	12 896 410
Chullora . . . . .	19 729 674	24 595 327
Coffs Harbour . . . . .	5 255 210	6 481 264
Cooma . . . . .	1 974 824	2 376 329
Cootamundra . . . . .	2 377 456	2 875 638
Cowra . . . . .	2 018 960	2 319 743
Dea Why (Payment Office) . . . . .	2 450 819	7 181 309
Deniliquin . . . . .	3 134 252	3 694 613
Dubbo . . . . .	7 172 672	8 386 989
Fairfield . . . . .	15 069 546	17 810 117
Five Dock . . . . .	20 717 541	23 968 706
Forbes . . . . .	1 596 307	1 912 777
Glen Innes . . . . .	1 587 022	1 772 964
Gosford . . . . .	8 635 899	10 169 138
Goulburn . . . . .	4 276 947	4 921 193
Government Insurance Office — Sydney (Payment Office) . . . . .	7 546 296	9 298 277
Grafton . . . . .	3 683 533	4 309 106
Griffith . . . . .	3 624 637	4 172 823
Gunnedah . . . . .	2 213 079	2 683 623
Hornsby (Payment Office) . . . . .	865 959	4 650 611
Inverell . . . . .	2 479 127	2 788 077
Katoomba . . . . .	2 176 206	2 795 472
Kempsey . . . . .	2 644 859	3 220 534
Kiama . . . . .	3 357 619	4 175 105
Kogarah . . . . .	14 476 636	16 967 635
Leeton . . . . .	2 106 951	1 944 088
Lidcombe . . . . .	15 052 446	17 507 564
Lismore . . . . .	6 585 091	8 051 009
Lithgow . . . . .	2 331 904	2 765 606
Liverpool . . . . .	17 144 715	20 525 703
Maitland . . . . .	5 438 660	6 589 365
Manly . . . . .	15 432 046	14 148 428
Milton . . . . .	830 703	1 016 202
Miranda . . . . .	16 254 686	15 038 970
Miranda (Payment Office) . . . . .	390 157	4 741 389
Mittagong . . . . .	3 181 161	3 841 101
Moree . . . . .	2 054 204	2 645 118
Moruya . . . . .	774 094	1 028 201
Mount Druitt . . . . .	7 114 602	9 485 733
Mudgee . . . . .	2 008 279	2 501 058
Murwillumbah . . . . .	2 209 136	2 756 991
Muswellbrook . . . . .	2 728 034	3 527 048
Narrabri . . . . .	1 975 461	2 282 327
Narrandera — Operated conjointly with Police and Departmental staff from 24th August, 1981 to 12th October, 1981 when Departmental staff commenced full time registry operations . . . . .	—	795 312
Newcastle . . . . .	17 226 035	19 976 706
Nowra . . . . .	4 643 826	5 698 628
N.R.M.A. — Sydney (Payment Office) . . . . .	11 465 090	13 462 113
Orange . . . . .	5 001 046	5 828 672
Parkes . . . . .	2 296 127	1 640 964
Parramatta . . . . .	27 054 929	31 726 470
Penrith . . . . .	10 802 571	10 928 449
Queanbeyan . . . . .	3 481 498	4 409 282
Raymond Terrace . . . . .	3 893 325	4 917 935
Richmond . . . . .	5 562 417	7 008 094
Ryde . . . . .	15 422 224	18 431 649
Singleton . . . . .	2 005 574	2 510 424
Sydney (Rosebery) — Motor Registry Section only . . . . .	38 921 217	45 635 433
Tamworth . . . . .	6 821 727	8 013 620
Taree . . . . .	5 684 304	6 946 741
Toronto . . . . .	5 256 252	6 421 920
Tumut . . . . .	1 811 340	2 183 929
Tweed Heads . . . . .	1 854 840	2 754 997
Wagga Wagga (Payment Office) — open 4th August, 1981 . . . . .	—	2 579 094
Wagga Wagga . . . . .	7 612 108	6 062 967
Waitara . . . . .	14 235 380	13 197 977
Wauchope . . . . .	3 688 454	4 633 874
Wellington . . . . .	1 045 688	1 227 135
Wollongong . . . . .	22 488 306	26 068 368
Woy Woy . . . . .	2 486 066	2 999 013
Wyong . . . . .	5 929 544	7 432 029
Young . . . . .	2 101 536	2 457 877
TOTAL	570 973 320	675 928 243

Most registries are at Police Stations but all registries and payment offices in suburbs of Sydney and in main country centres are staffed by officers of the Department of Motor Transport and, for convenience, are often referred to as "Departmental" registries or payment offices. They collect approximately 98% of revenue received at motor registries.

# APPENDIX 9

TABLE 1

## MOTOR VEHICLE REGISTRATIONS CURRENT

Year ended 30th June	Public Vehicles Metropolitan, Newcastle and Wollongong			Other Vehicles*				
	Taxi-Cabs	Buses	Private Hire Cars	Cars	Lorries **	Cycles	Traders' Plates	All Vehicles
1981 .....	3 801	3 693	250	1 732 256	1 308 775	122 505	3 967	3 175 247
1982 .....	3 827	3 618	253	1 770 856	1 380 951	129 967	4 067	3 293 539

\* Includes 6625 tractors and 494 751 trailers

\*\* Includes country public vehicles

TABLE 2

## NEW MOTOR VEHICLES REGISTERED

Year ended 30th June	Passenger Vehicles	Goods Vehicles	Motor Cycles	Total	Variation (percentage)
1981 .....	137 130	113 040	26 318	276 488	up ..... 7.3
1982 .....	168 019	88 976	24 350	281 345	up ..... 1.7

TABLE 3

## DRIVERS' AND RIDERS' LICENCES DISSECTION OF LICENCES BY TYPE (AS AT 30TH JUNE)

Class or Type	1981	1982
Class 1. ....	2 334 722	2 418 195
Class 2. ....	6 205	6 291
Class 3. ....	315 096	321 603
Class 4. ....	38 800	40 750
Class 5. ....	113 910	118 987
Taxi-cab driver (Transport Districts) . . . . .	20 694	20 066
Motor cycle rider. ....	257 920	272 519
Driver and Conductor Licences issued to employees of the Urban Transit Authority. ....	4 376	4 312
TOTAL	3 091 723	3 202 723

# APPENDIX 10

**TABLE 1**  
**CANCELLATION, SUSPENSION AND REFUSAL OF DRIVING LICENCES**

Type of Offence	Decision of Court		Disqualifications Imposed									Appeals			
	Con- victed	*Dis- charged Section 556A	Automatic			† Automatic Disqualification Varied by Court to –						Dismissed (conviction confirmed)	Allowed (conviction quashed)	Dismissed	
			Six Months	One Year	Three 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 or more	TOTAL			Uncon- ditionally	Condi- tionally
Drive whilst under influence	782	14	—	131	63	3	167	135	196	87	782	76	6	1	1
Have prescribed concentration of alcohol—0.05 but less than 0.08	3359	107	189	64	—	1713	745	476	143	29	3359	125	1	6	1
Have prescribed concentration of alcohol — 0.08 or greater	21445	1022	—	3166	1206	1	7146	4575	3771	1580	21445	1995	12	97	14
Refuse breath analysis test	523	9	—	84	45	1	100	91	130	72	523	97	4	3	—
Drive in manner or at speed dangerous	2286	19	—	449	86	4	531	465	599	152	2286	323	27	10	—
Not stop after injury accident Sec. 8(1)	64	—	—	17	11	—	5	12	14	5	64	6	—	—	—
Drive whilst disqualified (*)	2854	9	1373	—	—	1	12	490	475	503	2854	313	5	2	1
Culpable driving	270	—	—	76	42	2	12	22	63	53	270	1	—	—	—
By negligent act cause grievous bodily harm	62	—	—	20	4	1	10	10	9	8	62	1	—	1	—
Total	31645	1180	1562	4007	1457	1726	8728	6276	5400	2489	31645	2937	55	120	17

\* 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 exercised 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 the Court.



# APPENDIX 10 (continued)

**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	182 851	22 178	421	846
Negligent driving	28 356	8 784	694	824
Not stop after accident (Section 8(3) or 8(4) )	—	1 269	107	970
Other offences (Cross unbroken centre line, etc.)	123 677	34 829	2 179	2 900
<b>TOTAL</b>	<b>334 884</b>	<b>67 060</b>	<b>3 401</b>	<b>5 540</b>

Appeals to higher Courts against suspension or disqualifications were heard in 815 cases of which 146 were allowed and 669 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 therefor, and appeals against such decisions.**

Grounds	Licence Suspended or Cancelled	Application Refused
<b>Traffic Offences:</b>		
Provisional Licences . . . . .	13 402	—
Points System . . . . .	8 572	—
Conduct and Habits . . . . .	26	94
Medical Impairments . . . . .	815	629
Other Grounds . . . . .	1 608	412
<b>TOTAL</b>	<b>24 423</b>	<b>1 135</b>

There were 5000 appeals to Courts of Petty Sessions in respect of the abovementioned suspensions, cancellations and refusals. 989 were allowed and 3724 dismissed. 278 appeals were withdrawn and in 9 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.**

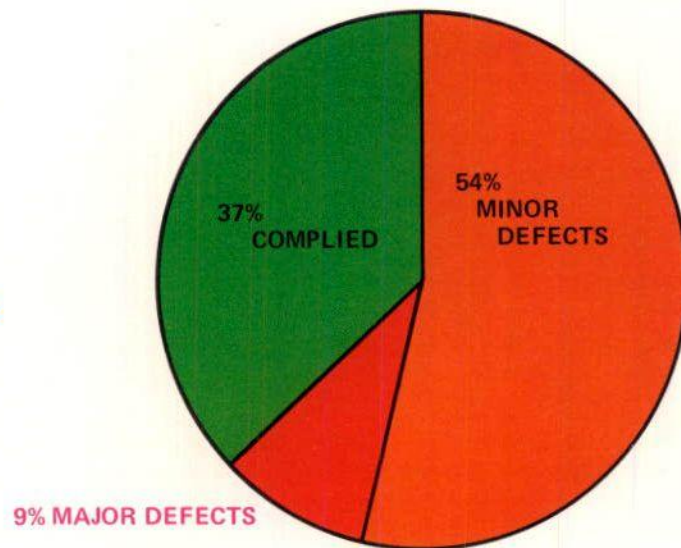
<b>Points System</b>	
Licences suspended . . . . .	149
Licences cancelled . . . . .	8 423
<b>Provisional Licence Scheme</b>	
First year provisional licences cancelled . . . . .	11 382
Subsequent first year provisional licences cancelled . . . . .	1 931
Other than first year provisional licences cancelled. . . . .	89
<b>TOTAL</b>	<b>21 974</b>
Further details are shown in Table 1	

A total of 25 726 licences were suspended or cancelled last year.

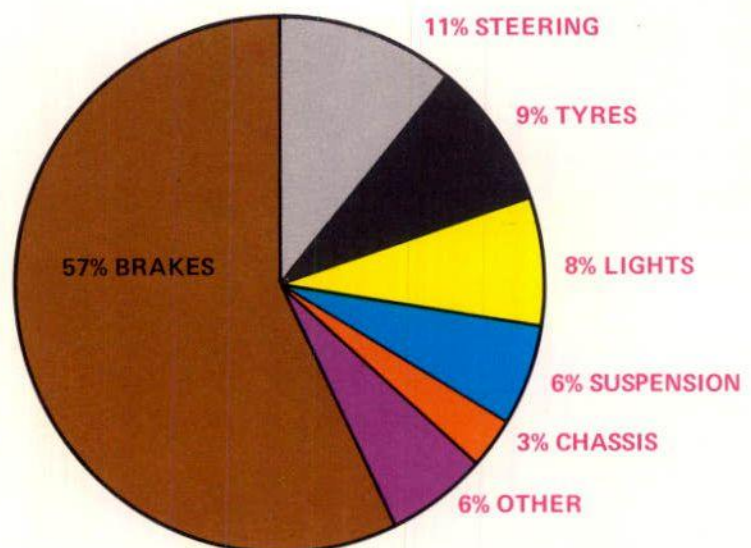
## APPENDIX 11

### MOBILE INSPECTION TEAMS INSPECTION RESULTS JULY 1981 – JUNE 1982

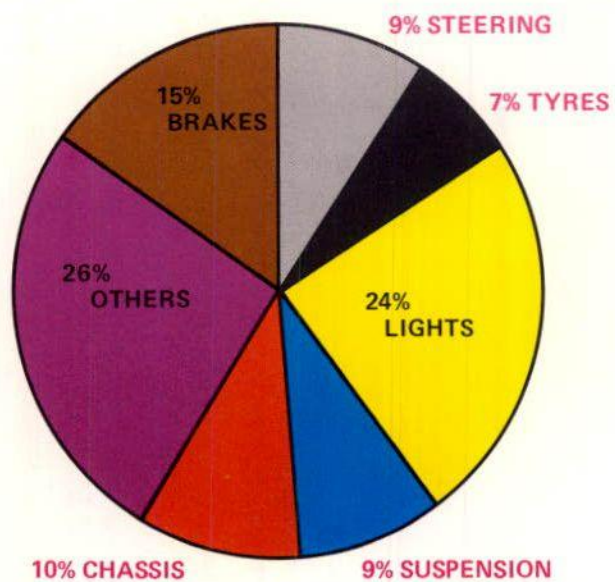
#### OVERALL RESULTS



#### MAJOR DEFECTS



#### MINOR DEFECTS



## APPENDIX 12

### STAFF EMPLOYED AS AT 30TH JUNE

	1981	1982
METROPOLITAN —		
Males . . . . .	1 496	1 456
Females, Full-time . . . . .	672	668
Females, Part-time . . . . .	34	41
	<u>2 202</u>	<u>2 165</u>
REST OF STATE —		
Males . . . . .	352	331
Females, Full-time . . . . .	140	133
Females, Part-time . . . . .	10	8
	<u>502</u>	<u>472</u>
TOTALS —		
Males . . . . .	1 848	1 787
Females, Full-time . . . . .	812	801
Females, Part-time . . . . .	44	49
	<u>2 704</u>	<u>2 637</u>

NOTE: Wages Staff (included in the foregoing figures) totalled 89 (69 males and 20 females) at 30th June, 1982. The corresponding figures for 1981 were 112 (92 males and 20 females).



## APPENDIX 13

### PROPERTY PORTFOLIO

Since making the first property investment, the Department has added to its portfolio each year, progressively building up a substantial and valuable holding of properties to enable the maintenance of a desirable level of service to the public. The following is a list of properties owned or leased by the Department.

#### MOTOR REGISTRIES – REGIONAL AND DISTRICT OFFICES – BUS AND LORRY CHECKING STATIONS OWNED BY THE DEPARTMENT

Property	Address	Property	Address
Albury	Cnr. Hume & Macauley Streets	Mount Druitt	32 Luxford Street (Leased for 73 years from N.S.W. Planning and Environment Commission)
Armidale	167 Rusden Street	Mudgee	Cnr. Perry Street & Byron Place
Bathurst	Cnr. Rankin & Durham Streets	Murwillumbah	142 Murwillumbah Street
Bega	Cnr. Hill & Peden Streets	Muswellbrook	Cnr. Hill & Bridge Streets
Berowra Bus and Lorry Checking Station	Pacific Highway – North Bound and South Bound (land is owned by The Department of Main Roads)	Narrabri	61 Maitland Street
Beverly Hills	Cnr. Cambridge Street and Stoney Creek Road	Newcastle	130 Parry Street
Blacktown	Cnr. Patrick & Alpha Streets	Nowra	142 Junction Street
Broken Hill	Cnr. Blende & Iodide Streets	Orange	Cnr. Byng & McNamara Streets
Cammeray	303 Miller Street	Parkes	Cnr. Church & Currajong Sts.
Campbelltown	Cnr. Sturt & Lindsay Streets	Parramatta	148-156 George Street
Casino	Cnr. Barker & Hickey Streets	Penrith	Cnr. Belmore & Woodrifle Streets
Cessnock	Cnr. North Ave., & Darwin Street	Queanbeyan	Farrer Place (Land dedicated by the Lands Department in 1964)
Charlestown	Cnr. Pacific Highway & Frederick Street	Raymond Terrace	53 William Street
Chullora	95-97 Hume Highway	Richmond	Cnr. Windsor & Bosworth Streets
Coffs Harbour	32-34 Gordon Street	Rosebery (Head Office Complex)	50-58 Rothschild Avenue
Cooma	Cnr. Soho & Massie Streets	Ryde	Cnr. Blaxland & North Roads
Cootamundra	Cnr. Cooper & Bourke Streets	Singleton	Cnr. Pitt & Bathurst Streets
Cowra	97 Brisbane Street	Tamworth	Cnr. Peel and Hill Streets
Deniliquin	346 Harrison Street	Taree	Cnr. Albert & Pulteney Streets
Dubbo	1 Church Street	Toronto	136 Cary Street
Fairfield	32-36 Harris Street	Tumut	Cnr. Richmond & Fitzroy Streets
Five Dock	Cnr. Ramsay Road & Henley Marine Drive	Tweed Heads	Cnr. Pacific Highway & Pacific Lane
Forbes	Cnr. Farrand & Union Streets	Wagga Wagga	Cnr. Gurwood & Beckwith Streets
Glen Innes	152 Wentworth Street	Waitara	Cnr. Pacific Highway & Ramsay Street
Gosford	Cnr. William & Albany Streets	Wauchope	Cnr. Hastings & Young Streets
Goulburn	Cnr. Lagoon & Sterne Streets	Wellington	46 Warne Street
Grafton	15 King Street	Wollongong	Cnr. Kembla & Glebe Streets
Griffith	Cnr. Yambil & Wayeela Streets	Wyong	Cnr. Anzac Avenue & Hely Street
Inverell	36-40 Campbell Street	Young	Cnr. Lovell & Lynch Streets
Katoomba	30 Parke Street		
Kempsey	22 Tozer Street		
Kiama	64 Shoalhaven Street		
Kogarah	60A Gray Street		
Leeton	Cnr. Ash & 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		
Marulan Bus and Lorry Checking Station	Hume Highway – North Bound and South Bound (to be transferred to Dept. of Main Roads)		
Miranda	Cnr. President Avenue & Miranda Road		
Mittagong	97 Hume Highway		
Moree	57 Balo Street		



## APPENDIX 13 (Continued)

### LAND OWNED BY THE DEPARTMENT

Property	Address	Property	Address
Albury	Young Street (Sold on 15th October, 1982)	Liverpool	Cnr. Elizabeth and George Streets
Beverly Hills	Stoney Creek Road	Queanbeyan	Farrer Place
Campbelltown	Menangle Road	Rosebery	Cnr. Queen Street and Mentmore Avenue
Grafton	Lot 3 King Street	Singleton	7 Pitt Street
Gunnedah	Cnr. Conadilly and Wentworth Streets	Tamworth	8 - 12 Hill Street
Hornsby	Cnr. Pacific Highway and Bridge Road	* Wagga Wagga	Lot 1 Fox Street

(\*Currently being developed)

### COTTAGES OWNED BY THE DEPARTMENT

Property	Address	Property	Address
Armidale	15 Caroline Crescent	Leeton	14 Canal Street
Armidale	11 Laurence Avenue	Marulan	Lot 4 Hume Highway (To be transferred to Department of Main Roads)
Bathurst	10 Vine Street	Moree	28 Julia Place
Cootamundra	22 Northcott Avenue	Mudgee	100 Robertson Street
Cowra	24 Kibbler Street	Muswellbrook	4 Eucalypt Avenue
Deniliquin	14 Greaves Crescent	Narrabri	9 Elizabeth Street
Dubbo	23 Margaret Crescent	Queanbeyan	1 Linaria Place
Dubbo	Cnr. Bailey & Jubilee Streets	Wagga Wagga	32 Raye Avenue, Mt. Austin
Forbes	40 Patterson Street	Wollongong	29 Evans Street
Goulburn	35 Knox Street		
Grafton	318 Bent Street		
Gunnedah	15 Breen Street		

### LEASED PREMISES

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

Property	Address	Property	Address
Batemans Bay	Room 4, 1st Floor, 1 North Street	Miranda	Shop 10, Miranda Market Place, Kiora Road North
Bathurst	Suite A, Manufacturers Mutual Insurance Building, George & Russell Streets	Moruya	Unit 12, 22 Ford Street
Broken Hill	425 Blende Street	N.R.M.A. (Payment Office)	N.R.M.A. House - 151 Clarence Street, Sydney
Dee Why	Shop 18, Dee Why Centre, 18 Oaks Avenue	Narrandera	Cnr. Charles & King Streets
Government Insurance Office (Payment Office)	60 Elizabeth Street, Sydney	Penrith	Unit 1, "The Terraces", 12 Tindale Street
Gunnedah	38 Abbott Street	Rosebery (Traffic Auth. of N.S.W.)	3rd Floor, "Rosebery Centre", Crewe Place & Primrose Avenue
Hornsby (Payment Office)	Shop 1, Northgate Shopping Centre, George & Florence Streets	Tamworth	Room 3, Queensland Insurance Building, 20-22 Fitzroy Street
Milton	Shop 4, "The Settlement" Shopping Centre, Princes Highway	Wagga Wagga (Payment Office)	Suite 2, Ground Floor and First Floor, G.I.O. Building, 36c Fitzmaurice Street
		Woy Woy	Lots 1 & 2 The Boulevard





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