

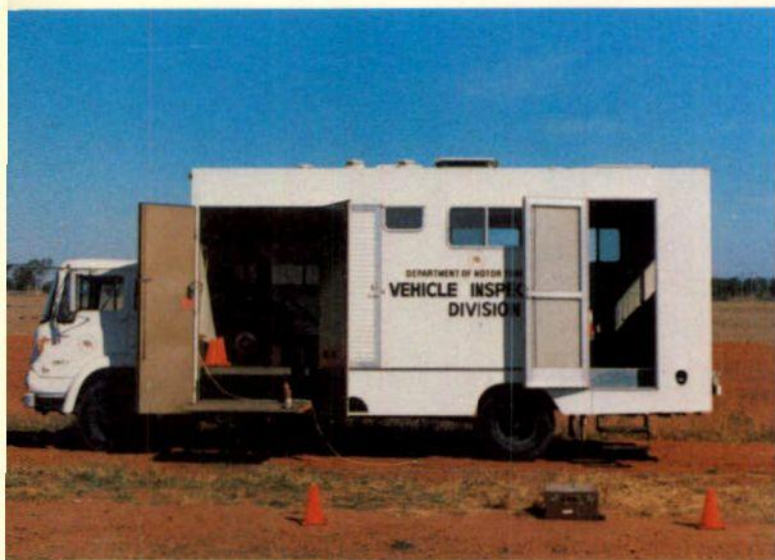


NEW SOUTH WALES

Annual Report 1980-81

MOBILE INSPECTION DIVISION ACTIVITIES

Mobile teams of Motor Vehicle Inspectors carry out check inspections of heavy motor lorries. Roadside checks are also performed to detect defective vehicles in use. Examples of vehicle inspection operations are pictured below.



MOTOR REGISTRIES

In keeping with the Department's policy of providing proper service to the public, two more specially designed modern buildings were commissioned during the year. These registries, at Albury and Coffs Harbour, are shown below.



ALBURY



COFFS HARBOUR

COVER: The specially equipped vehicle driver simulator established by the Department to assist in the assessment of handicapped drivers.



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

Dear Mr. Cox,

It is with pleasure that I submit, for the information of Parliament, the Annual Report of the Department of Motor Transport for the year ended 30th June, 1981.

The report briefly describes the Department's 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 acknowledge, with appreciation, the loyal and able assistance given by the staff of the Department during the year.

Yours faithfully,



Commissioner.

PRINCIPAL OFFICERS OF THE
DEPARTMENT OF MOTOR TRANSPORT
as at 30TH JUNE, 1981

J.W. DAVIES
Commissioner

N.C.M. SKINNER
Assistant Commissioner

R.A. NOONAN
Executive Director (Management)

K.J. MUNGOVEN
Executive Director (Policy)

E.B. BLACKHALL
Executive Director (Administration)

M.J. BUTLER
Executive Director (Policy Analysis Unit)

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

A.J. PERCIVAL
Chief Superintendent

N.A. WILLIAMS
Secretary

N.H. ADAM
Superintendent, Management Services

W.H. GIBSON
Chief Medical Officer

F. ADAMS
Chief Solicitor

D.C. HERBERT
Superintendent, Traffic Accident Research Unit

R.G. VAUGHAN
Chief Mechanical Engineer

R.J. MOLLOY
Chief Accountant

G.F. MUDGE
Registrar of Motor Vehicles

E. WHITEHALL
Acting Staff Manager



IMPRESSION OF NEW OFFICE COMPLEX PROPOSED FOR THE DEPARTMENT'S SOUTHERN REGION IN WAGGA WAGGA.

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FUNCTIONS

- Registration of motor vehicles and licensing of drivers; certain driving laws and penalties; mechanical fitness of vehicles; fitness of motorists to hold licences on basis of medical and/or driving records (Motor Traffic Act).
- Collection of tax payable in connection with registration of vehicles (Motor Vehicles (Taxation) Act).
- Traffic accident research.
- 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 Act).
- Administration of compulsory motor vehicles third party insurance scheme and collection of premiums for insurance effected with Government Insurance Office (Motor Vehicles (Third Party Insurance) Act and Transport 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 for the licensing of commercial intrastate aircraft.
- Licensing of passenger ferries operating in the Port of Sydney (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 primarily to finance activities closely related to traffic control and public roads and to meet administrative costs of so doing. The Department also collects on behalf of other Government bodies substantial amounts such as third party insurance premiums and stamp duty on issue of certain 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.

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:-

- The costs of traffic control activities.
- Police services (traffic and motor registry duties).
- Contribution towards the cost of ambulance services in New South Wales.

Once again this year revenue of the Road Transport and Traffic Fund was insufficient to allow the Department to meet its commitments in full. Inflationary trends in salaries and other operational costs placed increasing burdens on the Fund which is financed by revenue from fees largely unaltered since 1974. In particular the Fund was again unable to meet the agreed cost of \$47 033 509 for Police services. The available amount of \$6 374 447 was paid to the Consolidated Revenue Fund. The shortfall of \$40 659 062 has had the effect of increasing the accumulated deficit to \$119 194 792.

The financial situation is such that it has been extremely difficult to maintain a desirable level of service to the public and to proceed with new projects in the area of traffic safety administration. Consequently, any new initiatives which will add to the Department's operating costs must include cost-recovery.

PUBLIC VEHICLES FUND

Under the Transport Act, buses, taxi-cabs, private hire cars and vans in three specified areas embracing Sydney, Newcastle and Wollongong, and defined as "Transport Districts", are subject to additional registration and other special requirements, and 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 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 provides for regulation of intrastate commercial passenger carrying and goods carrying transport services. The Act and administrative policies in regard to it are dealt with fully in the section headed Commercial Transport Services.

SOURCES OF REVENUE

Revenue is derived from fees for licences and permits issued under the Act. Fines and Court awards arising from breaches of the Act and Regulations are also paid into the Fund. As a source of revenue the Act has been of much less importance for some years because, by decision of the Government, no charges under it have been imposed since 1st January, 1974.

APPLICATION

The Act provides for the fees collected under the State Transport (Co-ordination) Act to be paid to the credit of the State Transport (Co-ordination) Fund and for salaries and any other costs of administration to be paid out of that Fund. Administrative charges withheld from the previous year as well as the year under report have been charged to the Fund.

MAIN ROADS FUND

SOURCES OF REVENUE

- Motor vehicle registration weight tax (as distinct from registration fees — see Road Transport and Traffic Fund) paid on vehicles other than public vehicles in the Transport Districts. Weight tax on the latter vehicles is credited to the Public Vehicles Fund.
- Tax levy on all vehicles which are subject to weight tax.
- All tonne-kilometre charges collected under the Road Maintenance (Contribution) Act.

APPLICATION

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

ROAD MAINTENANCE CHARGES

Following repeal of the Road Maintenance (Contribution) Act, on 7th December, 1979 the only action taken to collect charges was in respect of amounts for which court judgements had been entered during the currency of the Act. All such collections ceased on 28th February, 1981. The amount collected until that date — \$13 060 — was distributed in the usual proportions, viz., one-fifth to the County of Cumberland Main Roads Fund and four-fifths to the Country Main Roads Fund, for use on the maintenance of public streets.

POLICY DEVELOPMENTS AND LEGAL ACTIVITIES

CONTINUING POLICIES

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 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 follows.

Regional Branches. The State has been divided into six 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.

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. One significant change was the lowering of the prescribed concentration of alcohol in 100 millilitres of blood from 0.08 to 0.05.

COMMITTEES AND CONFERENCES

GENERAL PRACTICE

The Department is associated with numerous important policy committees and conferences. In addition, in following its established practice of obtaining the views of other bodies such as 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:-

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 is to advise the Australian Transport Advisory Council on motor vehicle emission standards.

Advisory 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 function to initiate, review and develop means of assessing driver performance.

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. New South Wales was host for this year's meeting which was held in April.

CONFERENCE OF REGISTRARS OF MOTOR VEHICLES.

The Conference of Registrars of Motor Vehicles, at which the States and the Commonwealth were represented, was also held in Sydney this year. This Conference is 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.

TRAFFIC AUTHORITY OF NEW SOUTH WALES

The Traffic Authority was formed to assume the overall control and management of road traffic, to eliminate the 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 therefore, are not detailed in this report.

AIR LICENSING ADVISORY COMMITTEE

The Committee was established on 23rd February, 1981 to advise the Minister for Transport on matters of policy and licensing relating to applications to conduct regular 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.

OMNIBUS ADVISORY COMMITTEE

The Committee functioned for many years to advise the Commissioner for Motor Transport on matters relating to the operation of privately-owned bus services within the Metropolitan, Newcastle and Wollongong Transport Districts.

Following establishment of the Urban Transit Authority, the functions of the Omnibus Advisory Committee became redundant and it was disbanded.

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.

COMMITTEE OF REVIEW — TRAVEL CONCESSIONS 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.

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.

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. Cases of alleged improper actions at 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

MOTOR VEHICLES (TAXATION) ACT, 1980

This Act, assented to on 4th November, 1980, replaced the Motor Vehicle (Taxation) Act, 1976. It increased by 30% the rates of weight tax and tax levy imposed on registrations and renewals of registration commencing on or after 21st November 1980. It also provided for automatic adjustment of the tax rates from 1st July each year thereafter, based on a formula in line with the movement in road construction related items of the Consumer Price Index for Sydney. The Act also transferred the portfolio responsibility from the Minister for Transport to the Minister for Roads.

MOTOR TRAFFIC (ALCOHOL RELATED OFFENCES) AMENDMENT ACT, 1980

The Motor Traffic Act was amended by this legislation, which was assented to on 11th December, 1980 with effect from 15th December, 1980, to provide for the prescribed concentration of alcohol referred to in the Act to be 0.05 instead of 0.08 grammes of alcohol in 100 millilitres of blood.

While penalties for offences of driving with a concentration of 0.08 per cent or more were not changed, the legislation introduced lower penalties for driving a motor vehicle with a concentration of 0.05 per cent or more, but less than 0.08 per cent. A first offence in this range carries a maximum fine of \$400, automatic licence disqualification of 6 months (or any shorter period determined by the Court) but no imprisonment. A second offence within 5 years carries a maximum fine of \$1 000, automatic licence disqualification for 12 months (or any longer or shorter period — but not less than 3 months — determined by the Court) but no imprisonment.

AIR TRANSPORT (AMENDMENT) ACT, 1980

The Air Transport Act was amended by this legislation, which was assented to on 10th December, 1980 and commenced on 23rd February, 1981. It provides that the Minister for Transport shall be the licensing authority (in place of the

Commissioner for Motor Transport) with responsibility for policy and licensing decisions under the Act. It also provides for the establishment of an Air Licensing Advisory Committee to assist the Minister. The Committee comprises the Commissioner for Motor Transport (Chairman) and representatives of the Ministers for Decentralisation, Tourism, and Transport.

STATE TRANSPORT (CO-ORDINATION) AMENDMENT ACT, 1980.

This Act, cognate with the Local Government (Public Vehicles) Amendment Act, 1980, was assented to on 11th December, 1980 and will come into effect on a date to be proclaimed. Upon commencement, the legislation will provide for the transfer of control of public motor vehicles in country areas from local councils to the Commissioner for Motor Transport and will enable appeals against decisions relating to the granting, refusal, variation or transfer of licences to be made to the Transport Appeal Court. The effect of this legislation is explained in the section headed "Commercial Transport Services".

MOTOR TRAFFIC (AMENDMENT) ACT, 1980

This amendment to the Motor Traffic Act, which commenced on 15th December, 1980, clarifies the powers of the Commissioner for Motor Transport to issue certificates under section 12 of the Act to facilitate proof in court proceedings and to impose a fee in respect of the issue of such certificates.

TRAFFIC AUTHORITY (AMENDMENT) ACT, 1980

This legislation, which was assented to on 9th December, 1980, amended the Traffic Authority Act to provide that the Managing Director of the Urban Transit Authority shall be a member of the Traffic Authority in place of the Chief Commissioner of the Public Transport Commission.

TRANSPORT (AMENDMENT) ACT, 1981

The Transport Act was amended by this legislation, which commenced on 13th May, 1981 —

- to enable the Minister for Transport to approve persons or organisations, in addition to insurers authorised under the Motor Vehicles (Third Party Insurance) Act, to provide compulsory third party property damage insurance cover for taxi-cabs and private hire cars registered in the Metropolitan, Newcastle and Wollongong Transport Districts; and
- to provide for the salary limit for promotion appeals by officers and employees of the Department of Motor Transport to be automatically tied to the limit applicable under the Government and Related Employees Appeal Tribunal Act to remove the necessity for the firstmentioned salary limit to be prescribed by regulation.

MOTOR VEHICLES (THIRD PARTY INSURANCE) AMENDMENT ACT, 1981

The Motor Vehicles (Third Party Insurance) Act was amended as from 13th May, 1981 to provide a definition of "bodily injury" resulting from motor vehicle accidents to include damage to prosthetic devices such as crutches, artificial limbs, eyes and teeth and spectacles.

NEW REGULATIONS

T-JUNCTION RULE

The Motor Traffic and Metropolitan Traffic (General) Regulations were amended to provide, on and from 1st March, 1981, for the driver of a vehicle approaching an uncontrolled T-junction from the terminating street to give way to any vehicle which has entered or is approaching the intersection from the continuing street.

TURNING OF LENGTHY VEHICLES AT INTERSECTIONS

Amendments to the Motor Traffic Regulations were gazetted on 5th December, 1980 to provide that the driver of a motor vehicle 7.5 metres or more in length may turn from the lane adjacent to the kerbside lane to make a left-hand turn (or a right-hand turn from a one-way street) if the flashing turn signal lamps are operating and a sign displaying the words "Do Not Overtake Turning Vehicle" is attached to the rear of the vehicle.

Complementary amendments to the Motor Traffic and Metropolitan Traffic (General) Regulations make it an offence for a driver to overtake a vehicle displaying the sign when the flashing turn signals indicate the intention of the vehicle to turn left (or right from a one-way street).

USE OF HIGH BEAM HEADLIGHTS

Amendments to the Motor Traffic Regulations to provide for the use of high beam headlights on motor vehicles were gazetted on 22nd May, 1981. The amendments permit the use of high beam on any street, whether or not there is street lighting, provided that headlights must be dipped within 200 metres of an approaching vehicle or sooner if the main beam of any approaching vehicle is dipped. Headlights must also be dipped when following behind and within 200 metres of another vehicle. The amendments also provide that the driver of a motor vehicle may flash his headlights as a warning of danger or as a signal of intention to overtake.

ROUNDBABOUTS

The Motor Traffic and Metropolitan Traffic (General) Regulations were amended on 5th June, 1981 to facilitate the control of traffic at roundabouts.

INCREASED TAXI-CAB FARES

The Transport (Public Vehicles) Regulations were amended to provide for increases, on and from

19th December, 1980, in the charges for taxi-cabs operating in the Metropolitan, Newcastle and Wollongong Transport Districts. The new rates are 60 cents flag fall (including the first 118 metres of travel), 42.5 cents per kilometre and \$10.20 per hour waiting time.

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

REFLECTIVE NUMBER PLATES

The Motor Traffic Regulations were amended, with effect from 7th October, 1980, to provide for the issue of reflectorised motor vehicle number plates bearing the slogan "NSW — THE PREMIER STATE". From that date, reflective number plates for motor cycles have been issued as a single plate only for display at the rear. Because of size limitations motor cycle plates do not include a slogan.

SIGNS AND WARNING LIGHTS ON SCHOOL BUSES

The Motor Traffic Regulations were amended, with effect from 8th September, 1980, to provide for the display of signs and warning lights on buses being used solely or principally for the conveyance of school children on journeys wholly outside the Sydney, Newcastle and Wollongong Transport Districts.

Such buses are required to have "School bus" signs displayed at the front and the rear and their drivers are required to operate the hazard warning lights, (that is, the flashing in unison of the four turn signal lamps), if fitted, when the bus is stopped to allow a person to alight from or enter it.

A bus without hazard warning lights is required by the Regulations to have the flashing light turn signals, where fitted, converted to enable the signals to operate as hazard warning lights. Conversion in such cases must be completed by 1st January, 1982.

TRAFFIC SIGNS USING A SYMBOL WITHOUT WORDS

On 26th September, 1980, the Motor Traffic and Metropolitan Traffic (General) Regulations were amended to provide for the use of "No Left Turn", "No Right Turn", "No U Turn" and "No Entry" signs on which a symbol only is displayed. Signs displaying the symbol and words will be progressively replaced by the symbol-only signs.

PROVISIONAL LICENCES

The Motor Traffic Regulations were amended to provide for an expanded list of offences for which provisional licences issued from 1st September, 1980, may be cancelled by the Commissioner for Motor Transport.

INTERIOR FITTINGS IN OMNIBUSES

The Motor Traffic and Transport (Public Vehicles)

Regulations were amended on 10th October, 1980 to provide for security against accidental opening of hatches, covers, interconnecting doors and other opening or removable panels in the interiors of omnibuses.

PERMITS ISSUED TO TOW MOTOR VEHICLES

On 29th May, 1981, the Tow-truck Regulations were amended to provide that the requirement to display the name of the licensee and the number of the tow-truck licence on a tow-truck shall not apply where the use of the tow-truck is specifically authorised by a permit pending determination of an application for a tow-truck licence.

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.

A considerable number of actions were taken in the civil jurisdiction of Courts of Petty Sessions, Sydney to recover monies due to the Department under the Motor Traffic Act, the Motor Vehicles (Taxation) Act and the Motor Vehicles (Third Party Insurance) Act. In most of these matters the claim was not contested and action proceeded by way of the default provisions of the Civil Claims Act.

Appeals to Courts of Petty Sessions against the decision of the Commissioner to refuse, cancel or suspend licences under the Motor Traffic Act or the Transport Act were lodged in 5 547 cases during the year. Most of the appeals were against the cancellation by the Commissioner of first year provisional licences but in all categories of appeals the courts dismissed the majority (approximately 66%) of them with or without a variation of the Commissioner's decision. In most appeals the Department was represented at the hearing, and the evidence upon which the Commissioner had based his decision was tendered to the court and was available for perusal by the appellant or his legal representative before the hearing. However, in the case of country courts where attendance by a Departmental officer was considered too costly or time-consuming, the Police Prosecutor attached to a particular court represented the Department.

Details of the cancellation, suspension and refusal of driving licences are shown in Appendix 12.

A comparatively small number of appeals were against the refusal, suspension or cancellation of a licence on medical grounds. A Medical Officer of the Department attended court to give evidence in such appeals. Where refusal or cancellation of a licence was based on failure to pass a driving test, the Departmental Examiner who conducted the test attended court to give evidence and was available for cross-examination by the appellant or his legal representative.

Three Supreme Court actions were initiated against the Department, two of which were not determined at the end of the report year. A number of matters also came before the Workers' Compensation Commission for determination. In all of these cases the Department was represented either by a Legal Officer of the Department or by briefing Counsel.

Appeals were also heard in Courts of Petty Sessions against the Commissioner's decisions under the Tow-truck Act, the Motor Vehicle Driving Instructors Act and the Authorised Inspection Station Scheme.

There was a slight increase in the number of convictions for breaches of the Motor Traffic Act and Regulations. The majority of convictions under the Act were for failure to comply with registration requirements. Convictions for breaches of the Regulations mainly related to failure to transfer registration or notify the disposal of a vehicle and failure to comply with regulations relating to loading or dimensions of vehicles.

Convictions for breaches of the Motor Traffic Act and Regulations, the State Transport (Co-ordination) Act and the Motor Vehicles Taxation Management Act were obtained in 2 017 cases. Most of these cases were not defended.

Convictions recorded under the Transport (Public Vehicles) Regulations, which mainly related to offences involving taxi-cabs, were 577 compared with 382 in the previous year. A number of matters commenced during the year had not been finally dealt with by the court in the report period.

The development of a campaign by some taxi-cab drivers to prohibit smoking in their taxi-cabs has meant that considerable controversy has been created by the activities of the Department in attempting to enforce various provisions of the Transport (Public Vehicles) Regulations. In nine cases where a conviction had been recorded by the Court of Petty Sessions an appeal was made to the District Court. Most of these matters had still to be heard at the end of the report year.

MANAGEMENT AND STRATEGY REVIEW

A Management and Strategy Review of the Department's basic functions, structures and policies was commenced on 17th June, 1980. The Review was organised by the Premier's Department and undertaken by a firm of management consultants. The consultants submitted their final report in November, 1980.

The purpose of the Review is to provide a fundamental reassessment of the Department's objectives, strategies and management performance in the light of current public demands, Government priorities and modern management practices. The consultants worked under the general oversight of a Steering Committee representing the Premier's Department, the Ministry of Transport and the Department.

The findings and recommendations of the Review covered a range of policy issues including the general level of fees, regulation and control of commercial passenger vehicles, driver licensing and road safety education and publicity, as well as a number of internal management matters such as the Department's organisation structure and management arrangements, its personnel practices and data processing activities, the provision and functions of Motor Registries and vehicle inspection procedures.

The firstmentioned issues involve complex areas of Government policy where changes could have significant ramifications in terms of service to the public, legislative change, costs, staffing and administrative arrangements. As recommended by the consultants, a Policy Analysis Unit has been established within the Department to examine and report on these matters in greater detail for consideration by the Government.

In respect of the internal management issues, action has been taken to consider and reach decisions on the proposals made. In most cases, the recommendations have been adopted or other initiatives taken to achieve the desired result. Some proposals requiring additional staff have not been proceeded with at this time but will be reconsidered as opportunities arise through savings achieved in other areas. General oversighting of the implementation of these changes is also provided by the Policy Analysis Unit so that the various significant matters raised by the Review can be dealt with on a pre-determined priority basis.

In effect, the report of the Review has been accepted by the Department as a "springboard" to enable it to initiate and implement necessary modifications and major enhancements to its approaches in a number of areas. For example, a major overhaul of the Department's personnel management practices has commenced. This will cover recruitment, promotion, staff appraisal, training and development, etc., and is designed to proceed alongside other reforms associated with requirements of the Anti-Discrimination Act for the development of an Equal Employment Opportunity Management Plan. A revamped Suggestion Award Scheme and the establishment of a Staff Newsletter and Annual Report to Staff are also being considered to improve internal communication.

ROAD FREIGHT ENQUIRY

In August, 1978, the Government set up a Commission of Enquiry into the New South Wales

Road Freight Industry. The Commission submitted its findings and recommendations to the Government and these were examined by a Working Party upon which this Department was represented. During the year under review the Working Party completed its advising to the Government on the matters recommended by the Enquiry. Some recommendations have been adopted and implemented and others have been referred for further attention by the relevant Government body. One important matter arising from the Enquiry is the establishment of the N.S.W. Road Freight Transport Industry Council which will advise the Minister on matters affecting the transport industry generally.

PASSENGER MOTOR VEHICLE FLEET

During the year the Department implemented the Government's guidelines for the use of motor vehicles in Departments and Authorities. As a result the motor car fleet, which previously consisted largely of six-cylinder vehicles, is being replaced with smaller vehicles, most of which are fitted with four-cylinder engines of less than 2 litre capacity. Early results indicate that a fuel saving of the order of 8 per cent can be expected.

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 which, as detailed in Appendix 11, distinguish between 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 — Total registrations in force for vehicles of various types.
- Appendix 10 — New vehicles registered during the year.
- Appendix 11 — Drivers' and riders' licences on issue.

Vehicle Registrations in Force. Motor vehicle registrations rose during the year to 3 175 247 — an increase of 4.1% on the previous year.

New Vehicles. Registrations of new vehicles in New South Wales totalled 276 488 this year — an increase of 7.3% on the previous year.

Drivers' and Riders' Licences. Vehicle drivers' and cycle riders' licences totalled 3 087 347 — 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 90 driver examiners are employed. At other centres driving tests are conducted by Police. In the report year, Departmental driver examiners conducted 185 644 tests resulting in the issue of 100 642 licences.

Issue of new-style Motor Traffic Handbook and Motor Cycle Riders Manual. In June, 1981 the Department issued a new-style Motor Traffic Handbook and a Motor Cycle Riders Manual containing information about the road rules and advice on safe driving and riding practices. As well as helping drivers and riders to understand what they should do on the roads to make them safer, these publications were prepared in readiness for the introduction, during the next financial year, of written knowledge tests of the road rules. As well as providing objective assessment of knowledge of the road rules, successful completion of the written test will be a prerequisite to the issue of learners' permits for drivers as well as riders.

The new Handbook and Manual may be obtained free of charge from all Motor Registries throughout the State and from the Government Information Centre, 55 Hunter Street, Sydney.

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. A research project to establish the minimum necessary levels of driver performance was completed during the report year and the forthcoming commissioning of the equipment will enable the Commissioner to more objectively assess whether the various driving aids selected by handicapped people are adequate for the safe operation of vehicle controls.

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. The special once-only charge of \$35 for these plates was increased to \$50 on 1st December, 1980. 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 35 400 applications for personalised number plates.

Revenue derived this year from the issue of personalised number plates was \$1 442 195 which was used to help meet the operating costs of the Department's Traffic Accident Research Unit.

General issue number plates. On 7th October, 1980, a new style of number plate was introduced for general issue. The new plates, which are in the three-letter three-numeral configuration with black characters, now have a yellow reflectorised background and bear the slogan "NSW — THE PREMIER STATE". Since the introduction of the new-style plates all three-letter three-numeral plates, whether new issues or remakes of existing plates, are issued only in the new style.

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 24 vehicles.

MOTOR REGISTRIES

The Department operates 81 motor registries 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 178 country centres motor registry work is handled by Police in conjunction with other Police duties. Registries conducted by the Department's staff deal with approximately 98% of all business transacted at motor registries. Details of revenue collected at them are shown in Appendix 8; and a listing of all motor registries is provided in Appendix 7.

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 31 inland locations test applicants for boat licences on behalf of the Maritime Services Board of N.S.W. The tests, which are confined to applicants for General Licences under the Water Traffic Regulations, stem from long-standing arrangements whereby the Department provides assistance at localities where the Board has no employees.

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, 1981 there were four authorised insurers. These are Employers' Mutual Indemnity Association Ltd; Government Insurance Office of N.S.W.; National Roads and Motorists Association Insurance Ltd., and Vanguard Insurance Company Ltd.

Role of Government Insurance Office. The Government Insurance Office of N.S.W. continued to conduct the greatest proportion of compulsory third party insurance (approximately 98%), 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 \$306 349 215. Commission received and credited to the Road Transport and Traffic Fund totalled \$3 765 956.90.

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 10.6% on 1st January, 1981 to correspond with the increase in the Index during the year ended 30th September, 1980.

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 Offences. The number of offences noted on the Department's records this year was 343 164, a decrease of 8.9% when compared with last year. In 269 536 cases liability for the offences was satisfied by payment of the appropriate penalty under the infringement notice scheme. Convictions for the types of offences involving automatic disqualification from driving numbered 26 959, which is 4 085 more than in 1979-80.

Additional information about more serious offences, including detailed statistics and explanatory notes, follow and also appear in Appendix 12.

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, but not less than 3 months — 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 28 216 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 1 257 offenders were discharged under Section 556A of the Crimes Act without conviction. Of the 26 959 cases in which convictions were recorded, the statutory automatic period of disqualification operated in 6 929 instances but in the remaining 20 030 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 20 drivers out of the 681 brought before them.

Similarly, Section 556A of the Crimes Act was also applied by the courts to discharge without conviction 1 173 of the 22 299 drivers brought before them during the year on charges of having the prescribed concentration of alcohol.

There were also 5 316 instances where courts revoked for varying periods the licences of drivers convicted for 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.

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 (see Appendix 11) 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 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 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 12.

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 VEHICLES

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 a 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 on 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 Licences. Licences for bus services are required by private bus operators in the Transport Districts. These are additional to the licences required for each bus operated for the carriage of passengers.

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 \$45 004, the fees for the individual services varying from \$10 to \$1 119. 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 \$1 106 473 compared with last year's figure of \$925 081, 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 \$467 091.

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, applicable from 15th September, 1980, which was designed to offset an increase of 11.71% in operational costs throughout the bus industry since the previous increase in November, 1979. 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.

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 eight services were transferred to new operators and the number of operators was reduced by one.

Cross country “Red Arrow Express” services, jointly conducted by a number of existing operators commenced between Liverpool and Blacktown (on 8th December, 1980), between Campbelltown and Austinmer (on 14th December, 1980) and between Parramatta and Chatswood (on 19th January, 1981).

SUMMARY OF BUS STATISTICS (as at 30th June)

	Metropolitan	Newcastle	Wollongong	Total
Operators				
1981	100	14	13	127
1980	101	14	13	128
Services				
1981	199	19	37	255
1980	199	19	24	242
Buses				
1981	1 578	141	169	1 888
1980	1 525	143	172	1 840

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.

SUMMARY OF TAXI-CAB AND PRIVATE HIRE CAR STATISTICS (as at 30th June)

	Metropolitan		Newcastle		W'gong	
	1981	1980	1981	1980	1981	1980
Taxi-cabs –						
Unrestricted	2 437	2 437	86	86	—	—
Restricted	1 116	1 023	*48	*48	117	117
Sub Total	3 553	3 460	134	134	117	117
Private Hire						
Cars	233	237	13	13	4	4
Total	3 786	3 697	147	147	121	121

*Of the 48 Newcastle taxi-cabs 45 were made unrestricted for a trial period, from 3rd March, 1980, and that trial was still proceeding satisfactorily at the end of the report year. No change was made in the restricted licence conditions for the three remaining taxi-cabs at Stockton.

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 19th December, 1980, because of increases in operating costs throughout the taxi-cab industry.

TOURIST SERVICES

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

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 and the dual control has been generally satisfactory as the result of close collaboration which existed between the Department and local councils.

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.

As a result, 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 in late 1981, 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 2 155 regular passenger carrying services were operating in country districts. Vehicles used to provide these services included 3 014 buses and 487 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 909 taxi-cabs and 85 private hire cars in service compared with 913 and 89, respectively, for the year ended 30th June, 1980.

TOURIST VEHICLES

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

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 Transport.

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 new commuter services were approved during the report year:-

Goulburn — Sydney
Hay — Sydney
Cessnock — Williamtown
Cessnock — Tamworth
Newcastle — Lord Howe Island
Sydney — Campbelltown — Wollongong
(helicopter service)

Review of Aircraft Licensing Policies. In 1979, following a number of contentious applications for licences, the State's air licensing policies were reviewed and as a result the Government enacted the Air Transport (Amendment) Act, 1980, which was proclaimed to commence on 23rd February, 1981.

Briefly, the principal changes contained in the new legislation were —

- For the Minister for Transport to replace the Commissioner for Motor Transport as the licensing authority — by delegation the Commissioner still retains the day-to-day administration of the Act.
- The establishment of the N.S.W. Air Licensing Advisory Committee to consider applications for licences under the Act and such other matters as are referred to it by the Minister, and to furnish advice to assist the Minister in his administration of the Act. The Committee comprises the Commissioner for Motor Transport (Chairman) and representatives of the Ministers for Transport, Tourism and Decentralisation.
- To define more precisely what is meant by a regular air transport service between two centres needing to be specifically licensed.
- To expand the criteria to be used in consideration of applications for licences to include references to the orderly development of the industry and effects on economic developments and/or the environment of the areas involved.

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.

TRAFFIC SAFETY ACTIVITIES — DRIVERS AND VEHICLES

GENERAL

Basic Policy. Outside the field of revenue collections for roadworks and other purposes and the regulation of commercial transport services, other Departmental activities are conducted with traffic safety aims uppermost in mind and policies are followed which are designed to reduce road risks and engender a community traffic safety outlook.

Specific Measures. Continuing work in this respect includes the constant review of driving laws;

collection and dissemination of accident statistics as a basis for remedial action through education; engineering standards of vehicle fitness; and enforcement.

TRAFFIC ACCIDENT RESEARCH UNIT

Aims and Composition. The objectives of the Unit are broadly to provide the Department with a scientific and technical service embracing –

- advice on all matters relating to traffic safety and the safety aspects of driver licensing and vehicle registration;
- laboratory testing facilities relating to such advice;
- scientific and technical research, as required, on which to base that advice;
- traffic crash data;
- library information having a bearing on the Department’s responsibilities;
- the dissemination of traffic safety information and guidance to the community;
- representation where appropriate on committees and enquiries dealing with traffic safety matters.

The Unit’s research and development programme is broadly based on three principal factors – human, vehicle and environmental – in situations “before”, “during” and “after” a crash. Many hundreds of elements are likely to be involved in crashes, some of which are as follows.

	Before the Crash	In the Crash	After the Crash
HUMAN FACTORS	Alcohol Education Enforcement	Seat belt use Crash helmet use	Medical care
VEHICLE FACTORS	Brakes Tyres	Steering columns Vehicle interiors	Entrapment
ENVIRON- MENTAL FACTORS	Road design Traffic engineering	Roadside furniture Natural hazards	Accessi- bility

Sound reliably-based statistical support is essential to the Unit’s research which is aimed at identifying the most cost effective means of modifying road-user behaviour, vehicle design and roads in order to improve traffic safety.

Broadly the Unit operates within a framework of research in the areas of engineering, behaviour and traffic crash analysis, supported by information and administrative services.

The Engineering and Medical Section is responsible for the evaluation of devices and hardware intended to protect road users from the destructive effects of crashes. These devices may be commercial products or may have been developed in the Unit

to meet a need perceived through other of the Unit’s activities and not met commercially. Examples of the former include crash helmets and child restraints and an example of the latter includes crash padding for passenger cars.

The Behaviour Section is involved in researching and advising about the human contributions to traffic crashes and in investigating selected crashes in detail. The crash investigations comprise in-depth study by specialist teams of the many things which contribute to the destruction produced by particular traffic crashes. Their findings influence the research and advice from the Unit. One aim of behavioural studies is to find cost effective ways to change road users’ behaviour through measures such as publicity, training, testing, regulation and law enforcement. Another aim of behavioural research is to identify the limitations of the humans who are using the road system and suggest cost effective ways of modifying vehicles, roads and roadsides, so that people will use them more safely.

The Analysis Section is responsible for processing and coding the reports of traffic accidents submitted by Police officers for subsequent computer analysis. It conducts analyses of data derived from these reports and uses such data, in conjunction with additional data collected by survey and in the field, to identify problem areas and monitor the effects of countermeasures that are introduced.

The Information Section’s role is to keep the public informed about traffic safety. The information it publicises is drawn from research carried out by the Engineering and Medical Section and the Behaviour Section and statistical information produced by the Analysis Section. It reaches the community through educational campaigns using the mass media, publication of research reports, group education courses and safety displays. It also provides research library resources for the Department and others involved in traffic safety research.

The Unit is staffed by medical personnel, behavioural scientists, statisticians and computer analysts; engineers with experience in crash analysis, traffic management and road user behaviour; and technical and clerical support staff. A member of the Police Force, as liaison officer to the Unit, assists with special investigations.

Equipment for Testing. Equipment used by the Traffic Accident Research Unit includes a horizontal crash simulator. This is a sled that is propelled along rails to impact against a concrete block with pre-determined force and simulates the effects of crashes of varying severity on whatever components are under test – occupant restraint systems fixed in a car body shell, for instance. The laboratory also houses a high speed shock testing machine and an impact tester for crash helmet research. A wide variety of test equipment, much of it directed to development of standards for child-restraint systems and to evaluate component parts of seat belts, has been made to the Unit’s

design. Associated with the crash simulator and other testing equipment are high-speed movie cameras and a comprehensive instrumentation system centred on a computer. A digital film analyser is used to study the motion of objects photographed by the high-speed movie cameras.

Research Projects. The results of the Unit's research are normally published as Traffic Accident Research Unit Reports. The Unit had published 66 Research Reports at the end of the report year. Reports published during the year under review are:-

1/80 Alcohol, drugs and accident risk: second report.

2/80 In-depth study of traffic crashes involving fuel tankers: first progress report.

3/80 The short-term priorities for improving lap-sash belt performance in motor vehicles.

4/80 Road Safety in the seventies: lessons for the eighties.

5/80 Road environment aspects of the Fairfield in-depth crash study.

6/80 Full Scale pole-to-car-side impact tests — results and significance.

The Unit also publishes its work by way of contributions by individual officers to professional journals and addresses to scientific and other gatherings. Where justified, these and articles of more general interest are reproduced for wider distribution. In addition, reports have been prepared during the year relating to driver education, driver safety, media campaigns and the testing and evaluation of breath alcohol vehicle interlock systems and covering other special investigations or assessments.

ROAD TRAFFIC ACCIDENT STATISTICS

The official New South Wales traffic crash statistics are compiled from Police reports of crashes where at least one person was killed or injured, or at least one vehicle was towed away from the scene of the crash. There are about 70 000 such crashes each year and some 100 items of information are recorded for each crash.

Summary statistics of traffic crashes are published by the Department each year and are distributed widely to the relevant Government and semi-Government authorities and to interested organisations and individuals. These statements present, in the form of comprehensive tabulations, the numbers of traffic crashes in terms of the most easily identifiable human, vehicle and environmental factors. Supplementary, more specialised crash information is distributed to appropriate Government and Local Government bodies to provide a basis for local corrective action. Printed computer reports of traffic crash data in alphabetical street name order within Local Government areas are also maintained. Within the Department, crash statistics contribute to the information of overall traffic

safety policy, which is then implemented through countermeasures such as driver licensing, vehicle registration and traffic regulations. Evaluation of the Department's policies in these areas is one of the more important purposes of this information.

FATAL TRAFFIC CRASHES

Tables 1 and 2 of Appendix 13 present profiles of 1 153 fatal crashes and of 1 306 persons killed during the year under review.

Salient features of Table 1 are —

- 1 153 crashes resulting in fatalities;
- of these, about one in five took place on Saturdays;
- generally, the most common time for crashes on weekdays was between the hours of 3 p.m. and 6 p.m. and 9 p.m. to midnight;
- at weekends, the most common times for crashes were late at night or early morning — about one in three fatal crashes took place between the hours of 9 p.m. and 3 a.m. on Saturdays and Sundays.

These figures are consistent with independent research findings concerning the dangers of "social driving" and suggest some relationship between late-night, weekend and alcohol-related crashes.

Salient features of Table 2 are —

- 1 306 fatalities resulting from traffic crashes;
- drivers of motor vehicles accounted for slightly more than one-third of these fatalities;
- the most common age groups of persons killed were the 17-20 years and 21-24 years age groups, these two groups together accounting for one-third of all fatalities;
- motorcyclists in these age groups were particularly vulnerable with nearly two-thirds of all motorcyclists killed being aged between 17 and 24 years;
- pedestrians accounted for 19% of the year's fatalities and were most common among the three to seven year olds and those aged 60 and older.

The figures reflect various research findings which show that young male drivers and motor cycle riders are relatively high risk road users, as are very young and elderly pedestrians.

Trends in the number of fatalities (see Appendix 13) have shown a more or less steady rise over the last 20 years. This is consistent with the continuing rise in the population of the State, numbers of licences on issue and vehicles registered. However, over the past 20 years, the fatality rate has fallen from over nine to less than five fatalities per ten thousand vehicles registered.

In spite of the general upward trend in numbers of fatalities, there have been two notable exceptions. Pedestrian fatalities over this period of time have remained fairly constant. Motor vehicle occupant

fatalities (drivers and passengers) showed an unprecedented decrease in 1972. This was believed to be associated with the introduction of compulsory seat-belt wearing in October, 1971. A graph demonstrating the significant reduction in the fatality rate is shown in Table 3 of Appendix 13.

AUTOMOTIVE ENGINEERING

GENERAL VEHICLE FITNESS POLICY

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.

Technical Information. During the report year the Department's technical information service issued further information 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.

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. During the year a few cases arose where a serious defect was detected, but the manufacturer was reluctant to initiate a recall campaign. In view of the potential danger the Department immediately contacted all recorded owners of the vehicles concerned to warn them of the problem with their particular vehicle.

The Minister for Transport has now initiated a national inquiry into the adequacy of existing arrangements for recall campaigns.

PUBLIC PASSENGER-CARRYING VEHICLES

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 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 Fairfield.

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 both the Department and the motor trade.

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 with the necessary facilities 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. Stations are also involved in the clearance of defect notices issued for mechanically defective vehicles, including the clearance of defect notices issued for some buses.

Statistics. At the end of the report year, 5 283 Authorised Inspection Stations employing 10 770 examiners were participants in the scheme, and on average each station would theoretically have inspected approximately 600 vehicles during the year.

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. 26 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 164 reports resulting in recommendations to the Commissioner who disqualified 45 Authorised Inspection Stations and 48 examiners from the scheme either indefinitely or for periods of up to two years. This compares with 41 stations and 49 examiners disqualified during the previous year. In 90 other cases all or part of the security bond was forfeited. 98 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 8 such cases were heard. In 2 cases the Commissioner's decisions were confirmed; in 3 cases the periods of suspension were varied; in one case the appeal was upheld and 2 cases had not been heard at the end of the report year.

DEFECTIVE VEHICLES IN SERVICE

Bus and Lorry Checking Stations. Commercial vehicles calling at the Bus and Lorry Checking Stations at Marulan and Berowra are, from time to time, checked as to their fitness for use on the road.

Inspections of Heavy Lorries. Following the tragic accident on the Mount Ousley Road in May, 1979, the Government introduced improved inspections of all motor lorries with a tare in excess of 2 tonnes.

Ten mobile teams of Inspectors 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 they had examined 14 427 vehicles. Of these, 44.9% were found to be defective including 9% which had major defects. Appendix 14 illustrates the result of these inspections.

The major defect rates found in fleets and at roadside inspections differ markedly. Typically, fleets on first inspection have a major defect rate of about 12% but follow-up inspections about one year later showed a marked improvement; 3% of vehicles were found to have major defects at the second inspection. This is a positive indication of the effect of the new inspection scheme. On the other hand, random roadside inspections (usually those lorries not previously inspected) revealed a major defect rate of about 15%.

As well as the specially equipped panel vans used by inspection teams five fully equipped mobile inspection stations were placed in service during the report year. These will enable the teams to operate in all areas irrespective of the availability of inspection facilities.

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 have been authorised to carry out inspections of motor vehicles held for resale, and supplement the work carried out in this area by the Department's own staff.

Defect Notices. Police and authorised officers of this Department may issue notices directing that vehicles being used in defective condition on public streets be taken off the road unless 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, 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, 1981 was 34 576 compared with 28 261 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 1 660 licences and 5 556 certificates were in issue, representing increases of 214 and 402, respectively, over last year. During the year six applications for licences and 133 for certificates were refused by the Commissioner. Eight applications for renewal of drivers' certificates were refused and four certificates were cancelled. One application for the renewal of a licence was refused and three licences were cancelled. There were 22 appeals to the court against the refusals to grant certificates, of which 13 were upheld. Four appeals were lodged against the refusals to grant licences; two 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 footbrake and clutch pedals (if applicable). At the end of the year under review, 1 946 licences were in issue as against 1 835 on 30th June, 1980. The discretionary powers

conferred on the Commissioner by the Act were exercised when eighteen applicants were refused licences. During the year three applications for renewal of licences were refused and two licences were cancelled. One applicant appealed unsuccessfully against the refusal to issue a licence.

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 (or rider's) licence without charge.

During the period from 1st July, 1980 to 30th June, 1981, 84 887 drivers' and 125 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. 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 windscreen of the vehicle when it is being used by the disabled person.

13 609 disabled persons' parking 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 his hours of driving and periods of rest. Similar requirements apply in respect of vehicles carrying coal to the Inner Harbour at Port Kembla, and on return journeys, irrespective of the length of journey from the vehicle's usual depot.

Log books may be obtained only by drivers personally from this Department or the corresponding authority in another State or Territory. This year 28 693 books were issued by this Department, 23 094 to New South Wales drivers and 5 599 to drivers from other States.

STAFF

General Employment. During the year under review the Department continued to implement the Government's policy initiative for relieving the unemployment situation by recruiting unemployed persons on a temporary basis to replace staff on extended leave.

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, 2 704 persons were in the employ of the Department, compared with 2 733 on 30th June, 1980. Details are given in Appendix 15.

Retirement of Commissioner. Mr. W.R. Butler retired from the position of Commissioner for Motor Transport on 1st July, 1980 after a career of over 47 years in the service of the State. He had become Commissioner on 14th February, 1975.

Mr. J.W. Davies, was appointed to the office of Commissioner on Mr. Butler's retirement.

The following other executive appointments were made during the year under review:-

- Mr. M.J. Butler was, in February, 1981, appointed Executive Director (Policy Analysis Unit) on secondment from the Public Service Board.
- Mr. R.G. Vaughan was appointed Chief Mechanical Engineer.
- Mr. R.J. Molloy was appointed Chief Accountant.

A highly regarded senior member of the staff, Mr. G.M. (Max) Allan, who had for over 32 years served the Department with distinction, passed away on 2nd May, 1981.

Visits of executive officers to motor registries. The Commissioner and senior executives have undertaken a series of 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 the executive on matters of mutual interest or concern. During the year the Commissioner visited every motor registry in the State.

Staff Rotation Work Experience Programme. Towards the end of the report year the Department introduced a scheme whereby officers in the base grade are placed in a variety of positions away from their usual duties to afford them the opportunity of gaining a broader appreciation of the Department's overall functions. The first "rotation" of staff commenced during March, 1981 and the scheme is proceeding smoothly. It is anticipated that in the course of three or four years these officers will have received experience in a wide range of duties.

Training/Development. To assist officers to develop maximum efficiency, a programme of staff training continued throughout the year. It included -

- On-the-job instruction by officers of the Staff Training Section to improve the efficiency of employees.
- Participation of staff in Administrative Courses which are specially designed to help develop their managerial potential.
- Instruction of officers in letter writing and telephone answering techniques.

- Participation by officers in a variety of residential courses conducted by the Institute of Administration in the University of New South Wales.
- Sponsorship of a Departmental officer to study law through the Solicitors Admission Board.
- Participation of officers in a supervisor development course conducted by the School of Business and Administrative Studies of the Department of Technical and Further Education.
- Attendance of administrative and professional staff at external courses and seminars which are designed to improve work techniques and/or to assist in human resource development programmes.
- Attendance of officers at management seminars and skills training courses sponsored by the Public Service Board in country centres.
- The technical training of apprentices in the electrical, carpentry and painting trades.
- Screening of special training films.
- Further education of existing staff and a continuation of the programmes of training for Systems Analysts, Programmers, Computer Operators and Machine Operators (Data Entry and/or Punch and Verifier), designed to equip them with the skills necessary for "On-line" computer systems operation.
- Computer Orientation Sessions designed to introduce staff to the concept of the computer and the Department's computerisation programme.
- Induction courses for newly recruited staff.
- A course in Motor Registry procedures.
- A refresher course for Motor Registry Officers.
- Training for public contact staff.

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. (See also "Handicapped driver assessment on page 8).

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 of high standard, 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 new motor registries at Albury and Coffs Harbour were completed and the Hunter Regional Office at Newcastle was extended to provide additional office space and improved services to the public. Payment Offices, offering limited registry facilities, were established at Dee Why, Hornsby and Miranda. The Payment Office at Roselands was closed on 25th May, 1981, due to reconstruction work within the Roselands shopping complex and will not reopen.

Enlargement of the motor registry yards at Charlestown, Gosford and Wyong was completed together with the provision of an annexe at Parramatta Motor Registry to improve the service to members of the public presenting vehicles for original registration. Vehicle testing facilities at Tamworth were upgraded. Provision was made for bulk fuel storage at five Metropolitan Regional and District Offices and at Newcastle Regional Office. Work was well advanced at the end of the year for the installation of similar facilities at Wollongong Regional Office.

At Berowra Bus and Lorry Checking Station work was proceeding at the end of the year on the installation of a brake dynamometer to test the braking efficiency of heavy vehicles. Land was acquired at Hornsby and Campbelltown for future development as motor registry sites to replace the present inadequate motor registries at Waitara and Campbelltown; and at Shellharbour (Blackbutt Town Centre) negotiations are still proceeding to acquire a site for a new motor registry. Land beside the Department's premises at Singleton was purchased to allow for future extension of the motor registry yard.

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. A programme for replacement of defective steel-framed windows in the Northern Office Block was commenced.

DATA PROCESSING

Several refinements were made to the Department's "On-line" computer system during the year under review as an ongoing task to improve and increase operational efficiency of the system.

Additional disk drives were installed to substantially increase disk storage capacity. Remote terminal control units were upgraded to provide for expansion of the inquiry network which will eventually be extended Statewide. This also allowed

the Department to provide the Government Insurance Office with direct access to motor vehicle records. Such access is restricted to vehicle third-party insurance matters handled by that Office.

A feasibility study to provide the State Transport Study Group of the Ministry of Transport with computer facilities to replace those previously available was completed during the year. As a result the Group is now linked to and is using the Department's computer system.

OTHER MAJOR DEVELOPMENTS

- As a first step in the computerisation of payroll activities, staff pay documents are now prepared by computer.
- A modern IBM word processing system was installed. The system replaced the outdated Script system which had previously handled the Department's word processing needs. Installation of the new system has allowed the Department to expand its word processing activities.
- Ten obsolete data entry terminals installed in 1972 were replaced.
- Additional visual display units to facilitate "in house" access to the "On-line" System and to provide for expanded programming activities were installed.

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 approximately 7.4 million 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 which are being progressively improved.

MOTOR TRANSPORT EMPLOYEES SOCIAL CLUB

An active Social Club with 2 200 members plays a vital role in the promotion of staff relations. Social functions held during the year included picnics, theatre parties and club nights.

For the convenience of staff at Head Office the Social Club operates a successful store which provides a variety of services and has for sale a wide variety of goods. All profits from the store are used to subsidise other club activities and to give financial assistance to sporting bodies active within the Department.

Four holiday units at North Entrance are owned and operated by the Social Club for the use of members and their families. The units receive enthusiastic patronage from the staff and are a boon for members by providing reasonably-priced holiday accommodation.

Branches of the Club operate in the five country regional centres at Newcastle, Wollongong, Armidale, Wagga Wagga and Dubbo.

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.

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 equitable interest rates. Membership is open to staff and their relatives and stands at 4 630, an increase of 194 over the previous year.

APPENDIX 1

SOURCE AND APPLICATION OF FUNDS

1980			1981	
\$	\$		\$	\$
		FUNDS WERE PROVIDED BY —		
		Motor Vehicle Taxation (Net) on —		
		(a) Motor Vehicles, other than public motor vehicles in the Metropolitan, Wollongong and Newcastle Transport Districts (Main Roads Fund)	182 524 615	
144 115 594		(b) Public Motor Vehicles in the Metropolitan, Wollongong and Newcastle Transport Districts (Public Vehicles Fund)	<u>1 555 623</u>	184 080 238
<u>1 285 677</u>	145 401 271	Insurance Premiums (Net) for Government Insurance Office under Motor Vehicles (Third Party Insurance) Act		306 349 215
	271 805 444	Ad-Valorem Stamp Duty (Net) on motor vehicle registrations under Stamp Duties Act (Consolidated Revenue)		61 826 570
	55 485 536	Fees for motor vehicle registrations, driver and rider licences (annual) and miscellaneous collections (Road Transport and Traffic Fund)		64 899 207
61 979 283		Three year driver and rider licences (Road Transport and Traffic Fund Advance Payments Account)		4 126 194
4 346 896		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)		1 019 210
	814 704	Contribution towards cost of collection of Ad-Valorem Stamp Duty (Road Transport and Traffic Fund)		608 343
	536 672	Contributions by Government and Local Government bodies for transport planning and research, special projects and parking meter supervision (Road Transport and Traffic Fund)		525 121
	528 336	Tonne-Kilometre Charges (Net) on commercial vehicles of more than 4.1 tonnes carrying capacity (Main Roads Fund)		13 060
1 222 885		Service Licence Fees for all motor bus services in the Metropolitan, Wollongong and Newcastle Transport Districts (Public Vehicles Fund)		76 366
	72 302			

703 209		Licence and permit fees for carriage of passengers (State Transport (Co-ordination) Fund)		741 005
1 348 025		Traffic Accident Research Unit Account —		
168 175		Sale of personalised number plates	1 442 195	
7 778	1 523 978	Grant by Commonwealth for planning and research	86 305	
	202 016	Services provided	11 385	1 539 885
		Deposits received		104 042
		Undistributed balances from previous years —		
5 424 370		Road Transport and Traffic Fund Advance		
1 481 207		Payment Account	6 132 408	
263 310		Traffic Accident Research Unit Account	981 204	
55 645	7 224 532	Public Vehicles Fund	261 881	
	221 374	State Transport (Co-ordination) Fund	758 854	8 134 347
		Deposit brought forward		323 954
	<u>552 068 438</u>			<u>634 366 757</u>
		FUNDS WERE USED FOR —		
		Cost of Administration — Department of Motor Transport —		
33 277 326		Salaries and Wages	37 330 004	
1 578 027		Purchase of Assets	2 566 721	
11 669 134	46 524 487	Other Goods and Services	12 812 157	52 708 882
	19 798 278	Payments to Traffic Facilities Fund		18 878 057
	750 000	Payment towards cost of Ambulance Services		750 000
	4 942 738	Payment towards cost of Police Traffic Services		6 374 447
		Payments to Road Authorities —		
144 988 430		Department of Main Roads (Main Roads)	182 537 675	
1 004 408	145 992 838	Councils, Shires etc. (Omnibus routes)	1 081 664	183 619 339
		Collections received for and transmitted to —		
271 805 444		Government Insurance Office	306 349 215	
1 788 620	270 016 824	Less Commission	3 765 957	302 583 258
	55 485 536	Stamp Duties Office		61 826 570
	100 231	Deposits refunded		163 049
		Undistributed balance for current year —		
		Road Transport and Traffic Fund Advance		
6 132 408		Payments Account	6 331 108	
981 203		Traffic Accident Research Unit Account	450 228	
758 854		State Transport (Co-ordination) Fund	39 665	
261 882	8 134 347	Public Vehicles Fund	377 207	7 198 208
	323 159	Deposits carried forward		264 947
	<u>552 068 438</u>			<u>634 366 757</u>

APPENDIX 2

ROAD TRANSPORT AND TRAFFIC FUND AND TRAFFIC ACCIDENT RESEARCH ACCOUNT STATEMENT OF RECEIPTS AND PAYMENTS FOR THE YEAR ENDED 30TH JUNE, 1981

	1980	
Road Transport & Traffic Fund	Traffic Accident Research Account	Total
\$	\$	\$
64 579 275	1 481 207	1 481 207
450 229		450 229
92 362	1 348 025	1 348 025
225 508		225 508
23 434		23 434
339 695	7 778	347 473
65 710 503	2 837 010	68 547 513
1 788 620		1 788 620
32 124		32 124
21 102		21 102
897		897
618 137		618 137
50 082		50 082
536 672		536 672
55 130		55 130
53 018	168 175	221 193
420 188		420 188
69 286 473	3 005 185	72 291 658
221 374		221 374
202 016		202 016
69 709 863	3 005 185	72 715 048

RECEIPTS

Balance brought forward
Motor Traffic Act Fees and Charges:
Vehicle registrations, Licences etc.
Transport Act Fees and Charges:
Public Vehicle registrations, Service Licences etc.
Special Number Plate Sales.
Motor Vehicles Taxation Management Act Fees and Charges.
Exchange, Search Fees etc.
Unclaimed Moneys.
Miscellaneous
Commission on Insurance Premiums collected.
Compulsory Vehicle Examination — Service Station Fees.
Motor Vehicle Driving Instructors' Licence Fees.
Air Transport Act — Licence Fees.
Transfer of Public Vehicles (Taxation) Act Charges.
Tow-Truck Act Fees.
Consolidated Revenue Fund — Contribution towards cost of collection of Ad-Valorem Stamp Duty.
State Transport (Co-ordination) Fund — Contribution towards cost of administration
Repayable Advances.
Commonwealth Government — Contribution towards cost of Transport Planning and Research Programme.
Councils proportion of costs of Parking Meter Supervision.

TOTAL RECEIPTS

Trust Moneys —
Security Deposits brought forward
Security Deposits lodged

PAYMENTS

Salaries, Wages and Allowances
Payroll Tax
Travelling Concessions to Employees
Travelling Expenses
Superannuation Fund Subsidies
Audit Fees
Postage

	1981	
Road Transport & Traffic Fund	Traffic Accident Research Account	Total
\$	\$	\$
67 691 242	981 203	981 203
461 813		461 813
100 112	1 442 195	1 442 195
242 827		242 827
23 123		23 123
407 696	11 385	419 081
68 926 813	2 434 783	71 361 596
3 765 957		3 765 957
33 786		33 786
22 815		22 815
900		900
808 201		808 201
53 396		53 396
608 343		608 343
1 460 194		1 460 194
525 121	86 305	86 305
76 205 526	2 521 088	78 726 614
323 159		323 159
104 042		104 042
76 632 727	2 521 088	79 153 815

35 764 842	1 565 162	37 330 004
1 740 505	69 042	1 809 547
33 037		33 037
1 039 221	9 348	1 048 569
892 777	669	893 446
35 000		35 000
1 853 029		1 853 029

352 328	1 317	353 645
1 039 757	10 255	1 050 012
328 781	243 965	572 746
510 751		510 751
30 609		30 609
368 735	2 959	371 694
112 680		112 680
197 238		197 238
432 754	1 960	434 714
361 837		361 837
1 436 576	21 498	1 458 074
133 055		133 055
426 852	55 256	482 108
402 952	22 910	425 862
	486 075	486 075
	10 136	10 136
42 997 051	2 019 674	45 016 725
164 894		164 894
731 629		731 629
480 630		480 630
52 774	483	53 257
96 757	3 825	100 582
1 526 684	4 308	1 530 992
19 070 000		19 070 000
750 000		750 000
4 942 738		4 942 738
24 762 738		24 762 738
69 286 473	2 023 982	71 310 455
	981 203	981 203
100 231		100 231
323 159		323 159
69 709 863	3 005 185	72 715 048

Telephone, Telex, Private Lines Charges
Printing, Stationery, Office Stores
Advertising and promotion
Data Processing Rentals
Office Rent
Electric Light and Power
Interest, Exchange — Sinking Fund
Cash Security Services
Motor Vehicle Operation Costs
Maintenance of Office Equipment
Maintenance of Building and Equipment
Motor Vehicle Registration Labels
Motor Vehicle Number Plates
General Expenses
Traffic Accident Research projects
Research Library

TOTAL ADMINISTRATIVE COSTS

Land
Buildings
Motor Vehicles (Net)
Office Furniture and Fittings
Office Machines

TOTAL PURCHASES OF ASSETS

Payment to Traffic Facilities Fund
Payment towards the cost of Ambulance Services.
Amount recouped to Consolidated Revenue Fund for Police
Services in respect of supervision of traffic, registration of vehicles and licensing of drivers.

TOTAL STATUTORY PAYMENTS

TOTAL PAYMENTS
Balance carried forward
Trust Moneys —
Security Deposits refunded
Security Deposits carried forward

358 382	9 748	368 130
1 279 057	13 844	1 292 901
69 705	45 299	115 004
529 350	2 342	531 692
51 582		51 582
413 475	17 203	430 678
116 545		116 545
228 294		228 294
478 567	2 677	481 244
419 592	9 476	429 068
1 415 042	16 998	1 432 040
140 488		140 488
805 660	51 198	856 858
556 717	42 125	598 842
	186 779	186 779
	15 441	15 441

48 220 867 2 057 351 50 278 218

486 199		486 199
987 792		987 792
104 953		104 953
46 022	1 969	47 991
928 246	11 540	939 786

2 553 212 13 509 2 566 721

18 307 000		18 307 000
750 000		750 000

6 374 447 6 374 447

25 431 447 25 431 447

76 205 526	2 070 860	78 276 386
	450 228	450 228

163 029		163 029
264 172		264 172

76 632 727 2 521 088 79 153 815

R.J. Molloy,
Chief Accountant.
14th August, 1981.

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

In my opinion, the above statements of receipts and payments for the year ended 30th June, 1981, read in conjunction with the notes thereto, are true and fair records of transactions as shown by such accounts.

SYDNEY,
14th October, 1981.

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

APPENDIX 3

PUBLIC VEHICLES FUND (SPECIAL DEPOSITS ACCOUNT) AND STATE TRANSPORT (CO-ORDINATION) FUND STATEMENT OF RECEIPTS AND PAYMENTS FOR THE YEAR ENDED 30TH JUNE, 1981.

1980			1981	
Public Vehicles Fund	State Transport (Co-ordination) Fund		Public Vehicles Fund	State Transport (Co-ordination) Fund
\$	\$	RECEIPTS	\$	\$
263 311	55 645	Balance brought forward	261 882	758 854
790 835		Omnibus Tax —	941 563	
86 156		Metropolitan	107 794	
48 090		Newcastle	57 116	
		Wollongong		
360 596		Other Public Vehicle Tax in Metropolitan, Newcastle and Wollongong Transport Districts	449 150	
	676 401	Service Licence Fees —		713 391
62 992		Metropolitan	68 037	
5 136		Newcastle	4 638	
4 174		Wollongong	3 691	
	27 180	Miscellaneous Fees		27 264
		Fines and Court Costs		350
1 621 290	759 226	TOTAL RECEIPTS	1 893 871	1 499 859
	145	Security Deposit Receipts		795
	1 250	Security Deposits brought forward		
1 621 290	760 621		1 893 871	1 500 654
PAYMENTS				
		Distribution to Municipalities, Shires and other Authorities of Omnibus Tax —		
794 097		Metropolitan	890 352	
86 720		Newcastle	101 452	
48 722		Wollongong	53 108	
340 000		Payment to Traffic Facilities Fund under Section 23 (a) of the Traffic Authority Act	420 000	
15 000		Payment for supervision at certain taxi-cab ranks	15 000	
65 011		Distribution of Service Licence Fees —		
5 040		Metropolitan	32 950	
4 818		Newcastle	3 222	
		Wollongong	580	
	372	Refund of Fines and Court Costs		
		Payment to Road Transport and Traffic Fund of administration costs		1 460 194
1 359 408	372	TOTAL PAYMENTS	1 516 664	1 460 194
	600	Security Deposits Refunded		20
	795	Security Deposits Carried forward		775
	758 854	Balances carried forward —		39 665
212 182		Omnibus Tax — Metropolitan	263 392	
17 660		Newcastle	24 002	
11 048		Wollongong	15,056	
9 061		Other Public Vehicles Tax in Transport Districts	23 212	
10 439		Service Licence Fees — Metropolitan	45 526	
972		Newcastle	2 388	
520		Wollongong	3 631	
1 621 290	760 621		1 893 871	1 500 654

R.J. Molloy, Chief Accountant.
14th August 1981.

The accounts of the Public Vehicles and State Transport (Co-ordination) Funds 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, 1981, read in conjunction with the notes thereto, are true and fair records of transactions as shown by such accounts.

SYDNEY,
14th October, 1981.

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

APPENDIX 4

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

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

	1980 \$	1981 \$
METROPOLITAN TRANSPORT DISTRICT —		
(a) COUNCILS —		
Ashfield	12 208	19 441
Auburn	12 675	14 843
Bankstown	48 012	55 958
Baulkham Hills	6 226	7 784
Blacktown	29 416	46 664
Botany	4 248	5 216
Burwood	12 473	16 933
● Camden	1 941	2 257
Campbelltown	10 014	12 191
Canterbury	39 954	44 898
Concord	9 362	12 192
Drummoyne	8 785	10 938
Fairfield	37 463	33 139
Holroyd	17 810	23 341
Hornsby	13 056	17 285
Hunters Hill	2 896	3 012
Hurstville	18 651	18 691
Kogarah	11 642	13 226
Ku-ring-gai	14 201	16 375
Lane Cove	5 842	6 546
Leichhardt	26 004	27 979
Liverpool	25 152	29 571
Manly	8 820	9 626
Marrickville	19 897	23 859
Mosman	6 212	7 870
North Sydney	15 517	18 546
Parramatta	30 269	31 081
Penrith	10 292	12 860
Randwick	47 877	56 864
Rockdale	21 997	27 967
Ryde	18 773	20 920
South Sydney	10 389	12 360
Strathfield	8 453	11 411
Sutherland	21 930	22 256
Sydney	156 139	145 435
Warringah	16 297	21 540
Waverley	17 521	5 486
Willoughby	24 175	29 097
Windsor	1 375	1 784
● Wollondilly	514	606
Woollahra	20 576	7 245
(b) AUTHORITIES —		
Health Commission (Lidcombe Hospital)	709	630
Necropolis Trustees (Rookwood)	840	940
	826 603	906 827
(c) Capital Debt Reduction	32 506	16 475
TOTAL — METROPOLITAN	859 109	923 302
NEWCASTLE AND DISTRICT TRANSPORT DISTRICT —		
(a) COUNCILS —		
Newcastle	62 182	69 838
Lake Macquarie	21 545	20 984
● Port Stephens	4 003	10 698
● Great Lakes	638	633
● Gloucester	3	—
● Maitland	127	889
● Cessnock	212	—
● Wyong	530	21
	89 240	103 063
(b) Capital Debt Reduction	2 520	1 611
TOTAL — NEWCASTLE	91 760	104 674
WOLLONGONG TRANSPORT DISTRICT —		
COUNCILS —		
Wollongong	47 710	47 483
● Shellharbour	5 288	5 575
● Campbelltown	83	92
● Kiama	373	538
● Sutherland	87	—
♦ TOTAL — WOLLONGONG	53 541	53 688
COMBINED GRAND TOTAL	1 004 410	1 081 664

- NOTES: (a) The amount each Council receives reflects the number and weight of the buses and the amount of time-tabled running.
- (b) The amount applied as "Capital Debt Reduction" is half of the service licence fee for the services in the respective Transport Districts.
- ♦ (c) No capital debt reduction as Urban Transit Authority bus services do not operate in Wollongong District.
- (d) 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. Accounts have been prepared on a 'cash' basis and do not provide for accruals such as employees' entitlements to leave and superannuation, creditors and stocks.
2. The Department is a self insurer for Workers' Compensation and Public Risk. No reserve accounts are maintained.
3. 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.
4. 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 \$47 033 509 of which \$6 374 447 could be paid. The deficit of \$40 659 062 brings the accumulated deficit in respect of Police services to \$119 194 792.
5. An amount of \$18 307 000 was paid from the Road Transport and Traffic Fund to the Traffic Facilities Fund in terms of Section 202(e) of the Transport Act, 1930 and Section 23(a) of the Traffic Authority Act, 1976.
6. 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.
7. An amount of \$702 162 which was withheld in 1979/80 from being charged from the Road Transport and Traffic Fund to the State Transport (Co-ordination) Fund as administrative costs pending a review of the basis of their assessment was charged during 1980/81 together with the 1980/81 assessment of \$758 032.
8. All collections under the Road Maintenance (Contribution) Act, which was repealed on 7th December, 1979 ceased from 28th February, 1981. Until that time a total of \$13 060 which mainly represented receipts from Court judgements to recover funds legally payable during the currency of the Act, was paid to the appropriate funds. No administrative costs were recovered.
9. The Department of Motor Transport provides the staff and office accommodation for the Traffic Authority Secretariat. Such staff is included in the Department's staff establishment. Salaries and administrative costs are recovered from the Traffic Facilities Fund. Certain expenditures incurred by the Traffic Accident Research Unit of the Department of Motor Transport in the areas of Traffic Safety Education and Planning and Research are also recovered from the Traffic Facilities Fund.
10. Distribution from the Public Vehicles Fund includes the balances available at 31st March plus 75% of the Government omnibus tax and Service Licence Fees anticipated to be received in June. No administrative costs are charged to the Fund.
11. Resulting from significant changes in bus routes in certain areas the percentage distribution of funds to eligible bodies was revised during 1980/81.
12. The rate of commission charged to the Government Insurance Office of New South Wales for the collection, remittance and maintenance of records of compulsory third party insurance was increased from 1st November, 1980. Fees for personalised number plates were increased from 1st December, 1980. All other fees and charges have remained unaltered since 1st October, 1974.

R. J. Molloy
Chief Accountant
14th August, 1980

APPENDIX 6

STATEMENT OF CONVICTIONS ON PROSECUTIONS INSTITUTED BY THE DEPARTMENT OF MOTOR TRANSPORT FOR THE YEAR ENDED 30TH JUNE, 1981

MOTOR TRAFFIC ACT AND REGULATIONS:

Unlicensed driver	65
Permit person to drive when not licensed	1
Drive vehicle upon a public street without having number plate properly affixed	12
Drive unregistered vehicle	145
Operate unregistered vehicle	130
Drive whilst not accompanied by a licensed driver	1
Drive contrary to restricted licence	2
Use number plate calculated to deceive	1
Unlawful possession of number plate	1
Permit number plates to be used on another vehicle	12
Not have half hour rest	3
Drive for more than 12 hours in preceding 24 hours	46
Not have 5 hours rest in preceding 24 hours	6
Fail to produce licence for inspection	10
Fail to comply with signal to stop	2
Transfer number plate on to an unregistered vehicle	3
Fail to give notification of alteration to motor vehicle	10
Fail to notify disposal of vehicle	28
Fail to apply for transfer of registration	202
Fail to renew registration after acquired possession	4
Fail to return number plate within 3 days of the expiration of the registration	3
Drive without trader's plate affixed to the rear of vehicle	2
Cause vehicle to be driven without trader's plate affixed to the front	3
Incorrect use of trader plate	1
Trader's plate offence (General penalty)	3
Drive without registration label affixed	6
Allow vehicle to be driven without registration label affixed	22
Permit vehicle to be driven with registration label null and void	9
Drive motor vehicle with registration label null and void	87
Fail to enter checking station	51
Operate vehicle contrary to conditions of permit	1
Owner exceed length	2
Drive motor vehicle and equipment which exceeds 16 metres in length	133
Permit motor vehicle and equipment which exceeds 16 metres in length to be driven	36
Drive motor vehicle and equipment which exceeds 16.8 metres	33
Permit motor vehicle and equipment which exceeds 16.8 metres to be driven	5
Exceed width	51
Exceed height	47
Not display name and address	10
Not produce vehicle for inspection	3
Permit to be driven with unauthorised number plates	6
Drive whilst loading of wool was more than 3 tiers high	2
Drive exceed aggregate weight	17
Owner exceed aggregate weight	6
Allow exceed aggregate weight	1
Not display tare and aggregate weight	12
Furnish false information in respect of a declaration	2
Fail to carry log book	323
Fail to carry completed log book	345
Fail to verify log book entries by signing	1
Fail to produce authorised log book or duplicate	1
Drive omnibus with door open	1
Drive vehicle drawing two trailers	3
SUB TOTAL	1 912

APPENDIX 6 (Continued)

STATEMENT OF CONVICTIONS ON PROSECUTIONS INSTITUTED BY THE DEPARTMENT OF MOTOR TRANSPORT FOR THE YEAR ENDED 30TH JUNE, 1981.

TRANSPORT ACT AND REGULATIONS FOR PUBLIC VEHICLES, METROPOLITAN, NEWCASTLE AND WOLLONGONG TRANSPORT DISTRICTS:

Unlicensed driver	5
Fail to produce licence for inspection	26
Fail to notify change of address	3
Fail to produce vehicle for inspection within a specified time	33
Fail to give correct change	6
Fail to carry out punctually a hiring	88
Fail to drive by shortest practical route	11
Demand more than prescribed fare	3
Demand other than prescribed fare	10
Fail to afford every reasonable assistance	5
Set meter in motion before being hired	1
Fail to set meter in motion	4
Fail to keep meter in motion	1
Permit vehicle to stand at place other than public stand	2
Fail to stop meter	19
Leave taxi-cab unattended (without taking due precaution)	9
Leave taxi-cab unattended (cause obstruction to traffic)	3
Fail to run to timetable	4
Fail to drive away from stand	4
Place taxi-cab on disengaged stand	19
Fail to display "Vacant" sign	43
Fail to cause roof sign to display "Engaged"	2
Take precedence on stand	1
Fail to return lost property	2
Not complete daily workcard	1
Not enter on daily workcard time commenced to drive	4
Fail to produce daily workcard (driver)	2
Leave driving seat	2
Fail to accept a hiring immediately	57
Tout for person to ride in vehicle	57
Multiple hire	19
Permit person to be carried without consent of hirer	6
Did smoke whilst conveying passenger	5
Leave taxi-cab to attract notice by calling	40
Attract notice by calling	27
Start vehicle whilst passenger alighting	1
Fail to be dressed in a clean and proper manner	5
Incivility	14
Impropriety	21
Fail to comply with reasonable request of passenger	2
Did an act calculated to result in persons entering taxi-cab	1
Demand fare from person other than the hirer	1
Fail to keep vehicle stopped for purpose of enquiry	3
Fail to stop for enquiry	2
False information	2
Stand where vehicles are prohibited	1
SUB TOTAL	577

STATE TRANSPORT (CO-ORDINATION) ACT AND REGULATIONS:

Operate or Drive contrary to licence (Motor omnibus)	3
Operate or Drive unlicensed vehicle (Taxi-cab)	2
Operate or Drive unlicensed vehicle (Motor lorries)	68
Operate or Drive unlicensed vehicle (Motor omnibus)	4
Permit unlicensed vehicle to be driven	2
SUB TOTAL	79

MOTOR VEHICLES TAXATION MANAGEMENT ACT:

Fail to pay registration tax	SUB TOTAL	26
	TOTAL	2 594

APPENDIX 7

MOTOR REGISTRIES AND PAYMENT OFFICES IN OPERATION AT 30TH JUNE, 1981

Adaminaby	COOTAMUNDRA	KOGARAH	Rand
Adelong	Corowa	Kyogle	Rankin's Springs
ALBURY	COWRA	Lake Cargeligo	RAYMOND TERRACE
Ardlethan	Crookwell	LEETON	RICHMOND
Ariah Park	Culcairn	LIDCOMBE	Rockley
ARMIDALE	Cumnock	Lightning Ridge	ROSELANDS (Payment
Ashford	Dareton	LISMORE	Office) - Closed 25th May, 1981
Ballina	Darlington Point	LITHGOW	RYDE
Balranald	Deepwater	LIVERPOOL	Rylstone
Bangalow	DEE WHY	Lockhart	Scone
Baradine	(Payment Office) —	Macksville	SINGLETON
Barellan	Opened 15th Dec., 1980	Maclean	Stockinbingal
Barham	Delungra	MAITLAND	Stroud
Barmedman	DENILQUIN	Mandurama	SYDNEY (ROSEBERY —
Barraba	Denman	Manildra	Motor Registry Section)
BATEMANS BAY	Dorrigo	Manilla	Tabulam
BATHURST	DUBBO	MANLY	Tallimba
Batlow	Dunedoo	Mathoura	Tambar Springs
BEGA	Dungog	Mendooran	TAMWORTH
Bellingen	Eden	Menindee	Taralga
Berrigan	Emmaville	Merimbula	Tarcutta
BEVERLY HILLS	Enngonia	Merriwa	TAREE
Binalong	Eugowra	MILTON	Temora
Bingara	Euston	MIRANDA	Tenterfield
Binnaway	FAIRFIELD	MIRANDA	The Rock
BLACKTOWN	Finley	(Payment Office)	Tibooburra
Blayney	FIVE DOCK	Opened 4th May, 1981	Tingha
Bogan Gate	FORBES	MITTAGONG	Tocumwal
Boggabilla	Ganmain	Moama	Tooraweenah
Boggabri	Gilgandra	Molong	TORONTO
Bombala	GOVERNMENT	MOREE	Tottenham
Bonalbo	INSURANCE OFFICE	MORUYA	Trangie
Boomi	(Payment Office)	Moulamein	Trundle
Boorowa	GLEN INNES	MOUNT DRUITT	Tullamore
Bourke	Gloucester	MUDGE	Tullibigeal
Bowraville	Goodooga	Mullumbimby	Tumbarumba
Braidwood	Goolgowi	Mulwala	TUMUT
Brewarrina	GOSFORD	Mungindi	TWEED HEADS
BROKEN HILL	GOULBURN	Murrurundi	Ungarie
Bulahdelah	GRAFTON	MURWILLUMBAH	Uralla
Bundarra	Greenethorpe	MUSWELLBROOK	Urana
Bungendore	Grenfell	Narooma	Urbenville
Buronga	GRIFFITH	NARRABRI	WAGGA WAGGA
Burren Junction	Gulargambone	Narrandera	WAITARA
Byron Bay	Gulgong	Narromine	Walcha
CAMMERAY	Gundagai	NEWCASTLE	Walgett
CAMPBELLTOWN	GUNNEDAH	Nimmitabel	Walla Walla
Candelo	Gunning	NOWRA	Wanaaring
Canowindra	Guyra	NATIONAL ROADS &	Warialda
Captain's Flat	Gwabegar	MOTORISTS' ASSOC.	Warren
Carinda	Harden	(Payment Office)	WAUCHOPE
Carrathool	Hay	Nundle	Weethalle
CASINO	Henty	Nymagee	Wee Waa
Cassilis	Hill End	Nyngan	WELLINGTON
CESSNOCK	Hillston	Oaklands	Wentworth
CHARLESTOWN	Holbrook	Oberon	Werris Creek
CHULLORA	HORNSBY	ORANGE	West Wyalong
Cobar	(Payment Office) —	PARKES	Whitton
Cobargo	Opened 23rd March, 1981	PARRAMATTA	Wilcannia
COFFS HARBOUR	INVERELL	Peak Hill	WOLLONGONG
Coleambally	Ivanhoe	PENRITH	Woodburn
Collarenebri	Jerilderie	Picton	Woodenbong
Condobolin	June	Pilliga	WOY WOY
Coolah	Kandos	Pooncarie	WYONG
Coolamon	KATOOMBA	Portland	Yass
COOMA	KEMPSEY	Quandialla	Yenda
Coonabarabran	Khancoban	QUEANBEYAN	Yetman
Coonamble	KIAMA	Quirindi	YOUNG

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 81 whilst motor registries conducted by the Police total 178.

APPENDIX 8

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

MOTOR REGISTRY OR PAYMENT OFFICE	1980 \$	1981 \$
Albury	5 210 264	6 155 278
Armidale	2 995 686	3 436 221
Batemans Bay	643 587	790 398
Bathurst	3 638 209	4 126 582
Bega	1 927 858	2 293 350
Beverly Hills	11 504 311	14 578 320
Blacktown	11 215 858	13 468 024
Broken Hill	3 183 194	3 560 399
Cammeray	18 626 463	21 216 897
Campbelltown	7 577 276	9 073 029
Casino	1 729 810	2 044 791
Cessnock	2 960 907	3 616 781
Charlestown	8 635 317	10 311 368
Chullora	16 549 538	19 729 674
Coffs Harbour	4 143 154	5 255 210
Cooma	1 703 844	1 974 824
Cootamundra	2 001 618	2 377 456
Cowra	1 785 503	2 018 960
Dee Why (Payment Office) Opened 15th December, 1981.	—	2 450 819
Deniliquin	2 582 734	3 134 252
Dubbo	6 035 845	7 172 672
Fairfield	12 768 003	15 069 546
Five Dock	18 174 115	20 717 541
Forbes	1 398 307	1 596 596
Glen Innes	1 409 394	1 587 022
Gosford	7 184 983	8 635 899
Goulburn	3 750 221	4 276 947
Government Insurance Office (Payment Office)	6 038 932	7 546 296
Grafton	3 041 881	3 583 533
Griffith	3 098 921	3 624 637
Gunnedah	1 932 156	2 213 079
Hornsby (Payment Office) — Opened 23rd March, 1981.	—	865 959
Inverell	2 179 208	2 479 127
Katoomba	1 879 936	2 176 206
Kempsey	2 210 809	2 644 859
Kiama	2 852 380	3 357 619
Kogarah	12 494 906	14 476 636
Leeton	1 794 311	2 106 951
Lidcombe	13 104 585	15 052 446
Lismore	5 470 835	6 585 091
Lithgow	2 060 413	2 331 904
Liverpool	14 047 486	17 144 715
Maitland	4 546 795	5 438 660
Manly	15 559 697	15 423 046
Milton	669 756	830 703
Miranda	14 278 178	16 254 686
Miranda (Payment Office) — Opened 4th May, 1981.	—	390 157
Mittagong	2 633 139	3 181 161
Moree	1 942 533	2 054 204
Moruya	588 336	774 094
Mount Druitt	5 699 234	7 114 602
Mudgee	1 734 312	2 008 279
Murwillumbah	1 763 549	2 209 136
Muswellbrook	2 284 583	2 728 034
Narrabri	1 770 810	1 975 461
Newcastle	15 002 685	17 226 035
Nowra	3 901 142	4 643 826
National Roads and Motorists' Association (Payment Office)	10 058 606	11 465 090
Orange	4 322 067	5 001 046
Parkes	2 016 294	2 296 127
Parramatta	23 541 244	27 054 929
Penrith	9 006 882	10 802 571
Queanbeyan	2 888 322	3 481 498
Raymond Terrace	3 137 146	3 893 325
Richmond	4 668 072	5 562 417
Roselands (Payment Office) — Closed 25th May, 1981.	6 068 324	4 841 759
Ryde	13 245 339	15 422 224
Singleton	1 655 775	2 005 574
Sydney (Rosebery) — Motor Registry Section only	33 721 386	38 921 217
Tamworth	5 928 039	6 821 727
Taree	4 638 703	5 684 304
Toronto	4 180 548	5 256 252
Tumut	1 419 497	1 811 340
Tweed Heads	1 516 788	1 854 840
Wagga Wagga	6 629 668	7 612 108
Waitara	12 911 873	14 235 380
Wauchope	3 010 533	3 688 454
Wellington	955 750	1 045 688
Wollongong	19 205 016	22 488 306
Woy Woy	2 074 506	2 486 066
Wyong	4 734 999	5 929 544
Young	1 818 028	2 101 536
TOTAL	487 270 912*	570 973 320

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.

* (Adjustment made to total figures shown in previous report)

APPENDIX 9

MOTOR VEHICLE REGISTRATIONS CURRENT

	Public Vehicles Metropolitan, Newcastle and Wollongong*			Other Vehicles ϕ			Traders' Plates	All Vehicles
	Taxi-Cabs	Buses	Private● Hire Cars	Cars	Lorries ▲	Cycles		
At 31st December —								
†1910								4 374
1911	175	4		3 975	3	2 788		6 945
1916	268	12		14 175	877	7 070	254	22 656
1921	407	180		28 665	3 900	11 291	413	44 856
1926	779	486		104 675	24 709	25 424	1 320	157 393
1931	1 091	776		144 749	39 226	23 124	458	209 424
1936	1 155	567		183 406	67 257	23 418	909	276 712
1939	1 341	825		216 443	85 742	23 009	1 194	328 554
1940	1 357	870		207 446	84 408	21 275	1 007	316 363
1941	1 359	881		188 561	84 511	18 946	901	295 159
1942	1 350	901		171 967	79 224	14 818	651	268 911
1943	1 348	911		177 247	83 939	14 360	636	278 441
1944	1 352	1 016	533	183 833	90 683	15 546	644	293 607
1945	1 362	1 049	491	187 921	100 522	17 900	752	309 997
1946	1 358	1 103	480	194 973	121 739	23 499	1 077	344 229
1947	1 580	1 349	490	205 443	141 539	27 408	1 289	379 088
1948	1 645	1 536	506	224 906	158 797	33 398	1 637	422 425
1949	1 652	1 732	503	250 628	177 207	39 575	1 959	473 256
At 30th June —								
1950	1 695	1 854	516	272 355	189 470	42 461	2 489	510 540
1951	2 014	1 905	511	311 535	216 339	46 851	2 500	581 655
1952	2 285	1 954	519	341 927	235 495	47 552	2 569	632 301
1953	2 304	2 003	503	363 767	242 655	45 100	2 668	659 010
1954	2 321	2 064	489	397 090	258 171	42 451	2 850	705 436
1955	2 479	2 123	368	440 603	278 137	39 787	3 088	766 585
1956	2 567	2 122	331	482 068	301 311	37 039	3 343	828 781
1957	2 624	2 197	318	514 587	323 340	35 567	3 463	882 096
1958	2 745	2 466	288	552 919	345 091	34 581	3 603	941 693
1959	2 759	2 551	286	558 175	374 954	32 575	3 823	1 005 123
1960	2 775	2 709	275	626 562	411 224	28 773	4 009	1 076 327
1961	2 803	2 882	280	662 433	445 478	24 396	3 967	1 142 239
1962	2 832	2 890	273	699 523	471 091	21 749	3 407	1 201 767
1963	2 868	2 962	258	742 072	508 120	19 494	3 296	1 279 070
1964	2 855	3 023	274	786 633	548 147	18 212	3 447	1 362 591
1965	3 124	3 123	280	838 280	598 185	18 886	3 482	1 465 360
1966	3 131	3 323	282	877 435	636 374	20 231	3 425	1 544 201
1967	3 135	3 114	270	918 140	678 488	24 243	3 379	1 630 769
1968	3 171	3 132	270	975 323	724 287	32 344	3 434	1 741 961
1969	3 249	3 217	272	1 029 661	767 032	40 617	3 549	1 847 597
1970	3 280	3 292	272	1 097 959	817 047	48 942	3 584	1 974 376
1971	3 323	3 881	273	1 165 276	862 132	61 335	3 611	2 099 831
1972	3 331	4 074	254	1 228 133	894 598	74 006	3 820	2 208 216
1973	3 333	4 244	245	1 291 477	934 999	89 621	4 118	2 328 037
1974	3 476	3 566	243	1 373 238	936 255	105 067	4 233	2 426 078
1975	3 518	3 616	244	1 455 930	976 707	107 395	4 149	2 551 559
1976	3 647	3 513	231	1 481 430	1 026 359	105 051	3 656	2 623 887
1977	3 643	3 512	223	1 515 451	1 077 340	102 846	3 727	2 706 742
1978	3 709	3 647	230	1 566 260	1 130 772	100 170	3 831	2 808 619
1979	3 709	3 646	241	1 630 957	1 189 184	99 731	3 918	2 931 386
1980	3 711	3 774	254	1 683 199	1 245 904	108 913	3 985	3 049 740
1981	3 801	3 693	250	1 732 256	1 308 775	122 505	3 967	3 175 247

* Wollongong included from 1st July, 1957

● Private hire cars included in cars before June, 1944

† Total figure only available

ϕ Includes country public vehicles

▲ Includes 6 901 tractors and 473 426 trailers

APPENDIX 10

NEW MOTOR VEHICLES REGISTERED

Year ended 30th June	Passenger Vehicles	Goods Vehicles	Motor Cycles	Total	Variation (Percentage)
1958.....	57 423	38 047	3 112	98 582	up 16.7
1959.....	58 525	46 282	2 690	107 497	up 9.0
1960.....	69 637	56 309	2 211	128 157	up 19.2
1961.....	69 074	55 105	2 030	126 209	down 1.5
1962.....	67 884	52 298	1 389	121 571	down 3.6
1963.....	82 930	61 071	1 828	145 829	up 19.9
1964.....	93 058	67 082	1 912	162 052	up 11.1
1965.....	98 272	74 360	2 933	175 565	up 8.3
1966.....	91 467	66 904	3 611	161 982	down 7.7
1967.....	94 376	67 850	6 027	168 253	up 3.9
1968.....	114 840	69 022	10 366	194 228	up 15.4
1969.....	119 561	70 648	11 885	202 094	up 4.1
1970.....	133 993	75 327	12 145	221 465	up 9.6
1971.....	137 214	74 215	17 058	228 487	up 3.2
1972.....	136 614	72 858	20 151	229 623	up 0.5
1973.....	140 838	84 938	23 772	249 548	up 8.7
1974.....	159 359	88 214	30 658	278 231	up 11.5
1975.....	167 277	87 087	20 825	275 189	down 1.1
1976.....	129 431	90 482	17 183	237 096	down 13.8
1977.....	130 911	102 444	15 982	249 337	up 5.2
1978.....	133 624	97 853	12 294	243 771	down 2.2
1979.....	142 132	98 683	12 912	253 727	up 4.1
1980.....	133 721	104 211	19 729	257 661	up 1.6
1981.....	137 130	113 040	26 318	276 488	up 7.3

APPENDIX 11

DRIVERS' AND RIDERS' LICENCES
TABLE 1 – LICENCES ON ISSUE AT INTERVALS SINCE 1910

At 31st December—	Number	At 30th June	Number	At 30th June	Number
1910	5 471	1951	748 343	1970	2 048 789
1911	8 840	1956	1 048 901	1971	2 155 239
1916	32 000	1961	1 358 822	1972	2 222 510
1921	68 653	1962	1 419 666	1973	2 298 794
1926	225 908	1963	1 450 842	1974	2 390 624
1931	313 327	1964	1 526 810	1975	2 532 196
1936	380 461	1965	1 608 218	1976	2 634 039
1940	474 881	1966	1 668 941	1977	2 743 891
1941	446 639	1967	1 763 786	1978	2 792 373
1946	518 644	1968	1 829 599	1979	2 886 503
		1969	1 907 877	1980	2 980 397
				1981	3 087 347

TABLE 2 – DISSECTION OF LICENCES BY TYPE (as at 30th June)

Class or Type	1980	1981
Class 1	2 259 810	2 334 722
Class 2	6 131	6 205
Class 3	308 775	315 096
Class 4	37 012	38 800
Class 5	108 987	113 910
Taxi-cab driver (Transport Districts)	21 254	20 694
Motor Cycle rider	238 428	257 920
TOTAL	2 980 397	3 087 347

TABLE 3 – CONDITIONS APPLICABLE TO VARIOUS LICENCES

Drivers' Licences in New South Wales (other than those to drive taxi-cabs in the Transport Districts, which are of a special type) are of five different classes (1, 2, 3, 4 and 5) and authorise the driving of vehicles as follows:-

Class 1: Private cars, light lorries (i.e. those weighing not more than two tonnes unladen), tractors, and implements.

Class 2: Private hire cars, service cars, car-type tourist vehicles and country taxi-cabs and also private cars, light lorries and vans, tractors and implements.

Class 3: Private cars, tractors, implements and any type of motor lorry (except an articulated vehicle and a motor lorry which weighs more than two tonnes unladen and is hauling a pole trailer or a trailer with more than one axle which is not an implement or caravan).

Class 4: Motor omnibus, tourist vehicles of any type, and any other type of vehicle (except a taxi-cab in a Transport District, a motor cycle, an articulated vehicle, and a motor lorry which weighs more than two tonnes unladen and is hauling a pole trailer with more than one axle which is not an implement or caravan).

Class 5: Articulated vehicles, large trailer combinations (comprising motor lorries weighing more than two tonnes unladen towing pole or jinker trailers or load-carrying trailers having more than one axle), and all other types of motor vehicles excepting public passenger motor vehicles and motor cycles.

Provisional: Generally Provisional licences are issued to persons making their first application for a licence to drive as described under Class 1 above or to ride a motor cycle. They impose special obligations to display "P" signs and restrict speed to no more than 80 km/h. Offences for which Provisional licences may be cancelled are:- Exceed speed limit, Cross centre line at grade or curve, Cross or drive on off-side of unbroken separation line, Overtake stationary vehicle at marked footcrossing, Not give way to pedestrians at marked footcrossing, Not give way to vehicle on right, Disobey traffic light signal, Not make right-hand turn safely, Not make left-hand turn safely, Not make "U" turn safely, Drive contrary to "Stop" sign, Drive contrary to "Give Way" sign, Disobey "Truck Speed Limit" sign, Disobey "Truck Lane" sign, Disobey "Trucks Must Use Low Gear" sign, Drive contrary to defect notice, Negligent driving, Not make right-hand turn in prescribed manner, Not make left-hand turn in prescribed manner, Make unlawful "U" turn, Not keep left, Not stop and supply particulars of accident, Not draw out from boundary of carriageway with safety, Not cross lane line or separation line with safety, Cross unbroken lane line, Not keep wholly in traffic lane, Not give proper signal, Not have proper control of vehicle, Overtake on near side, Not yield way to overtaking vehicle, Unauthorised carriage of pillion passenger.

A separate licence is required to ride a motor cycle.

APPENDIX 12

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 —					TOTAL	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				Uncon- ditionally	Condi- tionally
Drive whilst under influence	661	20	—	138	50	6	142	132	126	67	661	49	5	—	—
Have prescribed concentration of alcohol — 0.05 but less than 0.08	1232	—	93	114	—	534	258	162	56	15	1232	9	—	—	—
Have prescribed concentration of alcohol — 0.08 or greater	19894	1173	—	3237	1238	22	7256	3991	2866	1284	19894	1487	4	67	11
Refuse breath analysis test	484	22	—	79	49	4	97	88	91	76	484	63	—	5	1
Drive in manner or at speed dangerous	2172	23	—	534	82	19	526	426	474	111	2172	299	15	8	2
Not stop after injury accident Sec. 8(1)	60	6	—	12	6	—	12	13	13	4	60	10	1	—	—
Drive whilst disqualified ⑥	2226	10	1187	—	—	2	14	326	334	363	2226	261	4	2	—
Culpable driving	200	—	—	60	41	3	5	11	39	41	200	—	—	—	—
By negligent act cause grievous bodily harm	30	3	—	4	5	—	2	4	10	5	30	—	—	—	—
Total	26959	1257	1280	4178	1471	590	8312	5153	4009	1966	26959	2178	29	82	14

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

⑥ 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 12 (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	141 765	27 175	657	1 047
Negligent driving	28 871	9 674	951	840
Not stop after accident (Section 8(3) or 8(4))	—	1 467	94	862
Other offences (Cross unbroken centre line, etc.)	98 900	35 312	2 456	2 567
TOTAL	269 536	73 628	4 158	5 316

Appeals to higher Courts against suspension or disqualifications were heard in 619 cases of which 109 were allowed and 510 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
Traffic Offences:		
Provisional Licences	13 837	—
Points System	11 889	—
Conduct and Habits	27	130
Medical Impairments	887	677
Other Grounds	1 272	576
TOTAL	27 912	1 383

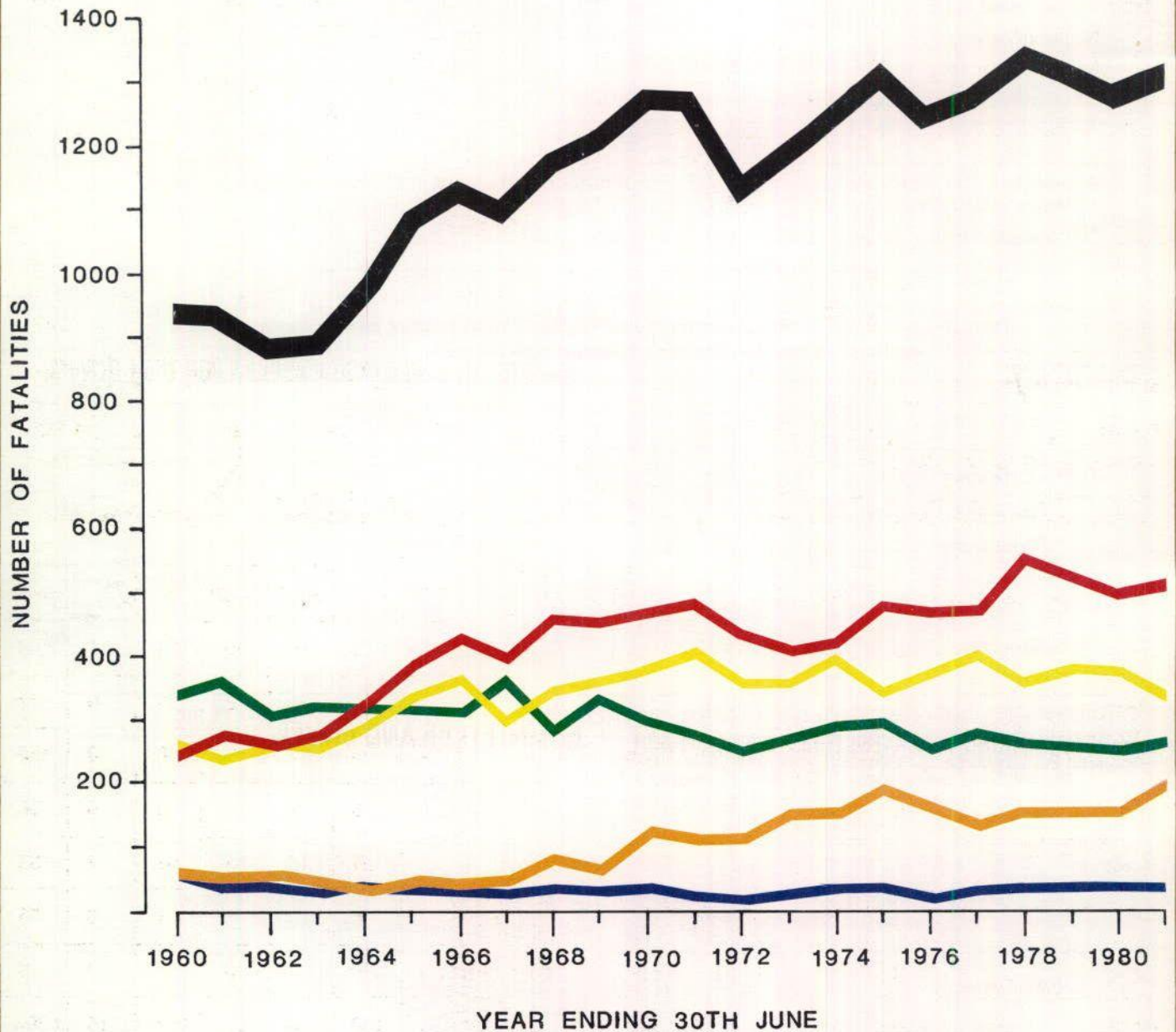
There were 5 547 appeals to Courts of Petty Sessions in respect of the abovementioned suspensions, cancellations and refusals. 1 226 were allowed and 4 025 dismissed. 281 appeals were withdrawn and in 15 cases it was held that the court had no jurisdiction.

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

Points System	
Licences suspended	147
Licences cancelled	11 742
Provisional Licence Scheme	
First year provisional licences cancelled	11 663
Subsequent first year provisional licences cancelled	2 085
Other than first year provisional licences cancelled	89
TOTAL	25 726
Further details are shown in Table 1	
A total of 28 136 licences were suspended or cancelled last year.	

NSW TRAFFIC CRASHES

TRENDS IN FATALITIES FOR DIFFERENT CLASSES OF ROAD USERS



LEGEND

	TOTAL		MOTOR CYCLE RIDERS (INCLUDING PASSENGERS)
	MOTOR VEHICLE DRIVERS		PEDESTRIANS
	MOTOR VEHICLE PASSENGERS		OTHERS

APPENDIX 13 (continued)

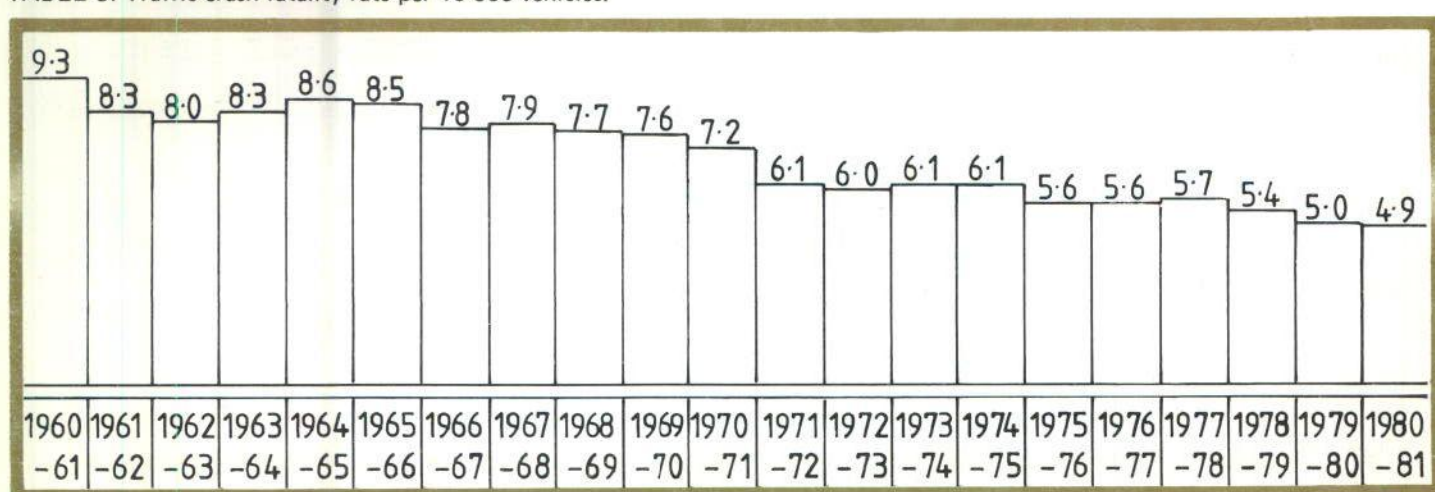
TABLE 1: Fatal traffic crashes in N.S.W. for the year ended 30th June, 1981. Time of day and day of week.

Day of Week	TIME OF DAY									
	12-3 am	3-6 am	6-9 am	9-12 noon	12-3 pm	3-6 pm	6-9 pm	9-12 midnight	Not Stated	Total
Sunday	32	15	7	14	23	34	34	24	2	185
Monday	9	9	18	17	12	26	22	21	0	134
Tuesday	4	3	10	12	6	18	21	16	0	90
Wednesday	9	6	9	10	19	32	21	27	0	133
Thursday	16	8	13	11	11	41	29	29	0	158
Friday	15	12	12	13	22	31	44	56	0	205
Saturday	40	16	18	25	27	35	46	39	1	247
Unknown	0	0	0	0	0	0	0	1	0	1
TOTAL	125	69	87	102	120	217	217	214	3	1 153

TABLE 2: Deaths from traffic crashes in N.S.W. for the year ended 30th June. Age and class of road user killed.

Class of Road User	AGE													Total
	0-2	3-7	8-12	13-16	17-20	21-24	25-29	30-39	40-49	50-59	60-69	70+	Un-known	
Driver	0	0	0	3	91	72	71	91	58	49	39	21	4	499
Passenger	18	10	9	31	79	39	29	28	16	22	19	23	9	332
Motor cyclist	0	0	0	10	50	53	22	14	5	2	0	0	0	156
Pillion Passenger	0	0	1	3	14	10	3	4	0	1	0	0	0	36
Pedestrian	2	22	18	6	14	5	12	25	21	28	37	61	2	153
Pedal cyclist	0	4	7	4	3	1	0	3	0	0	2	1	0	25
Other	0	0	0	1	0	2	0	0	0	1	0	1	0	5
TOTAL	20	36	35	58	251	182	137	165	100	103	97	107	15	1 306

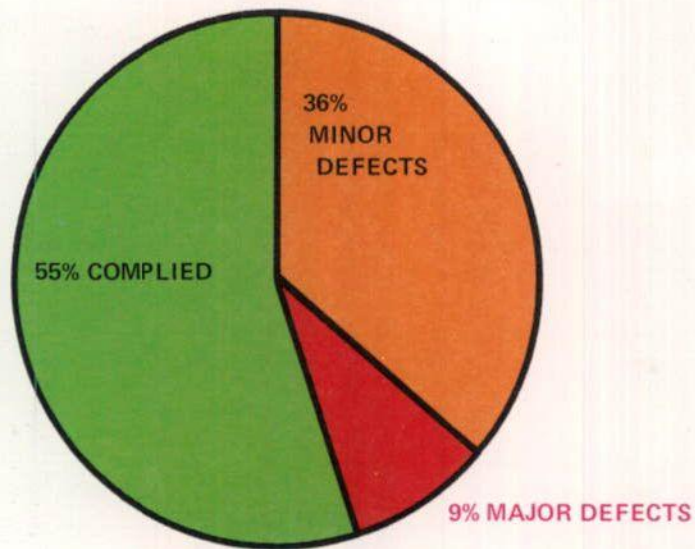
TABLE 3: Traffic crash fatality rate per 10 000 vehicles.



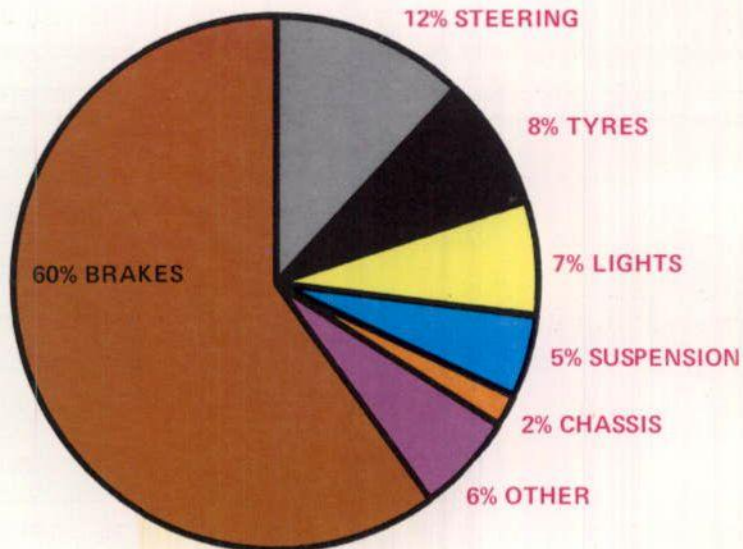
APPENDIX 14

MOBILE INSPECTION TEAMS INSPECTION RESULTS FOR THE YEAR ENDED 30TH JUNE, 1981.

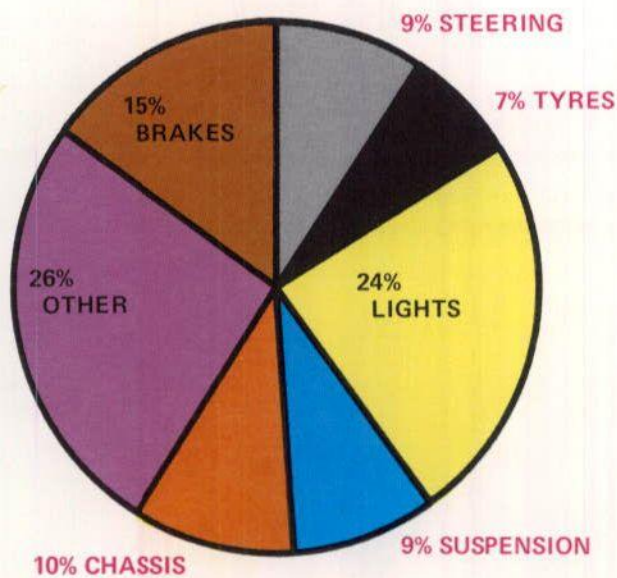
OVERALL RESULTS



MAJOR DEFECTS



MINOR DEFECTS



APPENDIX 15

STAFF EMPLOYED AS AT 30TH JUNE

	1980	1981
METROPOLITAN		
Males -----	1 546	1 496
Females, Full-time -----	650	672
Females, Part-time -----	35	34
	<u>2 231</u>	<u>2 202</u>
REST OF STATE —		
Males -----	355	352
Females, Full-time -----	138	140
Females, Part-time -----	9	10
	<u>502</u>	<u>502</u>
TOTALS —		
Males -----	1 901	1 848
Females, Full-time -----	788	812
Females, Part-time -----	44	44
	<u>2 733</u>	<u>2 704</u>

NOTE: Wages Staff (included in the foregoing figures) totalled 112 (92 males and 20 females) at 30th June, 1980 and remained unaltered for 1981.



NUMBER PLATES ISSUED IN N.S.W.

Number plates were first used in New South Wales to identify registered motor vehicles in 1910. The plates comprised only numerals. Those for cars had white numbers on a black background, while lorry plates had black numbers on a white background and were prefixed by the letter "L". Distinctive "double-sided" plates were provided for motor cycles. Some of these numbers are still in use.

In 1937 a new style of plate was introduced, comprising two letters and three numerals for cars and lorries and two letters—two numerals for cycles. The plates had white characters on a black background in each series. Many of these plates have remained in issue and motorists may obtain them as "personalised plates" for a special charge of \$50.

By 1951 the two letter—three figure plates were exhausted and a completely new series was brought into use. These plates had three letters and three numerals for cars and lorries, and initial issue was confined to the range from AAA to FZZ. The colour scheme was changed to black characters on a yellow base. Concurrently, motor cycle plates having the same colours with two letters and three figures (AA to FZ), were issued. Subsequently, the range of letters was extended to cover the full alphabet.

On 7th October, 1980, all black and yellow number plates were given a reflectorised background as an aid to traffic safety, and car-type plates issued since that date bear the slogan "NSW — THE PREMIER STATE".

In addition to the general issue number plates mentioned, there are several types of special purpose number plates, such as for taxi-cabs, buses, hire cars and other public motor vehicles; for vehicles used only on interstate trade; for motor vehicle traders and for trailers.

Many typical number plates are depicted here.



L060214



PRIME - 12/20/80
11:10 PM
DEC 20



PIONEER