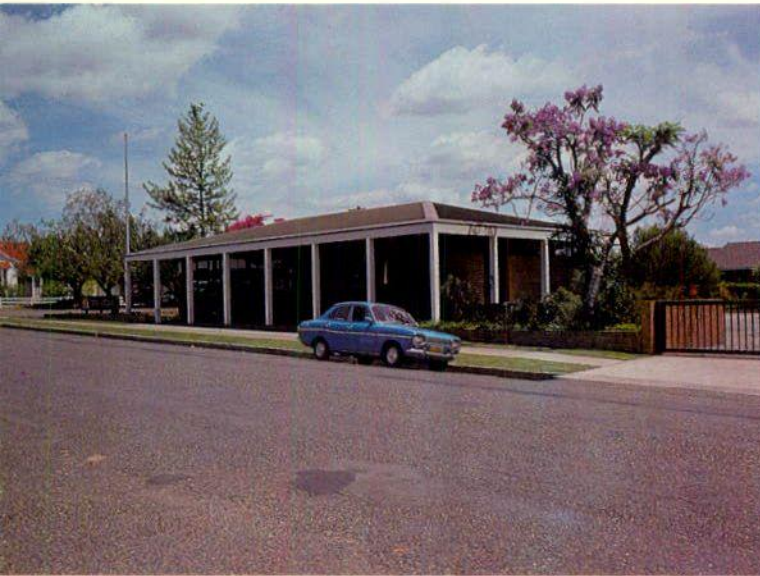




Annual Report 1979-80

MOTOR REGISTRIES



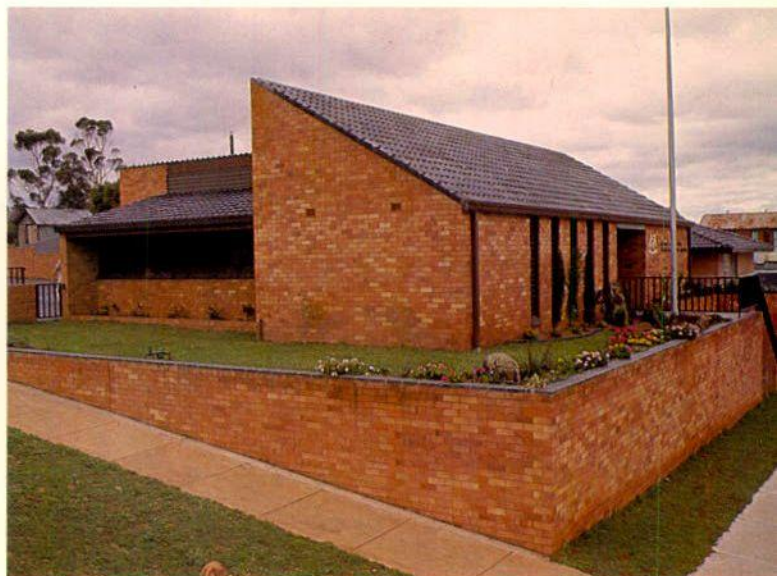
WAUCHOPE



CHULLORA



ALBURY



MUSWELLBROOK

To provide members of the public with local facilities for attending to vehicle registrations and drivers' licences as well as other types of transactions concerning motor vehicles, 257 motor registries have been established throughout the State.

All registries in suburbs of Sydney and the larger country centres are conducted by employees of the Department of Motor Transport. These registries, numbering 79 in all, handle about 98% of all business transacted at motor registries. The remaining 178 motor registries are conducted by Police Officers on a part-time basis in conjunction with other Police duties.

Specially designed modern buildings have been constructed to keep pace with growing demands. Examples of these are pictured above.



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

Dear Mr. Cox,

I am pleased to submit to you, for the information of Parliament, the Annual Report of the Department of Motor Transport for the year ended 30th June, 1980.

The report summarises the Department's activities, including the financial results for the year, and includes explanatory information about its functions and policies.

Mr. W.R. Butler, who recently retired as Commissioner for Motor Transport, has asked that I place on record his appreciation of the contribution made by the staff towards the year's achievements.

Yours faithfully,

Commissioner.

OTHER PRINCIPAL OFFICERS OF THE
DEPARTMENT OF MOTOR TRANSPORT
as at 30TH JUNE, 1980

N.C.M. SKINNER
Assistant Commissioner

R.A. NOONAN
Executive Director (Management)

K.J. MUNGOVEN
Executive Director (Policy)

E.B. BLACKHALL
Executive Director (Administration)

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

R.A. FRENCH
Chief Engineer

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

F.J. BURKE
Staff Manager

G.F. ARDILL
Chief Accountant

G.F. MUDGE
Registrar of Motor Vehicles

SUMMARY OF PRINCIPAL STATISTICS FOR THE YEAR ENDED 30TH JUNE

	1979 \$	1980 \$	Variation
FINANCIAL			
Receipts —			
Motor Vehicle Registration Tax	136 708 861	145 401 271	Up 6.3%
Fees (registrations, licences, etc.)	66 135 802	68 293 767	Up 3.3%
Tonne-Kilometre Charges (heavy lorries)	19 578 019	1 222 885	*Down 93.7%
*(See explanation under Road Maintenance charges on Page 2)			
Third Party Insurance Premiums	232 734 619	270 016 824	Up 16.0%
Fees — State Transport (Co-ordination) Act	669 031	703 209	Up 5.1%
Stamp Duty (vehicle registrations)	53 097 314	55 485 536	Up 4.5%
Proportion of Fees for three year drivers' and riders' licences	3 515 720	4 364 988	Up 24.1%
Receipts for issue of personalised number plates	1 365 605	1 348 025	Down 1.3%
Sundry	1 249 597	1 240 961	Down 0.7%
TOTAL	515 054 568	548 077 466	Up 6.4%
Payments —			
Cost of Traffic Police	14 514 407	4 942 738	*Down 65.9%
*(See explanation under Road Transport and Traffic Fund on Page 1)			
Administrative costs, Department of Motor Transport	42 868 706	46 524 487	Up 8.5%
Traffic Facilities Fund	17 110 309	19 798 278	Up 16.0%
Funds provided for roads — Councils, etc.	994 343	1 004 408	Up 1.0%
Department of Main Roads Collected for and remitted to — Government Insurance Office	149 279 125	144 988 430	Down 3.0%
Stamp Duties Office	232 734 619	270 016 824	Up 16.0%
Proportion of fees for three year drivers' and riders' licences transferred to the Road Transport and Traffic Fund	53 097 314	55 485 536	Up 4.5%
Payment towards the cost of Ambulance Services	2 910 686	3 656 950	Up 25.6%
TOTAL	750 000	750 000	Nil
	514 259 509	547 167 651	Up 6.4%
VEHICLES AND DRIVERS			
Registrations in force	2 931 386	3 049 740	Up 4.0%
New vehicles registered	253 727	257 661	Up 1.6%
Driving licences (all types) on issue	2 886 503	2 980 397	Up 3.2%
TRAFFIC ACCIDENTS			
Persons killed	1 311	1 278	Down 2.5%
STAFF			
Total staff employed	2 722	2 733	Up 0.4%

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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 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).
- Licensing of commercial intrastate aircraft (Air Transport Act).
- Licensing of passenger ferries operating in the Port of Sydney (State Transport (Co-ordination) Act).
- Until repeal of Road Maintenance (Contribution) Act in December, 1979, the collection of charges in respect of heavy goods vehicles under the Act.
- Provide the Secretariat of the Traffic Authority of New South Wales (Traffic Authority Act).

FINANCES

EXPLANATORY

NAMES AND PURPOSES OF VARIOUS FUNDS

Amounts collected by the Department of Motor Transport are, by law, paid into separate Funds of the Treasury as described later. They are applied as prescribed, mainly on activities closely related to traffic control and roads, and to meet administrative costs. Subsequent paragraphs describe each Fund. Appendices 1, 2, 3, 4, 5 and 6 to this report contain details of collections and subsequent disbursements in respect of each 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. (See "Road Maintenance Charges" — page 2).

APPLICATION

The revenue from the above sources, less costs of administration of the former Road Maintenance (Contribution) Act, is the principal State revenue to be applied towards the cost of main roads.

ROAD TRANSPORT AND TRAFFIC FUND

SOURCES OF REVENUE

All fees (as distinct from 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.

Registration and licence and the other fees from which the revenue of this Fund is derived were set in 1974. Although strict controls have been, and continue to be, exercised over expenditure, the difficulties facing the Department in meeting 1980 costs from income fixed at 1974 levels will be readily appreciated.

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 —

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

Over recent years the revenue of the Road Transport and Traffic Fund, to a sharply increasing degree, has been insufficient to meet the demands made against it. Increases in salaries, wages and other expenses have played a part in this situation as has the contribution this Fund makes to the Traffic Facilities Fund which is used for the provision and maintenance of traffic facilities such as signals, signs and pedestrian crossings.

The poor state of the Road Transport and Traffic Fund has been reflected in the amount that can be paid to the Consolidated Revenue Fund in respect to the cost of Police traffic services, which the Fund should meet in full. Again this year the Fund was unable to meet the agreed cost of Police services. As a result \$35 346 222, representing the difference between the agreed cost of \$40 288 960 and the available amount of \$4 942 738, was added to the accumulated deficit, increasing it to \$78 535 730.

The financial situation has placed severe constraints on the Department, particularly in the provision of new premises and the introduction of other initiatives to improve the level of service to the public.

The condition of the Fund is such that any new initiatives which will increase the Department's operating costs must also include cost recovery to avoid adverse effects on the provision of basic services.

In recognition of the need to improve the financial stability of the Road Transport and Traffic Fund, a working party comprising officers of the Department of Motor Transport and the Treasury was established to review the Funding and Accounts of the Department. The Working Party met on a number of occasions during the year and has submitted its report to the Minister for Transport.

PUBLIC VEHICLES FUND

EXPLANATORY

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 licence for the buses themselves and are termed "Service Licences".

APPLICATION

- Reduction of capital debt of bus services operated by the Public Transport Commission (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 other half 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

EXPLANATORY

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. During the report year the revenue to the Fund has been credited in accordance with the Act. However, the debit of administrative charges has been withheld pending the completion of a survey to review the methods applied to assess administrative costs.

ROAD MAINTENANCE CHARGES

The Road Maintenance (Contribution) Act, which was introduced in 1958, was repealed on 7th December, 1979. Prior to the repeal of the Act the Government decided in May 1979 to cease all action to obtain payment of charges. The charges previously imposed were in respect of commercial goods vehicles with a load capacity exceeding 4.1 tonnes and the charge per kilometre was 0.17 cents per tonne of the sum of the tare of the vehicle plus 40% of its load capacity.

During the report year charges totalling \$1 222 885, including amounts paid as a result of earlier court judgments to recover funds legally payable during the currency of the Act, were received.

The charges collected were applied in accordance with the then provisions of the Act as follows:-

- (a) one-fifth to the County of Cumberland Main Roads Fund to be applied only on maintenance of public streets within the County of Cumberland, including grants to Municipalities and Shires for that purpose;
- (b) four-fifths to the Country Main Roads Fund to be applied only on maintenance of public streets outside the County of Cumberland, including grants to Municipalities and Shires for that purpose.

POLICY DEVELOPMENTS AND LEGAL ACTIVITIES

CONTINUING POLICIES

References to established policies applicable to 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 a number of 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. The Department's regional administrative structure has been progressively reinforced since the scheme began in 1966.

Other Policy Activities. A number of other policy matters were dealt with. Following established practice, other Government Departments and trade organisations were consulted as necessary. In some cases decisions reached were reflected in new legislation or regulations outlined on following pages, such as the implementation of additional requirements for the wearing of seat belts.

COMMITTEES AND CONFERENCES

GENERAL PRACTICE

The Department is associated with numerous important policy committees and conferences; and, 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 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

The annual meeting of representatives of the transport authorities of each State and from New Zealand was held in Adelaide during March 1980 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.

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 of 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.

TAXI ADVISORY COUNCIL

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

OMNIBUS ADVISORY COMMITTEE

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

COMMITTEE OF REVIEW — PENSIONER SUBSIDY SCHEME

The Pensioner Subsidy Scheme was introduced by the Government to provide pensioners with 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.

TRANSPORT STRATEGY ADVISORY COMMITTEE

The function of this Committee, which was established by the Minister in April, 1980, is to advise and report to the Minister for Transport on strategic planning, implementation and 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. The Committee replaced the Urban Transport Advisory Committee.

STANDING COMMITTEE ON DROUGHT RELIEF

This Department is represented on the Committee which is an inter-departmental body established for the purpose of advising the Cabinet Sub-Committee on Drought Relief.

COMMITTEE OF REVIEW — AUTHORISED INSPECTION STATIONS

The Committee is appointed by the Commissioner and 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 of the Department. Cases of alleged improper actions at Authorised Inspection Stations may be referred to the Committee for consideration and the Committee may report to the Commissioner recommending appropriate action.

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

NEW LEGISLATION

ROAD MAINTENANCE (CONTRIBUTION) REPEAL ACT, 1979

This Act, assented to on 7th December, 1979, repealed the Road Maintenance (Contribution) Act, 1958. It also provided for the removal, in respect of registrations commencing on and after 1st January, 1980, of the registration weight tax concession of 33-1/3% from those vehicles previously liable to the payment of road maintenance charges.

MOTOR TRAFFIC (AMENDMENT) ACT, 1979

The Motor Traffic Act was amended by this legislation, which was assented to and commenced on 10th December, 1979, to provide for a minimum period of three months disqualification from driving upon conviction of a driver for a drink/drive or other serious offence such as driving dangerously or culpable driving. The legislation also provides for a minimum period of six months disqualification from driving for a second offence within five years.

TRANSPORT APPEAL BOARDS ACT, 1980

This Act was assented to on 1st May, 1980 to commence on 1st July, 1980. It provides for the constitution of Transport Appeal Boards and makes provision with respect to appeals, relating to promotion and discipline, by officers and employees of the Department of Motor Transport as well as the Urban Transit Authority of New South Wales and the State Rail Authority of New South Wales.

NEW REGULATIONS

BICYCLE WAYS

Amendments to the Regulations under the Metropolitan Traffic and Motor Traffic Acts to provide for the use of bicycle ways were gazetted on 3rd August, 1979.

The amendments to the Regulations under the Metropolitan Traffic Act provide that a bicycle may be ridden on a footpath on which a sign incorporating a symbol of a bicycle is displayed. They also specify the duties of pedestrians and bicycle riders on footpaths which have separate sections for pedestrians and bicycles. The amendments to the Motor Traffic Regulations prohibit drivers and riders of motor vehicles from driving, riding, standing or parking in bicycle ways.

SEAT BELTS

The Motor Traffic Regulations were amended to provide, on and from 21st December, 1979, for the compulsory wearing of seat belts, where fitted, in all motor lorries with an unladen weight of not more than two tonnes.

TRAFFIC INFRINGEMENT NOTICE SCHEME — INCREASES IN FIXED PENALTIES

Penalties for driving offences under the Traffic Infringement Notice Scheme were increased by 33-1/3% generally on and from 1st January, 1980. Except that the penalty for stopping on clearways, bus lanes and transit lanes and contrary to no stopping signs was increased from \$20 to \$50, there were no changes in the penalties for parking offences.

EDGE LINE ROADMARKINGS

The Motor Traffic Regulations were amended on 14th December, 1979 to prohibit motor vehicles from travelling on, across or outside edge lines marked on roadways to define the carriageway except when stopping, turning off or onto the roadway or overtaking turning vehicles.

TRANSIT LANES AND BUS LANES

The Motor Traffic Regulations were amended on 14th May, 1980 to prohibit a driver, who is otherwise not permitted to travel in a transit lane or a bus lane, from entering a transit lane or a bus lane for the purpose of turning until he is within 100 metres of the point at which he intends to turn, unless a sign is displayed at a greater distance to indicate that a turn is permitted.

INCREASED TAXI-CAB FARES

The Transport (Public Vehicles) Regulations were amended to provide for increases on and from 21st December, 1979, in the charges for taxi-cabs operating in the Metropolitan, Newcastle and Wollongong Transport Districts. The new rates are 55 cents flag fall (including the first 125 metres of travel); 40 cents per kilometre; \$9.00 per hour waiting time; and 50 cents radio booking charge.

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

LINES ASSOCIATED WITH "STOP" AND "GIVE WAY" SIGNS

The Motor Traffic and Metropolitan Traffic (General) Regulations were amended to provide that, on and from 1st June, 1980 where a "Stop" or "Give Way" sign is missing (for example, as a result of an accident or an act of vandalism), the transverse line marked on the roadway in respect of the sign shall impose the same requirements on a driver as does the sign itself.

DRESS OF FEMALE TAXI-CAB DRIVERS

On 23rd May, 1980 the Transport (Public Vehicles) Regulations were amended to provide that the clothes to be worn by a female driver or conductor of a public motor vehicle shall consist of, inter alia, low-heeled shoes and a dress; a sleeved blouse with a skirt or slacks; or a sleeved blouse with tailored shorts.

REAR FOG LAMPS

The Motor Traffic Regulations were amended to provide, on and from 1st June, 1980, that rear fog lamps may be fitted, as optional equipment to any vehicle.

PARKING BRAKES ON TRAILERS

The Motor Traffic Regulations were amended to provide for the compulsory fitting of parking brakes on every trailer and semi-trailer presented for first registration on or after*1st November, 1980, with the exception of certain caravan trailers, trailers comprising plant and certain light trailers, including pleasure trailers, designed for the carriage of goods.

*Exemption from compliance with this requirement has been granted until 31st December, 1981.

TEMPORARY TRAFFIC SIGNS AT ROADWORKS

The Motor Traffic and the Metropolitan Traffic (General) Regulations were amended on 1st June, 1980 to enable remote controlled and hand-held traffic control signs to be used at sites where construction or other roadworks are being carried out.

COPY OF REGULATIONS ISSUED TO LICENSEE

The requirements under the Transport (Public Vehicles) Regulations that each applicant for a taxi-cab or public vehicle licence be issued with a copy of the Regulations and produce it on demand at the request of any member of the Police Force or Authorised Officer or any intending hirer, were repealed with effect from 1st June, 1980.

ILLUMINATED ROUTE SIGNS ON OMNIBUSES

The Motor Traffic and the Transport (Public Vehicles) Regulations were amended with effect from 1st June, 1980 to remove the necessity for front route number signs to be capable of being illuminated on any bus used only in daylight or only on a route on which no other service is operated.

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.

The abolition of the Road Maintenance (Contribution) Act resulted in a change in emphasis in enforcement proceedings which was reflected by an increase in matters dealt with under other Acts.

Particulars of convictions undertaken by the Department for offences against 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 7.

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.

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 5 631 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 of them with or without a variation of the Commissioner's decision. In all 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.

Details of the cancellation, suspension and refusal of driving licences are shown in Appendix 13.

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.

Appeals were also heard in Courts of Petty Sessions against the Commissioner's decision 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 the requirement of registration. 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 State Transport (Co-ordination) Act related mainly to failure on the part of bus and lorry operators to comply with the terms of their licences.

There was a marked increase in the number of convictions obtained under the Motor Vehicles Taxation Management Act (23 compared with 4 in the previous year) relating to the registration tax payable on motor vehicles.

Convictions recorded under the Transport (Public Vehicles) Regulations, which mainly related to offences involving taxi-cabs, were 382 compared with 455 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.

There were four convictions, arising from the behaviour of taxi-cab drivers, for offences under the Summary Offences Act and Offences in Public Places Act.

INQUIRY INTO ACTIVITIES OF THE DEPARTMENT

Following allegations in Parliament by Mr. J.E. Hatton, M.P. on 30th November, 1978 of bribery, corruption and malpractices within the Department, particularly in relation to the issue of driving licences, the Government directed the Public Service Board to hold an Inquiry, pursuant to section 9 of the Transport (Division of Functions) Further Amendment Act, 1952, with the following terms of reference —

1. (a) The extent (if any) to which persons who are employed in the Department of Motor Transport have been engaged in criminal conduct or malpractice or neglect of duty in relation to —
 - (i) the testing of applicants for licences to drive motor vehicles or motor cycles; and
 - (ii) the registration of motor vehicles.
- (b) The extent (if any) to which any such criminal conduct or malpractice is or has been contributed to by the administration or the procedures of the Department.
- (c) The measures that might be taken to correct any such administration or procedures of the Department that are found to contribute to any such criminal conduct or malpractice.
2. Whether existing laws impose upon applicants for driving licences standards adequate to promote road safety, and if they do not, the measures that should be considered in that regard.
3. The extent (if any) to which the administration or procedures of the Department fail to ensure so far as possible that —
 - (i) driving tests conducted by the Department are carried out in conditions of safety;
 - (ii) infringements of the Motor Traffic laws that occur or come to notice of officers of the

Department before, during or after the conduct of such tests are reported to the appropriate authorities; and

- (iii) accidents that occur during the course of such tests are appropriately dealt with.

Mr. W.J. Lewer, LL.M., S.M. was delegated to conduct the Inquiry with the assistance of officers of the Crown Solicitor, the Public Service Board and the Police Department.

The first public hearing was held on 8th December, 1978 and there were a further 45 days of public hearings between then and 4th September, 1979.

The allegations were based principally on 97 statements made by eight driver examiners. Written and/or oral evidence was taken from these driver examiners, other Departmental employees, Public Service Board Inspectors and a Police Officer assisting the Inquiry, senior Departmental officers and members of the public.

Mr. Lewer submitted a Preliminary Report on Term of Reference 3 and the Department, at the invitation of the Minister, provided him with its comment on 15th June, 1979. Detailed submissions were also made to the Inquiry by the Department on Term of Reference 3, and on a report by Public Service Board officers.

The final report of the Inquiry was referred by the Chairman of the Public Service Board to the Minister on 6th November, 1979 who tabled it in Parliament on 27th November, 1979.

The Report dispelled absolutely widely publicised allegations of widespread bribery, corruption and malpractice within the Department.

On 31st January, 1980 the Department provided the Minister with a detailed response to the Report and has taken all reasonable steps, within the extent of its resources and the public benefit likely to be achieved, to honour its undertakings to implement the recommendations of the Inquiry.

The Inquiry recommended that an efficiency audit, as provided for in the Section 105 of the Public Service Act, be undertaken in the Department.

In considering the recommendation, the Minister recognised the close attention being given by the Commissioner to administrative practices which were the subject of comment in the report of the Inquiry. Accordingly it was decided that a Management and Strategy Review of the Department's basic functions, structures and policies would be more appropriate.

The review commenced on 17th June, 1980 and was proceeding at the end of the report year.

ROAD FREIGHT ENQUIRY

In August, 1978, the Government set up a Commission of Enquiry into the New South Wales Road Freight Industry. The Commission was charged with examining and recommending on all aspects of road freight operations, including safety measures, the effect of truck operations on road standards and the need or otherwise for rationalisation of freight traffic between road and rail systems.

The Department made a submission to, and appeared before public hearings of, the Commission.

The Commission concluded its examination and submitted its findings and recommendations to the Government. At the conclusion of the Report year the findings and recommendations were being examined by a Working Party on which this Department was represented.

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 12, 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 10 — Total registrations in force for vehicles of various types.
- Appendix 11 — New vehicles registered during the year.
- Appendix 12 — Driving licences on issue.

Vehicle Registrations in Force. Motor vehicle registrations rose during the year to 3 049 740 — an increase of 4% on the previous year.

New Vehicles. Registrations of new vehicles in New South Wales totalled 257 661 this year — an increase of 1.6% on the previous year.

Drivers' Licences. Vehicle drivers' and cycle riders' licences totalled 2 980 397 — an increase of 3.2% on the previous year.

Competency tests for licence applicants. The Department conducts driving tests at 34 centres throughout the State at which 94 driver examiners are employed. At other centres driving tests are conducted by Police. In the report year, Departmental driver examiners conducted 181 848 tests resulting in the issue of 97 216 licences. The pass rate was 53.46%.

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 on payment of a charge of \$35. 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.

The revenue — \$1 348 025 — derived this year from the issue of these plates was used to help meet the operating costs of the Department's Traffic Accident Research Unit.

Clean Air Act and Regulations. The Department of Motor Transport is advised by the State Pollution Control Commission, which administers the Act, of any notice of suspension of a registration served on a vehicle owner; and of the prohibition of the registration of a motor vehicle.

During the report year the Department was advised of the suspension of the registrations of 19 vehicles.

MOTOR REGISTRIES

To provide the best possible service to the public and to give practical effect to its decentralisation policy, the Department operates 79 motor registries and payment offices in suburbs of Sydney, in the Newcastle and Wollongong areas and in many of the main country cities and towns throughout the State. 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 9; and a listing of all motor registries and payment offices is given in Appendix 8.

Testing of applicants for General Licences under the Water Traffic Regulations on behalf of the Maritime Services Board of N.S.W. For some years an arrangement has existed between the Department and the Maritime Services Board of N.S.W. whereby Departmental motor registry officers test applicants for General Licences under the Water Traffic Regulations at certain inland localities where the Board has no employees of its own. During the report year this work was carried out at 30 Departmental motor registries.

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, 1980 authorised insurers numbered four, one less than at 30th June, 1979.

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 97.98%), the premiums for which are almost invariably paid to this Department at the same time as other amounts due for vehicle registration. Net collections this year on behalf of the Government Insurance Office reached a new record of \$270 016 824, a rise of \$37 282 205 on last year. Commission received in this connection and credited to the Road Transport and Traffic Fund totalled \$1 788 620.

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% on 1st January, 1980 to correspond with the increase in the Index during the year ended 30th September, 1979.

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 7. The records of traffic offences committed by individual motorists are maintained by this Department and, as required, it supplies information from them 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. This year the number of offences noted on the Department's records increased to 376 552 as against 354 223 for the previous year. In 302 308 of these cases liability for the offences had been satisfied by payment of the appropriate penalties under the infringement notice scheme. Convictions for the types of offences involving automatic disqualification from driving numbered 22 874 which is 450 more than in 1978-79.

Additional information, including detailed statistics and explanatory notes, follow and also appear in Appendix 13.

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 impose a period of disqualification for offences of other types.

Disqualifications Imposed. During the year the courts found proved 23 836 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 962 offenders were discharged under Section 556A of the Crimes Act without conviction. Of the 22 874 cases in which convictions were recorded, the statutory automatic period of disqualification operated in 6 614 instances but in the remaining 16 260 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 36 drivers out of the 689 brought before them by comparison with 38 drivers out of a total of 837 last year.

Section 556A of the Crimes Act was applied by the courts to discharge without conviction 870 of the 18 322 drivers brought before them on charges of having the prescribed concentration of alcohol.

There were also 4 275 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 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 12) 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.

In addition to being issued to new drivers and to drivers with unsatisfactory traffic records, provisional licences are also issued where there is doubt regarding an applicant's fitness in view of previous conduct or habits.

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.

Statistics of licences suspended and cancelled by the Commissioner under the Points System and Provisional Licence Scheme during the year are shown in Appendix 13.

COMMERCIAL TRANSPORT SERVICES

GENERAL BACKGROUND

SPECIAL LEGISLATION APPLICABLE

Licensing Acts. There are two licensing Acts applicable to commercial road transport services — 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.

Vehicles are licensed as goods vehicles, buses, taxicabs, private hire cars, tourist vehicles and service vehicles. The conditions of licences reflect a general policy but also, particularly for passenger carrying vehicles, are varied to suit individual circumstances.

Other Requirements. Under the Motor Traffic Act — the general "road rules" legislation — several other controls, such as weight limitations and maximum periods of driving, are also applicable to commercial transport operators.

Interstate Trade. Operations in the course, and for the purpose, of interstate trade are not subject to licensing but vehicles must be registered and comply with standards of roadworthiness and drivers must be licensed and observe safe driving requirements.

GOODS VEHICLES

ADMINISTRATIVE PRACTICES

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 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.

Road Maintenance (Contribution) Act

This Act, which was introduced in 1958, was repealed on 7th December, 1979. Prior to the repeal of the Act

the Government in May 1979 decided to cease all action to obtain payment of charges. The concession of 33-1/3% reduction in weight tax which applied to vehicles subject to road maintenance charges was removed as from 1st January, 1980 when full weight tax was reimposed.

PASSENGER SERVICES — SYDNEY, NEWCASTLE AND WOLLONGONG AREAS

Transport Act Applies.

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.

BUS SERVICES

Service Licence Necessary. In addition to the licences for the buses themselves, licences for the services are required by private bus operators in the Transport Districts.

Service Licence Fees are determined individually for each service according to the return to the operator, the nature of the service, its effect (if any) on Government 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 \$43 795, the fees for the individual services varying from \$10 to \$1 119. Service licence fees for Government 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. The tax is applied for maintenance of bus routes, as described in a following paragraph. Receipts from bus tax, details of which appear in Appendix 4, totalled \$925 081 compared with last year's figure of \$928 790.

Contribution by Government Bus Services. Although legally obliged to pay service licence fees only (and not registration fees or motor vehicle tax) the Public Transport Commission, 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 \$384 611.

Revenue Distributed for Roadworks. Most of the revenue derived from these sources is distributed on a proportionate basis to authorities (usually Councils) responsible for the maintenance of roads the buses use. Appendix 5 describes the basis of distribution and lists the individual amounts paid.

Fares. Approval was given for a general fare increase, applicable from 7th November, 1979, which was designed to offset an increase of 13.26% in operational costs throughout the bus industry since the previous increase in December, 1978. Proportionate increases

in the cost of weekly tickets were also authorised.

After consideration by Cabinet, applications for increases in fares for privately operated bus services are determined by the Department on the basis of a cost index which takes into account an agreed list of items which represent the main components of bus services operating costs.

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 report year fourteen services were transferred and the number of operators was reduced by one.

SUMMARY OF BUS STATISTICS (as at 30th June)

	Metropolitan	Newcastle	Wollongong	Total
Operators				
1980	101	14	13	128
1979	102	14	13	129
Services				
1980	199	19	24	242
1979	199	21	24	244
Buses				
1980	1525	143	172	1840
1979	1516	152	174	1842

For details of revenue derived and distributed see —
Appendix 4-re revenue receipts, expenditure and distribution of the Public Vehicles Fund
Appendix 5-re amounts distributed for roadworks from that Fund.

TAXI-CABS AND PRIVATE HIRE CARS

Registration under Transport Act. 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.

Tax Revenue Expended on Traffic Facilities. 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	
	1980	1979	1980	1979	1980	1979
Taxi-cabs —						
Unrestricted	2 437	2 437	86	86	—	—
Restricted	1 023	1 023	*48	46	117	117
Sub Total	3 460	3 460	134	132	117	117
Private Hire						
Cars	237	224	13	13	4	4
Total	3 697	3 684	147	145	121	121

*Of the 48 Newcastle taxi-cabs 45 have been made unrestricted for a trial period of six months from 3rd March, 1980. No change was made in the restricted licence conditions for the three 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 21st December, 1979.

TOURIST SERVICES

At the end of the report year there were 64 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

CO-OPERATION WITH COUNCILS

As well as being registered and licensed by this Department, most public passenger vehicles outside the Transport Districts are licensed by local Councils. A policy of close collaboration with Councils concerning current services or the need for additional services has been followed for many years.

At the end of the report year a proposal was under consideration by the Government 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. The desirability of single control of buses and tourist vehicles on a State-wide basis was recommended by the Commission of Enquiry into Privately Operated Omnibus and Tourist Vehicle Services conducted by Judge Sir Adrian Curlewis.

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 2 901 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 913 taxi-cabs and 89 private hire cars in service compared with 922 and 95, respectively, for the year ended 30th June, 1979.

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 Necessary. 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 route 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 Provided. 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 latter mentioned services, usually referred to as "Commuter Services", provide regular air travel facilities over an increasing number of routes within the State as feeders to major centres, and also in the form of direct services to Sydney from country airports.

Commuter operations are regarded as a worthwhile complement to main airline services, and it is the Department's 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:-

Cobar — Bourke — Brewarrina — Nyngan — Sydney.
Cudal — Sydney.
Wollongong — Sydney.
Castle Hill — Sydney (helicopter service).
Forster/Tuncurry — Sydney.
Wagga Wagga — Dubbo.
Orange — Dubbo.

Review of Aircraft Licensing Policies. In November, 1978 decisions on a number of contentious applications for regular air services were deferred pending a review by the Department of aircraft licensing policies as requested by the Minister. The existing policies had been in force for over ten years.

In the course of the review, the Department invited comment on existing policies from the Commonwealth Department of Transport, all holders of licences to conduct scheduled services, operators involved in pending applications and the General Aviation Association which represents operators in the commuter, charter and general aerial work spheres.

The report of the inquiry was under consideration by the Minister at the end of the report year.

Inter-Departmental Committee on Aircraft Licensing. Due to the time that had elapsed since the commencement of the policy review and as there was no prospect of an early Government decision on the matter, in May 1979, the Minister appointed an Inter-Departmental Committee to assist the Commissioner in his consideration of pending applications to conduct regular air-services within the State. The Committee comprises the Commissioner

for Motor Transport (Chairman) and representatives of the Ministry of Transport, the Treasury and the Department of Decentralisation.

FERRY SERVICES

There are 12 privately owned ferry services operating for the conveyance of passengers in the Port of Sydney (an increase of 1 on the previous year) which are required to be licensed under the State Transport (Co-ordination) Act. The new service operates between Circular Quay and Birkenhead Point.

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 structured within the following well known matrix. The factors in the nine spaces enclosed by the heavy border are only examples of many hundreds of elements involved in crashes.

	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
ENVIRONMENTAL FACTORS	Road design Traffic engineering	Roadside furniture Natural hazards	Accessibility

Research is aimed at identifying the most cost effective ways in which road-user behaviour, vehicles and roads may be modified in order to improve traffic safety. Good statistical support is basic to such research.

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 Section is involved in the development of vehicle hardware such as crash helmets and child restraints which can protect people against injury arising from traffic crashes.

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 is responsible for lecturing and training activities for the dissemination of community educational material produced in the Unit or supplied by the Commonwealth Department of Transport, and the promotion of traffic safety programmes through static displays and exhibitions. It administers a comprehensive research library which receives a great deal of literature from all over the world.

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. The computer is also used for processing data collected in the course of the Unit's other research activities. 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 61 Research Reports at the end of the report year. Reports published during the year under review are:-

- 2/79 The "slob" campaign: An experimental approach to drink-driving mass media communications.
- 3/79 Steel belted radial ply passenger car tyres: An enquiry into alleged failures.

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 the testing and evaluation of various devices such as seat belts and child restraint 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 formation 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 14 present profiles of 1 116 fatal crashes and of 1 278 persons killed during the year under review.

Salient features of Table 1 are —

- 1 116 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 3p.m. and 6p.m.;
- 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.

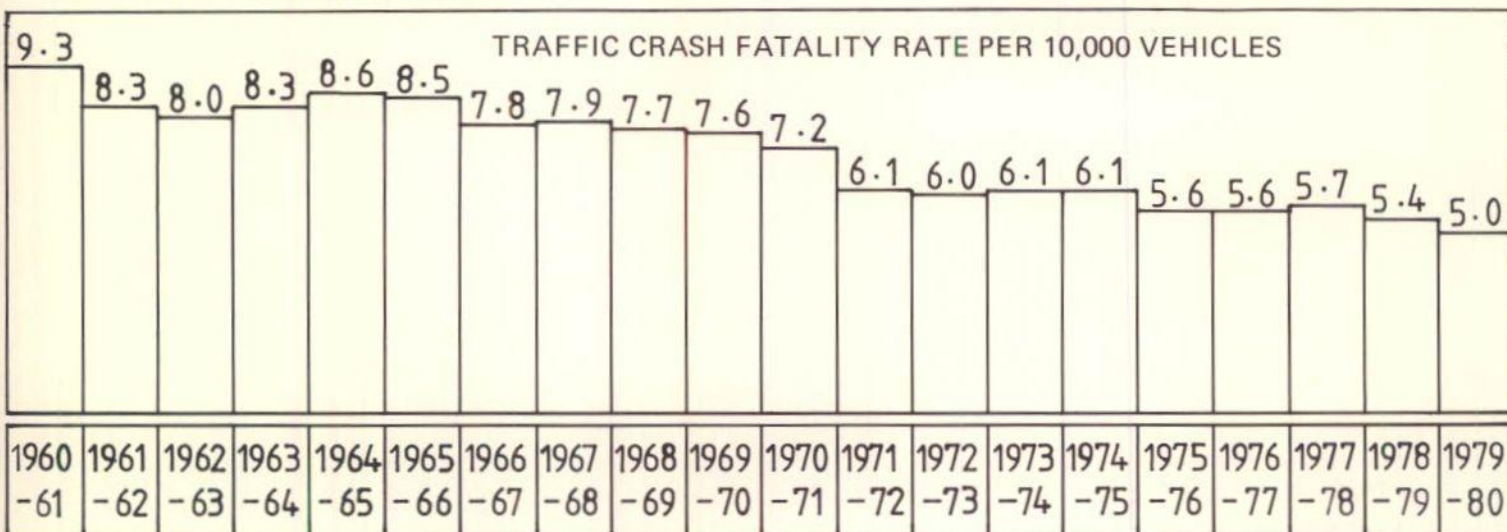
These figures are consistent with independent research findings concerning the dangers of "social driving" and suggest some relationship between late-night, weekend and alcohol-related crashes.

- motorcyclists in these age groups were particularly vulnerable with nearly three-quarters 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 50 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 14) 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 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.



Salient features of Table 2 are —

- 1 278 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;

AUTOMOTIVE ENGINEERING

GENERAL VEHICLE FITNESS POLICY

Departmental policies lay emphasis on regular inspection 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.

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 Inspectors (Mechanical) 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 (as described later) or at a motor registry where a Departmental Inspector (Mechanical) 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, 5 103 Authorised Inspection Stations employing 10 500 examiners were participants in the scheme, and on average each station would have inspected approximately 600 vehicles during the year compared with 4 980 and 10 250 respectively on 30th June, 1979 when an average of approximately 590 vehicles would have been inspected at each station.

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. 25 Inspectors (Mechanical) 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 131 reports resulting in recommendations to the Commissioner who disqualified 47 Authorised Inspection Stations and 49 examiners from the scheme either indefinitely or for periods of up to two years. This compares with 43 stations and 50 examiners disqualified during the previous year. In 98 other cases all or part of the security bond was forfeited. 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. During the report year six such cases were heard. In three cases the Commissioner's decisions were confirmed but the periods of suspension were varied; in two cases the appeals were withdrawn and the remaining case had not been heard at the end of the report year.

DEFECTIVE VEHICLES IN SERVICE

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

Government Inspections of Heavy Lorries. Following the tragic accident on the Mount Ousley Road in May, 1979, the Government announced its intention to introduce improved inspections of all motor lorries with a tare weight in excess of 2 tonnes. Ways and means for the introduction of improved inspections have been investigated by the Department.

As an interim measure, ten mobile teams of Inspectors were formed to carry out check inspections of motor lorries operated by transport fleet owners. The first teams went into service in November, 1979, and at the end of the report year they had examined 6 789 vehicles. Of these, 2 969 (44%) were found to be defective including 672 which had major defects.

Two-thirds of the major defects were in the braking systems — Appendix 15 details the results of these inspections. In New South Wales there are about 140 000 motor lorries with a tare weight in excess of 2 tonnes. The mobile inspection teams, which were phased in over a number of months, average approximately 350 inspections per week.

The inspection teams have operated from panel vans and inspected vehicles at fleet owners' workshops. However, to ensure that the teams are able to operate in all areas irrespective of the availability of inspection facilities, five fully equipped mobile inspection stations were on order at the end of the report year.

Inspection of vehicles in Second-Hand Dealers' Yards. Regular inspections are carried out by Departmental Inspectors (Mechanical) 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 and 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, 1980 was 28 261 compared with 24 045 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 under review 1 446 licences and 5 154 certificates were in issue as against 1 561 and 4 673 respectively on 30th June, 1979. During the year three applications for licences and 124 for certificates were refused by the Commissioner. Four applications for renewal of drivers' certificates were refused and two certificates were cancelled. There were 21 appeals to the court against the refusals to grant certificates, of which 12 were upheld. Three appeals were lodged against the refusals to grant licences; all 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, 1 835 licences were in issue as against 1 810 on 30th June, 1979. The discretionary powers conferred on the Commissioner by the Act were exercised when seven applicants were refused licences. During the year two licences were cancelled and five applications for renewal of licences were refused. Appeals to the court against two of these refusals were dismissed.

Licence Fee Concessions for Pensioners. The Motor Traffic Regulations were amended to provide that from 1st January, 1979, a person who received a pension from either the Department of Social Security or the Department of Veterans Affairs and was the holder of a Pensioner Health Benefits Card was entitled to a concession in the fee payable for a driver's (or rider's) licence. Half of the ordinary annual fee was payable on licences taking effect in 1979, whilst no fee was payable from 1st January, 1980.

During the period from 1st January, 1980 to 30th June, 1980, 30 625 drivers' licences were issued to eligible pensioners free of charge.

Disabled Persons' Parking Authority. The Department administers the car parking concession provided to assist disabled persons 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.

A disabled person obtains from the Department an authority card for display on the windscreen of the vehicle when it is being used by the disabled person.

Since inception of the scheme in 1972, 11 505 such parking authorities have been issued.

Log Books for Drivers of Heavy Vehicles. To assist in the enforcement of limits on hours of driving imposed by the Motor Traffic Act in the interests of safety, Regulations under the 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. This requirement applies also where a vehicle is carrying coal to the Inner Harbour at Port Kembla, and on return journeys, irrespective of the length of the 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. A nominal charge of \$1 per book is made to cover production costs.

This year 27 160 books were issued by this Department, 23 175 going to New South Wales drivers and 3 985 to drivers from other States.

STAFF

General Employment. During the year under review approval was granted for the employment of a number of additional motor vehicle examiners to cater for expanded motor vehicle inspections, particularly to monitor the mechanical fitness of heavy motor lorries.

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 adhered to the prescribed staff limits.

Number of employees. At the end of the year under review, 2 733 persons were in the employ of the Department, compared with 2 722 on 30th June, 1979. Details are given in Appendix 16.

The following executive appointments were made on 8th October, 1979:-

- Mr. E.B. Blackhall was appointed Executive Director (Administration).
- Mr. A.J. Percival was appointed Chief Superintendent.
- Mr. N.A. Williams was appointed Secretary.
- Mr. G.F. Mudge was appointed Registrar of Motor Vehicles.

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.
- Instruction of officers in letter writing and telephone answering techniques.

- Attendance of senior officers at seminars conducted by the Australian Institute of Public Administration and the Public Service Board.
- Participation by officers in residential courses conducted by the Institute of Administration in the University of New South Wales.
- Attendance of officers at courses in management offered by the Public Service Board.
- 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.
- Participation of officers in administrative instructional courses which are specially designed to help develop their managerial potential.
- 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.
- Induction courses for newly recruited staff.
- A course in Motor Registry procedures.
- A refresher course for Motor Registry Officers.

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.

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 able to be enlarged by amalgamation with properties acquired adjacent to existing sites.

Achievements. During the year enlargement of the motor registry yards at Beverly Hills, Penrith and Newcastle was completed, in the last mentioned case by bridging over an adjoining stormwater channel. Alterations were almost completed to provide an annexe at Parramatta Motor Registry to improve the service to members of the public presenting vehicles for original registration.

Work was commenced on new motor registries at Albury and Coffs Harbour and enlargement of the Regional Office and Motor Registry at Newcastle. Enlargement of the motor registry sites at Charlestown, Gosford and Wyong was well advanced at the end of the year as were improvements to the motor vehicle inspection facilities at Tamworth Motor Registry and erection of a shelter over the inspection pit area at Penrith Motor Registry.

Sites were acquired beside the Department's premises at Wollongong and Queanbeyan to enable future extensions to the motor registry yards. Negotiations were well advanced for land acquisitions 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) for a new motor registry. In addition, the Department's programme of acquiring good standard residences in selected country centres for leasing to Departmental officers was continued by purchasing cottages at Bathurst, Goulburn and Queanbeyan.

At the Department's Head Office, motor vehicle testing facilities were improved and a Handicapped Driver Assessment Centre was established at ground floor level to facilitate the examination of handicapped applicants for drivers' licences. A number of staff areas were upgraded to improve working conditions. Installation of a second "no-break" power system and an additional diesel generator to ensure continuous power supply to the Department's "On-line" computer system was completed.

DATA PROCESSING

In keeping with the Department's aim for increased operational efficiency, several refinements were made to the Department's "On-line" computer system during the year.

In the period under review an improved precautionary measure in the form of a record of chassis numbers of stolen vehicles was established to help combat the possibility of stolen motor vehicles being accepted for registration. The new measure was developed to augment the existing record of the serial numbers of stolen engines which has been maintained for many years.

The expanded facilities enable motor registry officers who have direct access to the Departmental computer to carry out a pre-registration check to ensure that the vehicle has not been reported as stolen.

Those motor registries which do not have direct access are assisted by the Police Department, which agreed to the use of its State-wide telex network to enable similar pre-registration checks to be carried out.

Other Major Developments:-

- A system was introduced to cater for identification of licences issued without charge to eligible pensioners.
- A new "On-line" facility was provided to enable the early verification of receipt of remittance by mail for registration and licence renewals.
- The use of the computer was extended in relation to the preparation of high-volume routine correspondence.
- Additional information was recorded on the "On-line" record to show the name of the person appointed by non-proprietary organisations as the "nominee" to assist in the serving of summonses for unpaid parking infringement notices.
- Facilities were provided to suppress the despatch of further mail to addresses from which previous correspondence has been returned unclaimed.

STORES AND STATIONERY

The Stores Section obtains the wide range of items used by the Department. 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 the bulk of the Department's stationery requirements, public information leaflets, instruction manuals, reports and a variety of miscellaneous stationery items.

MAIL HANDLING

During the year approximately 7.3 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, club nights and harbour cruises.

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 purchased by the Social Club in 1979 for the use of members and their families have received 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.

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 4 436, an increase of 116 over the previous year.

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 charities, in particular the Rehabilitation Centre of the South Sydney Hospital and the Windgap and Sylvanvale Schools for handicapped children.

APPENDIX 1

SUMMARY OF COLLECTIONS FOR YEAR ENDED 30TH JUNE

	1979 \$	1980 \$
Motor Vehicle Taxation (net) on —		
(a) Motor vehicles, other than public motor vehicles in the Metropolitan, Wollongong and Newcastle Transport Districts. (Paid into Main Roads Fund)	135 434 428	144 115 594
(b) Public motor vehicles in the Metropolitan, Wollongong and Newcastle Transport Districts. (Paid into Public Vehicles Fund).....	1 274 432	1 285 677
Total net collections of motor vehicles taxation.....	136 708 860	145 401 271
Tonne-kilometre Charges (net) on —		
Commercial goods vehicles of more than 4.1 tonnes carrying capacity. (Paid into Main Roads Fund)	19 578 019	1 222 885
Fees for motor vehicle registration, driver and rider licences, etc. and miscellaneous collections. (Paid into Road Transport and Traffic Fund)	66 166 437	68 221 465
Insurance Premiums (net) for Government Insurance Office under Motor Vehicles (Third Party Insurance) Act	232 734 619	270 016 824
Road Transport and Traffic Fund Advance Payments Account — Proportion of fees for three year driver and rider licences	3 515 720	4 364 988
Ad-valorem Stamp Duty (net) on motor vehicle registrations under Stamp Duties Act. (Paid into Consolidated Revenue Fund)	53 097 314	55 485 536
Traffic Accident Research Account — Receipts for issue of personalised number plates.....	1 365 605	1 348 025
Service Licence Fees in respect of Government and private motor bus services in the Metropolitan, Wollongong and Newcastle Transport Districts. (Paid into Public Vehicles Fund).....	76 065	72 302
Charges (net) in respect of the carriage of goods and passengers on journeys in competition with Government transport services; licence and permit fees, etc. (Paid into State Transport (Co-ordination) Fund).....	669 031	703 209
Total Fees, Tax, etc.	513 911 670	546 836 505
Sundry contributions by other Government Bodies	1 142 897	1 240 961
Balance on Funds brought forward.....	6 429 474	7 224 532
Total	521 484 041	555 301 998

APPENDIX 2

SUMMARY OF DISBURSEMENTS FOR YEAR ENDED 30TH JUNE

	1979 \$	1980 \$
Costs of Administration — Department of Motor Transport —		
Salaries and Wages.....	30 336 874	33 277 326
Purchase of Assets.....	2 615 243	1 578 027
Other Goods and Services	9 916 589	11 669 134
	<u>42 868 706</u>	<u>46 524 487</u>
Recoup to Consolidated Revenue —		
Costs of Police Traffic Services.....	14 514 407	4 942 738
Payment towards the cost of Ambulance Services.....	750 000	750 000
	<u>15 264 407</u>	<u>5 692 738</u>
Payment of Traffic Facilities Fund under Section 23 of the Traffic Authority Act	17 110 309	19 798 278
Payments to Road Authorities —		
Department of Main Roads (main roads)	149 279 125	144 988 430
Councils, Shires, etc. (omnibus routes)	994 343	1 004 408
	<u>150 273 468</u>	<u>145 992 838</u>
Collections received for and transmitted to —		
Government Insurance Office	232 734 619	270 016 824
Stamp Duties Office	53 097 314	55 485 536
	<u>285 831 933</u>	<u>325 502 360</u>
Road Transport and Traffic Fund Advance Payments Account—		
Transferred to Road Transport and Traffic Fund	2 892 506	3 638 858
Refunds.....	18 180	18 092
	<u>2 910 686</u>	<u>3 656 950</u>
Total Disbursement.....	514 259 509	547 167 651
Balance Carried Forward	7 224 532	8 134 347
Total	<u>521 484 041</u>	<u>555 301 998</u>

APPENDIX 3

ROAD TRANSPORT AND TRAFFIC FUND Statement of Receipts and Payments for the year ended 30th June

Receipts			Payments		
	1979 \$	1980 \$		1979 \$	1980 \$
Motor Traffic Act	62 574 614	64 629 854	Salaries and Wages	25 592 955	31 873 287
Motor Vehicles Taxation Management Act	90 984	92 362	Payroll Tax	1 249 621	1 575 101
Transport Act	474 323	450 229	Travelling Concessions to Employees	20 833	27 774
	63 139 921	65 172 445	Travelling Expenses	557 156	820 734
Less Refunds	51 949	50 579	Superannuation Funds Contributions	174 822	882 219
	63 087 972	65 121 866	Postal and Telephone Charges	1 770 860	2 010 358
Exchange, Search Fees, etc.	212 234	225 508	Maintenance of Motor Vehicles ..	180 315	432 754
Unclaimed Moneys	19 572	23 434	Printing, Stationery, Office Stores and Data Processing		
Miscellaneous	334 130	339 695	Rental	1 135 956	1 550 508
	63 653 908	65 710 503	Maintenance of Office Equipment	290 899	361 837
Commission on Insurance Premiums Collected	1 711 333	1 788 620	Building Maintenance and Rent ..	1 536 884	1 467 185
Compulsory Vehicle Examination — Service Station Fees	31 380	32 124	Electric Light and Power	286 075	368 735
Motor Vehicle Driving Instructors' Licence Fees	21 278	21 102	Interest, Exchange — Sinking Fund	111 800	112 680
Air Transport Act — Licence Fees	1 058	897	Cash Security Services	135 322	197 238
Transfer of Public Vehicles (Taxation) Act	592 071	618 137	Motor Vehicle Registration Labels	110 095	133 055
Tow-Truck Act Fees	48 708	50 082	Motor Vehicle Number Plates	441 079	426 852
Consolidated Revenue Fund — Contribution towards cost of collection of "Ad Valorem" Stamp Duty	474 343	536 672	General Expenses	297 017	756 733
Repayable Advance	—	55 130		33 891 689	42 997 050
State Transport (Co-ordination) Fund — payment for costs of administration	671 891	—	Purchase of Assets — Purchase of Land	680 135	164 894
Contribution by Commonwealth Government towards the cost of — Transport Planning and Research Programme	52 706	53 018	Erection of Buildings	474 451	731 629
Councils' Proportion of Parking Meter Supervision Costs	463 324	420 188	Purchase of Motor Vehicles	Cr. 16 394	480 630
Sale of Real Estate	106 700	—	Purchase of Office Furniture and Machines	1 034 412	149 531
Total Receipts	67 828 700	69 286 473		2 172 604	1 526 684
Trust Moneys — Security Deposits, etc. Balance Brought Forward	218 539	221 374	Payment of Traffic Facilities Fund in Special Deposits Account, under Section 23, Traffic Authority Act	16 500 000	19 070 000
Receipts	86 547	202 016	Payment towards the cost of Ambulance Service under Section 202, Transport Act	750 000	750 000
	68 133 786	69 709 863	Value of Police services in respect of supervision of traffic, registration of vehicles and licensing of drivers	32 677 836	40 288 960
			Deficiency in Fund to meet recoup	18 163 429	35 346 222
			Amount recouped to Consolidated Revenue Fund ..	14 514 407	4 942 738
			Total payments	67 828 700	69 286 473
			Trust Moneys — Security Deposits, etc. Refunds	83 712	100 231
			Balance Carried Forward	221 374	323 159
				68 133 786	69 709 863

G.F. ARDILL,
Chief Accountant,
3rd October, 1980.

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

In my opinion, the above statement of receipts and payments for the year ended 30th June, 1980, is a correct record of transactions as shown by such accounts.

SYDNEY, 5th November, 1980.

F.E. HOLDEN, Deputy of Auditor-General of New South Wales.

APPENDIX 4

PUBLIC VEHICLES FUND (SPECIAL DEPOSITS ACCOUNT) Statement of Receipts, Expenditure and Distribution for the year ended 30th June

Receipts			Expenditure and Distribution		
	1979 \$	1980 \$		1979 \$	1980 \$
1st July — Balance brought forward	252 157	263 311	Distribution to Municipalities, Shires and other Authorities —		
Buses —			Buses —		
Tax —			Tax —		
Metropolitan.....	788 014	790 835	Metropolitan.....	780 460	794 097
Newcastle.....	88 235	86 156	Newcastle.....	87 653	86 720
Wollongong.....	52 541	48 090	Wollongong.....	51 789	48 722
Total.....	928 790	925 081	Total.....	919 902	929 539
Other Public Vehicles —			Payment to Traffic Facilities		
Tax — (Metropolitan, Newcastle and Wollongong Transport Districts).....	345 642	360 596	Fund in Special Deposits Account under Section 23, Traffic Authority Act.....	330 000	340 000
Service Licence Fees —			Payment for supervision at certain taxi-cab ranks.....	15 000	15 000
Metropolitan.....	66 713	62 992	Distribution of service		
Newcastle.....	5 182	5 136	Licence Fees —		
Wollongong.....	4 170	4 174	Metropolitan.....	65 510	65 011
Total.....	76 065	72 302	Newcastle.....	4 742	5 040
			Wollongong.....	4 189	4 818
			Total.....	74 441	74 869
			Balance in Fund at 30th June —		
			Buses —		
			Tax —		
			Metropolitan.....	215 444	212 182
			Newcastle.....	18 224	17 660
			Wollongong.....	11 681	11 048
			Other Public Vehicles —		
			Tax — (Metropolitan, Newcastle and Wollongong Transport Districts).....	3 465	9 061
			Service Licence Fees —		
			Metropolitan.....	12 458	10 439
			Newcastle.....	876	972
			Wollongong.....	1 163	520
				263 311	261 882
Grand Total.....	1 602 654	1 621 290	Grand Total.....	1 602 654	1 621 290

G.F. ARDILL
Chief Accountant,
3rd October, 1980.

The accounts of the Public Vehicles Fund have been audited as required by Section 208(1) of the Transport Act, 1930.
In my opinion, the above statement of receipts, expenditure and distributions for the year ended 30th June, 1980, is a correct record of transactions as shown by such accounts.

SYDNEY, 5th November, 1980.

F.E. HOLDEN, Deputy of Auditor-General of New South Wales.

APPENDIX 5

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 Government bus services

	1979 \$	1980 \$
METROPOLITAN TRANSPORT DISTRICT —		
(a) COUNCILS —		
Ashfield	12 011	12 208
Auburn	12 470	12 675
Bankstown	47 234	48 012
Baulkham Hills	6 125	6 226
Blacktown	28 939	29 416
Botany	4 179	4 248
Burwood	12 271	12 473
● Camden	1 909	1 941
Campbelltown	9 852	10 014
Canterbury	39 307	39 954
Concord	9 211	9 362
Drummoyne	8 643	8 785
Fairfield	36 856	37 463
Holroyd	17 522	17 810
Hornsby	12 844	13 056
Hunters Hill	2 849	2 896
Hurstville	18 349	18 651
Kogarah	11 453	11 642
Kuringai	13 971	14 201
Lane Cove	5 748	5 842
Leichhardt	25 583	26 004
Liverpool	24 744	25 152
Manly	8 677	8 820
Marrickville	19 575	19 897
Mosman	6 111	6 212
North Sydney	15 265	15 517
Parramatta	29 779	30 269
Penrith	10 126	10 292
Randwick	47 102	47 877
Rockdale	21 641	21 997
Ryde	18 468	18 773
South Sydney	10 221	10 389
Strathfield	8 316	8 453
Sutherland	21 575	21 930
Sydney	153 610	156 139
Warringah	16 033	16 297
Waverley	17 238	17 521
Willoughby	23 783	24 175
Windsor	1 353	1 375
● Wollondilly	505	514
Woollahra	20 243	20 576
(b) AUTHORITIES —		
Health Commission (Lidcombe Hospital)	698	709
Necropolis Trustees (Rookwood)	826	840
	813 215	826 603
(c) Capital Debt Reduction	32 755	32 506
TOTAL — METROPOLITAN	845 970	859 109
NEWCASTLE AND DISTRICT TRANSPORT DISTRICT —		
(a) COUNCILS —		
Newcastle	62 729	62 182
Lake Macquarie	21 734	21 545
● Port Stephens	4 038	4 003
● Great Lakes	643	638
● Gloucester	3	3
● Maitland	128	127
● Cessnock	214	212
● Wyong	535	530
	90 024	89 240
(b) Capital Debt Reduction	2 371	2 520
TOTAL — NEWCASTLE	92 395	91 760
WOLLONGONG TRANSPORT DISTRICT —		
COUNCILS —		
Wollongong	49 881	47 710
● Shellharbour	5 529	5 288
● Campbelltown	87	83
● Kiama	390	373
● Sutherland	91	87
♦ TOTAL — WOLLONGONG	55 978	53 541
COMBINED GRAND TOTAL	994 343	1 004 410

- 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 Government 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 6

STATE TRANSPORT (CO-ORDINATION) FUND Statement of Receipts and Payments for the year ended 30th June

Receipts			Payments		
	1979 \$	1980 \$		1979 \$	1980 \$
Balance brought forward from previous year	58 505	55 645	*Payment to Road Transport and Traffic Fund for costs of administration.....	671 891	—
State Transport (Co-ordination) Act			Total Payments.....	671 891	—
Licence Fees.....	643 689	677 445			
Less Refunds.....	1 066	1 044	Security Deposits held at 30th June	1 250	795
	642 623	676 401	Balance in Fund at 30th June...	55 645	758 854
Miscellaneous Fees.....	25 822	27 180			
Less Refunds.....	9	—			
	25 813	27 180			
Fines and Court Costs.....	486	—			
Less Refunds.....	—	372			
	486	Dr. 372			
Revenue in respect of the carriage of goods.....	109	—			
Total Receipts	669 031	703 209			
Security Deposits —					
Balance from previous year....	1 250	1 250			
Receipts.....	—	145			
	1 250	1 395			
Less Refunds.....	—	600			
	1 250	795			
	728 786	759 649		728 786	759 649

*EXPLANATORY NOTE: Payment to the Road Transport and Traffic Fund for costs of administration in 1979/80, in accordance with Section 26(5) of the State Transport (Co-ordination) Act, was deferred pending a review of the basis of assessing those costs. The review has been made since the close of the year and a payment to the Road Transport and Traffic Fund for costs of administration in 1979/80 will be made in 1980/81.

G.F. ARDILL,
Chief Accountant,
3rd October, 1980.

The accounts of the State (Co-ordination) Fund have been audited as required by Section 208(1) of the Transport Act, 1930.

Review of the Department's assessment of the costs of administration has not yet been completed and will be considered during the course of the audit of the accounts for the year ended 30th June, 1981.

Subject to the above observation, in my opinion, the above statement of receipts and payments for the year ended 30th June, 1980, is a correct record of transactions as shown by such accounts.

SYDNEY,
5th November, 1980.

F.E. HOLDEN,
Deputy of Auditor-General
of New South Wales.

APPENDIX 7

STATEMENT OF CONVICTIONS ON PROSECUTIONS INSTITUTED BY THE DEPARTMENT OF MOTOR TRANSPORT FOR THE YEAR ENDED 30TH JUNE, 1980

MOTOR TRAFFIC ACT AND REGULATIONS:

Unlicensed driver	31
Drive vehicle upon a public street without having number plate properly affixed	14
Permit vehicle to be driven upon a public street without having number plate properly affixed.....	4
Drive unregistered vehicle	129
Permit unregistered vehicle to be driven.....	106
Operate unregistered vehicle	4
Allow unregistered vehicle to be driven.....	1
Obtain licence by misrepresentation	3
Drive whilst disqualified	1
Drive whilst unlicensed.....	1
Had Class "3" licence in possession without lawful excuse.....	1
Drive unregistered vehicle	2
Drive whilst disqualified and make application for licence and state false statement..	1
Permit number plates to be used on another vehicle	17
Not have half hour rest	4
Drive for more than 12 hours in preceding 24 hours.....	26
Not have 5 hours rest in preceding 24 hours	3
Fail to produce licence for inspection	36
Fail to furnish information to an authorised officer	1
Fail to comply with signal to stop	1
Transfer number plate onto an unregistered vehicle	4
Fail to give notification of alteration to motor vehicle.....	7
Fail to notify disposal of vehicle	126
Fail to apply for transfer of registration	296
Fail to return number plate within 3 days of the expiration of the registration	1
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	2
Incorrect use of trader plate.....	1
Trader's plate offence (General penalty)	1
Fail to enter particulars on a record	2
Drive without registration label affixed.....	10
Allow vehicle to be driven without registration label affixed.....	4
Drive (permit) vehicle with defaced label.....	3
Permit vehicle to be driven with registration label issued in respect of another vehicle	1
Drive vehicle with registration label issued in respect of another vehicle	2
Permit vehicle to be driven with registration label null and void.....	1
Drive motor vehicle with registration label null and void.....	37
Fail to enter checking station.....	50
Owner exceed length.....	1
Vehicle and equipment exceed length of 11 metres.....	8
Drive motor vehicle and equipment which exceeds 16 metres in length	150
Permit motor vehicle and equipment which exceeds 16 metres in length to be driven	12
Drive motor vehicle and equipment which exceeds 16.8 metres.....	28
Permit motor vehicle and equipment which exceeds 16.8 metres to be driven	2
Exceed width	50
Exceed height	15
Not display name and address	12
Not produce vehicle (motor omnibus) for inspection.....	4
Permit to be driven with unauthorised number plates	1
Towing vehicle without permission from Commissioner of Police.....	2
Exceed overhang	1
Drive whilst loading was more than 3 tiers high.....	5
Drive exceed aggregate weight	16
Allow exceed aggregate weight	3
Not display tare and aggregate weight	25
Furnish false information in respect of a declaration.....	2
Obtain log book by false statement.....	1
Fail to carry log book.....	272
Fail to carry completed log book.....	281
SUB TOTAL	1 827

APPENDIX 7 (continued)

STATEMENT OF CONVICTIONS ON PROSECUTIONS INSTITUTED BY THE DEPARTMENT OF MOTOR TRANSPORT FOR THE YEAR ENDED 30TH JUNE, 1980

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

Unlicensed driver	5
Fail to produce licence for inspection	17
Fail to produce vehicle for inspection within a specified time.....	75
Set taximeter in motion before giving oral notice to hirer	1
Fail to give correct change	1
Demand other than prescribed fare	14
Fail to carry out punctually a hiring	53
Fail to drive by shortest practicable route	14
Demand more than prescribed fare.....	3
Fail to comply with request of hirer, such hiring be terminated	1
Fail to afford every reasonable assistance.....	2
Set meter in motion before being hired.....	1
Fail to set meter in motion.....	5
Fail to stop meter	6
Leave taxi-cab unattended (without taking due precautions).....	6
Leave taxi-cab unattended (cause obstruction to traffic).....	2
Fail to run to timetable.....	2
Fail to perform a journey.....	12
Fail to keep to route	1
Fail to display "Vacant" sign	8
Fail to extinguish engaged sign.....	2
Fail to display destination sign	1
Fail to accept a hiring immediately.....	50
Smoke whilst in charge of Public Motor vehicle (Motor omnibus)	1
Tout for person to ride in vehicle.....	6
Multiple hire	14
Permit person to be carried without consent of hirer.....	1
Did smoke whilst conveying passenger	2
Leave taxi-cab to attract notice by calling	30
Attract notice by calling	4
Start vehicle whilst passenger alighting.....	1
Fail to be dressed in a clean and proper manner	2
Incivility	14
Impropriety	20
Fail to comply with reasonable request of passenger	5
SUB TOTAL	382

STATE TRANSPORT (CO-ORDINATION) ACT AND REGULATIONS:

Operate or Drive contrary to licence (Motor omnibus)	27
Operate or Drive contrary to licence (Taxi-cab).....	1
Operate or Drive contrary to licence (Motor lorries)	2
Operate or Drive unlicensed vehicle (Motor lorries).....	66
Operate or Drive unlicensed vehicle (Motor omnibus)	8
Permit unlicensed vehicle to be driven	2
SUB TOTAL	106

MOTOR VEHICLES TAXATION MANAGEMENT ACT:

Fail to pay additional tax.....	SUB TOTAL	23
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SUMMARY OFFENCES ACT:

Use unseemly words.....	SUB TOTAL	3
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OFFENCES IN PUBLIC PLACES ACT:

Behave in unseemly manner	SUB TOTAL	1
TOTAL		2 342

APPENDIX 8

MOTOR REGISTRIES AND PAYMENT OFFICES IN OPERATION AT 30TH JUNE, 1980

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

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 total 79 whilst motor registries conducted by the Police total 178.

APPENDIX 9

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

MOTOR REGISTRY OR PAYMENT OFFICE	1979 \$	1980 \$
Albury.....	4 805 675	5 210 264
Armidale.....	2 833 176	2 995 686
Batemans Bay.....	554 083	643 587
Bathurst.....	3 375 292	3 638 209
Bega.....	1 832 169	1 927 858
Beverly Hills.....	11 124 313	11 504 311
Blacktown.....	9 817 184	11 215 858
Broken Hill.....	2 961 976	3 183 194
Cammeray.....	17 226 102	18 626 463
Campbelltown.....	6 665 620	7 577 276
Casino.....	1 596 085	1 729 810
Cessnock.....	2 673 994	2 960 907
Charlestown.....	7 829 952	8 635 317
Chullora.....	15 275 534	16 549 538
Coffs Harbour.....	3 647 199	4 143 154
Cooma.....	1 571 793	1 703 844
Cootamundra.....	1 900 441	2 001 618
Cowra.....	1 712 283	1 682 362
Deniliquin.....	2 329 344	2 582 734
Dubbo.....	5 394 355	6 035 845
Fairfield.....	11 228 319	12 768 003
Five Dock.....	16 445 681	18 174 115
Forbes.....	1 360 503	1 398 307
Glen Innes.....	1 284 591	1 409 394
Gosford.....	6 751 754	7 184 983
Goulburn.....	3 532 059	3 750 221
Government Insurance Office (Payment Office).....	5 189 585	6 038 932
Grafton.....	2 838 851	3 041 881
Griffith.....	2 830 108	3 098 921
Gunnedah.....	1 864 237	1 932 156
Inverell.....	2 032 772	2 179 208
Katoomba.....	1 699 037	1 879 936
Kempsey.....	2 076 539	2 210 809
Kiama.....	2 475 237	2 852 380
Kogarah.....	11 539 289	12 494 906
Leeton.....	1 741 476	1 794 311
Lidcombe.....	12 776 973	13 104 585
Lismore.....	5 051 191	5 470 835
Lithgow.....	1 971 781	2 060 413
Liverpool.....	12 517 179	14 047 486
Maitland.....	4 229 573	4 546 795
Manly.....	14 267 966	15 559 697
Milton.....	514 941	669 756
Miranda.....	12 699 432	14 278 178
Mittagong.....	2 355 605	2 633 139
Moree.....	1 756 518	1 942 533
Moruya.....	501 840	588 336
Mount Druitt.....	4 533 819	5 699 234
Mudgee.....	1 596 046	1 734 312
Murwillumbah.....	1 600 920	1 763 549
Muswellbrook.....	2 080 646	2 284 583
Narrabri.....	1 605 456	1 770 810
Newcastle.....	14 143 734	15 002 685
Nowra.....	3 534 792	3 901 142
National Roads and Motorists' Association (Payment Office).....	9 047 245	10 058 606
Orange.....	3 763 731	4 322 067
Parkes.....	1 911 966	2 016 294
Parramatta.....	21 972 683	23 541 244
Penrith.....	8 295 956	9 006 882
Queanbeyan.....	2 711 306	2 888 322
Raymond Terrace.....	2 729 362	3 137 146
Richmond.....	4 076 735	4 668 072
Roselands (Payment Office).....	5 420 649	6 068 324
Ryde.....	12 045 171	13 245 339
Singleton.....	1 539 127	1 655 775
Sydney (Rosebery) - Motor Registry Section only.....	31 467 885	33 721 386
Tamworth.....	5 491 868	5 928 039
Taree.....	4 161 459	4 638 703
Toronto.....	3 444 615	4 180 548
Turnut.....	1 360 689	1 419 497
Tweed Heads.....	1 330 376	1 516 788
Wagga Wagga.....	6 249 707	6 629 668
Waitara.....	11 681 674	12 911 873
Wauchope.....	2 631 398	3 010 533
Wellington.....	925 470	955 750
Wollongong.....	17 990 168	19 205 016
Woy Woy.....	1 350 497	2 074 506
Wyong.....	4 013 992	4 734 999
Young.....	1 640 146	1 818 028
TOTAL	\$445 008 935	\$487 167 771

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

APPENDIX 10

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

* 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 7 257 tractors and 451 451 trailers

APPENDIX 11

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
TOTAL	2 562 161	1 701 290	252 703	4 516 154	

APPENDIX 12

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

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

Class or Type	1979	1980
Class 1	2 195 012	2 259 810
Class 2	6 023	6 131
Class 3	303 514	308 775
Class 4	35 472	37 012
Class 5	104 421	108 987
Taxi-cab driver (Transport Districts)	21 568	21 254
Motor Cycle rider	220 493	238 428
TOTAL	2 886 503	2 980 397

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: Drive negligently, exceed speed limit, not stop after accident, not make right-hand turn properly, not have control over vehicle, disobey or fail to comply with traffic control light signal, cross centre line at grade or curve, cross separation line or lane line, drive on wrong side of separation lines, not keep wholly within traffic lane, not make left-hand turn properly, not draw out from boundary of carriageway with safety, not give way to vehicle on right, pass stopped vehicle at marked foot-crossing, not give way at marked foot-crossing, not observe "STOP" or "GIVE WAY" sign, not give proper signal.

A separate type of licence is required to ride a motor cycle.

APPENDIX 13

TABLE 1
CANCELLATION, SUSPENSION AND REFUSAL OF DRIVING LICENCES

Type of Offence	Decision of Court		Disqualifications Imposed									Appeals			
	Convicted	*Discharged 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				Unconditionally	Conditionally
Drive whilst under influence	653	36	—	139	63	73	100	95	114	69	653	60	4	—	—
Exceed prescribed concentration of alcohol	17452	870	—	3100	1311	2630	4611	2614	2215	971	17452	1566	1	18	10
Refuse breath analysis test	439	36	—	74	67	53	64	67	64	50	439	49	—	1	—
Drive in manner or at speed dangerous	2114	16	—	516	85	267	406	348	409	83	2114	268	3	2	—
Not stop after injury accident Sec. 8(1)	69	2	—	11	9	10	9	8	20	2	69	5	—	—	—
Drive whilst disqualified⊕	1891	11	1111	—	—	10	18	202	262	288	1891	243	1	—	—
Culpable driving	228	—	—	83	33	20	8	14	34	36	228	—	—	—	—
By negligent act cause grievous bodily harm	28	1	—	9	3	5	3	2	5	1	28	—	—	—	—
Total	22874	962	1111	3932	1571	3068	5219	3350	3123	1500	22874	2191	9	21	10

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

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

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

APPENDIX 13 (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	173 524	29 341	735	838
Negligent driving	29 006	10 085	757	610
Not stop after accident (Section 8(3) or 8(4))	—	1 367	36	730
Other offences (Cross unbroken centre line, etc.)	99 778	33 451	1 887	2 097
TOTAL	302 308	74 244	3 415	4 275

Appeals to higher Courts against suspension or disqualifications were heard in 327 cases of which 38 were allowed and 289 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	14 312	—
Points System	13 824	—
Conduct and Habits.....	31	168
Physical Disabilities.....	934	610
Other Grounds	1 861	457
TOTAL	30 962	1 235

There were 5 631 appeals to Courts of Petty Sessions in respect of the abovementioned suspensions, cancellations and refusals. 1 179 were allowed and 4 181 dismissed. 246 appeals were withdrawn and in 19 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.

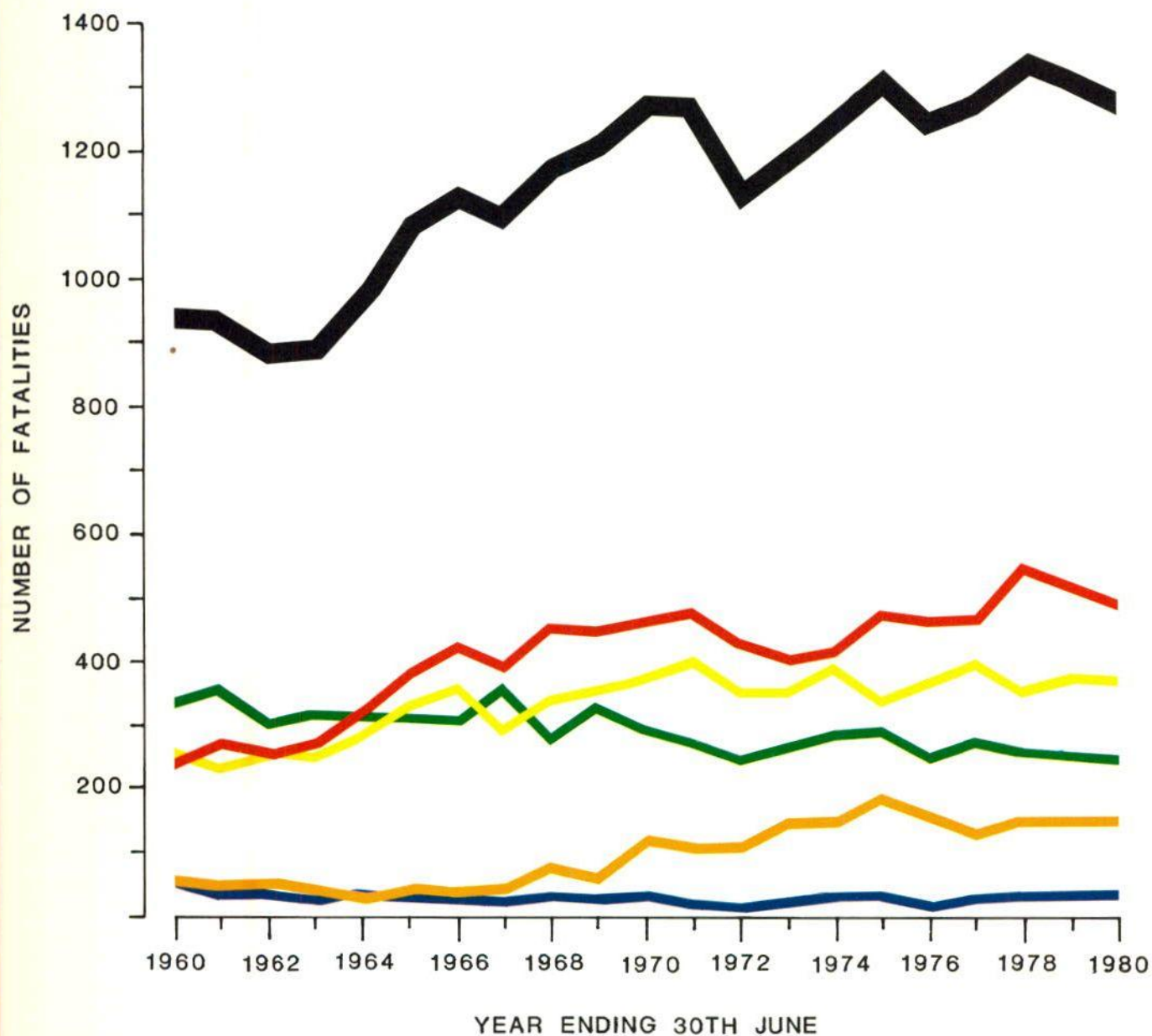
Points System	
Licences suspended.....	169
Licences cancelled	13 655
Provisional Licence Scheme	
First year provisional licences cancelled.....	12 012
Subsequent first year provisional licences cancelled.....	2 250
Other than first year provisional licences cancelled	50
TOTAL	28 136

Further details are shown in Table 1

A total of 28 214 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 14 (continued)

TABLE 1: Fatal traffic crashes in N.S.W. for the year ended 30th June, 1980. 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	midnight	Not Stated	Total
Sunday	48	9	8	15	13	25	39	16	3	176
Monday	14	3	11	15	12	29	22	19	2	127
Tuesday	6	6	12	14	17	31	22	14	0	122
Wednesday	5	2	10	10	12	26	21	18	0	104
Thursday	19	6	12	12	18	19	32	32	1	151
Friday	15	6	15	16	16	38	40	52	3	201
Saturday	51	16	16	16	27	36	39	34	0	235
TOTAL	158	48	84	98	115	204	215	185	9	1 116

TABLE 2: Deaths from traffic crashes in N.S.W. for the year ended 30th June, 1980. Age and class of road user killed.

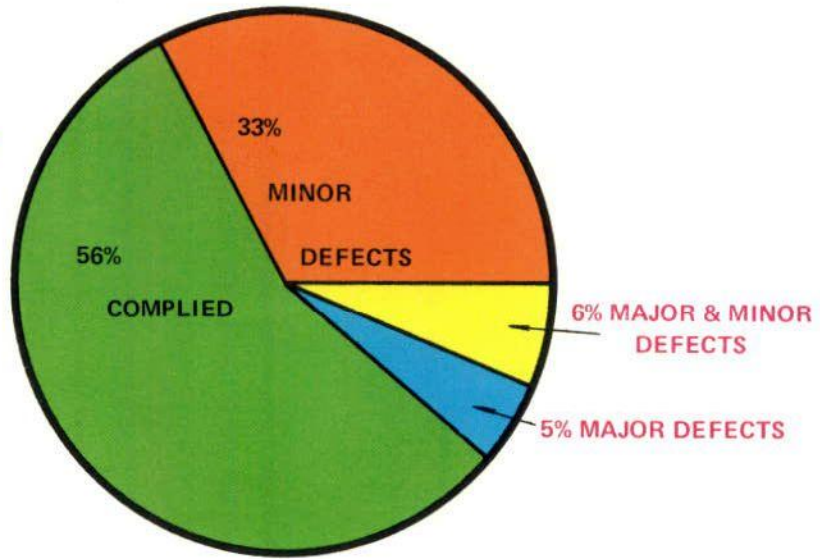
	AGE													
Class of Road User	0-2	3-7	8-12	13-16	17-20	21-24	25-29	30-39	40-49	50-59	60-69	70+	Un-known	Total
Driver	0	0	0	5	75	72	70	85	58	54	35	27	3	484
Passenger	6	13	23	25	95	52	24	33	21	26	21	23	3	365
Motor Cyclist	0	0	0	4	51	48	19	7	2	3	1	0	0	135
Pillion Passenger	0	0	0	1	9	6	1	0	0	0	0	0	0	17
Pedestrian	4	28	10	9	10	9	6	16	15	34	34	66	3	244
Pedal cyclist	0	7	9	5	3	1	1	4	0	1	0	1	0	32
Other	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	10	48	42	49	244	188	121	145	96	118	91	117	9	1 278

APPENDIX 15

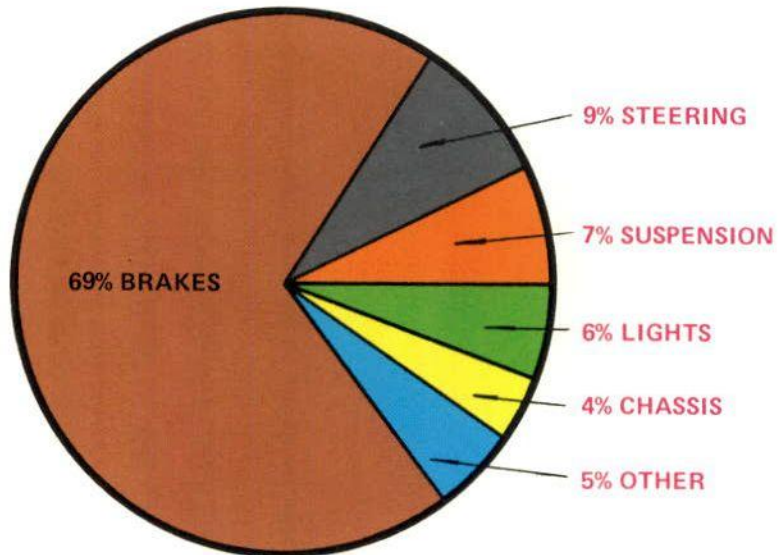
MOBILE INSPECTION TEAMS INSPECTION RESULTS NOVEMBER 1979 – JUNE 1980

OVERALL RESULT

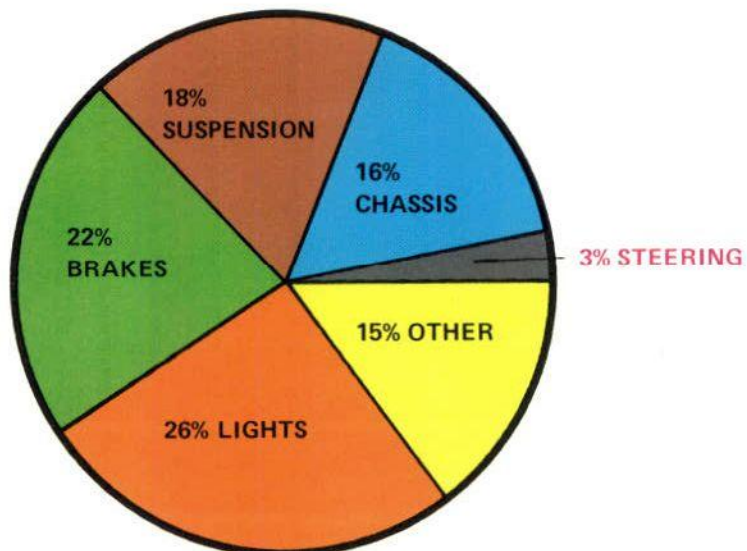
6789 vehicles



MAJOR DEFECTS



MINOR DEFECTS



APPENDIX 16

STAFF EMPLOYED AS AT 30TH JUNE

	1979	1980
METROPOLITAN —		
Males.....	1 546	1 546
Females, Full-time.....	658	650
Females, Part-time	34	35
	<u>2 238</u>	<u>2 231</u>
REST OF STATE —		
Males.....	349	355
Females, Full-time.....	128	138
Females, Part-time	7	9
	<u>484</u>	<u>502</u>
TOTALS —		
Males.....	1 895	1 901
Females, Full-time.....	786	788
Females, Part-time.....	41	44
	<u>2 722</u>	<u>2 733</u>

NOTE: Wages Staff (included in the foregoing figures) totalled 94 (74 males and 20 females) at 30th June, 1979. The corresponding figures for 1980 were 112 (92 males and 20 females).

BRIEF HISTORY OF VEHICLE REGISTRATION AND DRIVER LICENSING IN NEW SOUTH WALES

There is some doubt as to the actual date that the first motor vehicle was introduced into New South Wales, but it would appear to be at about the turn of the century. Unlike their horse-drawn counterparts private motor vehicles were not required to be registered and the earliest records available relate only to horse-drawn public vehicles registered under the Metropolitan Traffic Act. At 31st December, 1900 1 869 horse-drawn vehicles were registered consisting of 1 019 cabs, 498 vans and 352 buses — 2 206 persons were licensed as drivers of these vehicles.

The registration of road motor vehicles and licensing of their drivers became compulsory as from 1st January, 1910. By the end of that year 4 374 vehicles were registered and 5 471 drivers licensed. The work was done by the Police Department which already had the traffic responsibilities related to pedestrians, bicycles and horse-drawn vehicles.

By 1930 the increasing numbers of vehicles and drivers and the growing complexity of transport administration necessitated the establishment of a new Department—the Department of Road Transport and Tramways—which took over vehicle registration and driver licensing work from the Police Department and the operation of tram services from the Railways Department. The Department administered new legislation related to the control of commercial road transport and established the Government operated bus services.

Then, in 1952, by virtue of the Transport (Division of Functions) Act the office of the Commissioner for Road Transport and Tramways was divided. The Director of Transport and Highways became the administrative head of the Department of Transport and Highways which comprised those activities of the Department of Road Transport and Tramways not concerned with Government tram and bus services.

In the same year the Transport (Division of Functions) Further Amendment Act established the office of Superintendent of Motor Transport in charge of the Department of Motor Transport which was the renamed Department of Transport and Highways.

In 1954, by provision included in the State Transport (Co-ordination) Amendment Act the title of the Superintendent of Motor Transport was changed to Commissioner for Motor Transport.

By 30th June, 1980 the number of vehicles registered had risen to 3 049 740 and the number of drivers' licences in issue to 2 980 397.