



ANNUAL REPORT

1978-1979

COMMISSIONER FOR MOTOR TRANSPORT

ANNUAL REPORT 1978-1979

of the
COMMISSIONER FOR MOTOR TRANSPORT
NEW SOUTH WALES

LOCATION OF DEPARTMENTAL OFFICES

The map below shows the Department's Regional Branch areas, the Regional headquarters and the location of Departmental Motor Registries.





The Hon. P. F. Cox, M.P.,
Minister for Transport,
Parliament House,
SYDNEY, N.S.W. 2000.

Dear Mr Cox,

It is with pleasure that I submit to you for the information of Parliament, the Annual Report of the Department of Motor Transport for the year ended 30th June, 1979.

The report summarises the year's activities and includes explanatory information about continuing policies and established practices.

It is again with appreciation that I place on record the contribution made by the large majority of staff towards the year's achievements.

Yours faithfully,

Commissioner.

TABLE OF CONTENTS

	Pages
Financial Results	1
Policy Developments and Legal Activities	6
Motor Vehicle Registrations and Drivers' Licences	16
Commercial Transport Services	20
Traffic Safety Activities — Drivers and Vehicles	27
Other Functions, Staff, Premises and Data Processing	34
Appendices (Index on page 40)	

1978-1979

1978-1979

1978-1979

1978-1979

1978-1979

1978-1979

1978-1979

1978-1979

1978-1979

1978-1979

1978-1979

1978-1979

1978-1979

1978-1979

1978-1979

1978-1979

1978-1979

1978-1979

1978-1979

THIS YEAR IN BRIEF AND A REVIEW

STATISTICS

FINANCIAL

	1978-1979 \$		Variation \$
Receipts —			
Motor Vehicle Registration Tax	136 708 861	up	6 946 057
Fees (registrations, licences, etc.)	66 135 802	up	2 504 879
Tonne-Kilometre Charges (heavy lorries)	19 578 019	up	555 454
Third Party Insurance premiums	232 734 619	up	28 589 119
Fees and Charges — State Transport (Co-ordination) Act	669 031	up	24 768
Stamp Duty (vehicle registrations)	53 097 314	up	6 644 681
Proportion of Fees for three year drivers' and riders' licences	3 515 720	down	290 776
Receipts for issue of specially made number plates	1 365 605	up	192 255
Sundry	1 249 597	up	234 607
TOTAL	515 054 568	up	45 401 044
Payments			
Cost of Traffic Police	14 514 407	down	5 236 791
Administrative costs, Department of Motor Transport	42 868 706	up	1 970 944
Traffic Facilities Fund — (Traffic Authority Act, 1976)	17 110 309	up	6 284 319
Funds provided for roads — Councils, etc.	994 343	up	56 677
Department of Main Roads	149 279 125	up	7 306 729
Collected for and remitted to — Government Insurance Office	232 734 619	up	28 589 119
Stamp Duties Office	53 097 314	up	6 644 681
Payments to Public Transport Commission	—	—	—
Proportion of fees for three year drivers' and riders' licences — 1978/79 — Transferred to the Road Transport and Traffic Fund	2 910 686	up	928 802
Payment towards the cost of Ambulance Services	750 000	—	—
TOTAL	514 259 509	up	46 544 480

VEHICLES AND DRIVERS

Registrations in force (on June 30)	2 931 386	up	122 767
Brand-new vehicles registered	253 727	up	9 956
Driving licences (all types) in force (on June 30)	2 886 503	up	94 130

TRAFFIC ACCIDENTS

Persons killed	1 311	down	30
----------------------	-------	------	----

STAFF AND PREMISES

Total Staff	2 722	up	1
New Departmental Registries appointed ..	1	down	3
New Registry premises completed this year	Nil	down	4

EVENTS

1973-74

Total Collections, at \$219 687 367, exceeds previous year by \$11 014 690. Disbursements to Road Authorities exceed \$100 000 000. All charges and embargoes on the carriage of goods by road were waived from 1st January, 1974. Motor Dealers Act 1974 assented to on 6th May, 1974. Registration of brand new vehicles increased by 11.5%. Traffic control signal installations total 1 040. Data Processing centre established at Charlestown provides employment opportunities for Newcastle area. Three new motor registry buildings completed.

1974-75

Mr. D. R. Coleman, I.S.O., retires as Commissioner for Motor Transport, Mr. W. Butler appointed as Commissioner for Motor Transport on 14th February, 1975. Increased fees and third party insurance premiums take collections to record level. Licence records computerised. About 16 500 speed limit signs replaced by metric signs. Fall in number of defect notices issued. Record number of traffic control signals installed during the year. Traffic Accident Research Unit mount second stage of drink driving campaign with results now under analysis. Transit Lane introduced.

1975-76

District Office and Motor Registry building constructed at Cammeray. Traffic Authority of N.S.W. established to eliminate former fragmented control of traffic management. Department transfers traffic engineering construction role to Department of Main Roads. Registrations of brand-new vehicles fall by 13.8%. Ten new commuter air services approved. Convictions for breaches of Road Maintenance (Contribution) Act increase by 25%. Third Party Motor Vehicle Insurance premiums increased. Motor Registry at Wauchope nearing completion.

OF THE PREVIOUS FIVE YEARS

PRINCIPAL STATISTICS AND MAIN EVENTS -- 1973-74 TO 1978-79

1977-1978 \$	1976-1977 \$	1975-1976 \$	1974-1975 \$	1973-1974 \$
129 762 804	113 123 524	91 179 336	88 843 381	83 533 241
63 630 923	61 132 463	59 627 235	49 850 730	34 610 945
19 022 565	19 809 661	20 267 776	20 769 492	19 729 790
204 145 500	175 494 311	160 188 869	99 616 447	68 967 083
644 263	614 005	610 588	617 465	3 198 763
46 452 633	41 655 824	24 672 683	8 398 499	7 152 105
3 806 496	2 014 994	1 946 945	2 629 735	841 533
1 173 350	961 485	727 425	583 825	447 350
1 014 990	779 237	1 937 606	1 389 460	1 206 557
469 653 524	415 585 504	361 158 463	272 699 034	219 687 367
19 751 198	20 927 835	24 726 473	20 485 955	15 430 104
40 897 762	35 952 156	31 660 465	27 364 189	20 362 249
10 825 990	10 736 250	* + 10 782 719	*8 255 858	*5 945 371
937 666	787 789	752 415	756 519	772 090
141 972 396	126 881 496	105 969 165	104 756 402	99 323 070
204 145 500	175 494 311	160 188 869	99 616 447	68 967 083
46 452 633	41 655 824	24 672 683	8 398 499	7 152 105
—	30 000	100 000	500 000	1 300 540
1 981 884	2 284 095	1 735 501	811 984	938 732
750 000	750 000	750 000	750 000	750 000
467 715 029	415 499 756	361 338 290	271 695 853	220 941 344

* Expenditure on traffic facilities prior to June, 1976.
+ Includes \$2 160 086 paid into Traffic Facilities Fund under Section 23, Traffic Authority Act, 1976.

2 808 619	2 706 742	2 623 887	2 551 559	2 426 078
243 771	249 337	237 096	275 189	278 231
2 848 996	2 743 891	2 634 039	2 532 196	2 390 624

1 341	1 284	1 244	1 314	1 255
-------	-------	-------	-------	-------

2 721	2 712	3 085	3 083	3 013
4	Nil	Nil	Nil	Nil
251	249	249	249	249
4	2	1	Nil	3

EVENTS

District Office and Motor Registry building constructed at Kogarah. Motor Registry completed at Wauchope. Registrations of brand new vehicles rise by 5.2%. Third Party Motor Vehicle Insurance premiums increased by 12.2%. Weights and measures in legislation administered by Department converted to metric terms. Authorised Inspection Station scheme given legal status. Children under the age of eight years travelling in vehicles required to wear a suitable restraint.

1976-77

Departmental Motor Registries were opened at Mount Druitt, Batemans Bay, Milton and Moruya. Registration of brand-new vehicles fell by 2.2%. Third Party Motor Vehicle Insurance premiums increased. Conversion of Traffic Offences Records to computer system commenced. New dimension limits for heavy vehicles introduced.

1977-78

A maximum speed limit of 100 km/h introduced. Maximum penalty for certain serious traffic offences increased from \$400 to \$1000. New traffic signs introduced to restrict drivers of heavy motor lorries. New "shop-front" Motor Registry opened at Woy Woy. Registration of brand-new vehicles rose by 4.1%. Conversion of Traffic Offences Record to computer system completed.

1978-1979

Financial Results

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, summarise results for the report year and indicate appendices containing detailed figures.

INTERSTATE TRADE

Vehicles used exclusively for the purposes and in the course of interstate trade are not subject to New South Wales Acts that require payment of motor vehicle registration tax. However, vehicles so used must be registered and some were subject also to the Road Maintenance (Contribution) Act — described in detail later in the report. They must comply with roadworthiness requirements and their drivers must observe the State's driving rules.

TOTAL COLLECTIONS

Collections this year were \$515 054 568 which was \$45 401 044 more than last year. Appendix 1 gives details for each main heading — vehicle registration tax, tonne-kilometre charges, registration and licence fees, third party insurance premiums and ad-valorem stamp duty on certain registration certificates.

TOTAL DISBURSEMENTS

Important items included in the amount of \$514 259 509 disbursed during the year are —

	\$
• Road Authorities (principally the Department of Main Roads)	150 273 468
• Government Insurance Office — Third Party Insurance Premiums collected	232 734 619
• Stamp Duties Office — Ad-valorem stamp duty on certain registration certificates	53 097 314
• Police Services (traffic and motor registry duties)	14 514 407
• Payment to Traffic Facilities Fund under Section 23 of the Traffic Authority Act, 1976	17 110 309
• This Department's cost of operation and administration	42 868 706

A more detailed summary of expenditure and a comparison with the previous year is set out in Appendix 2.

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").

APPLICATION

The Fund has met from the vehicle registration tax, but not from the tonne-kilometre charges mentioned above, the cost of administering the Road Maintenance (Contribution) Act. The balance, plus all the tonne-kilometre charges, then forms part of the income of the Department of Main Roads. It is the principal source from State revenue (as distinct from Commonwealth Aid Road Funds) towards the cost of main roads.

RESULTS FOR THE YEAR

Vehicle registration weight tax	\$	
(after refunds)	97 916 070	
Tax levy	37 518 359	
Total tax revenue	135 434 429	
Less — Administrative costs (Road Maintenance)	5 733 323	
		\$
Net tax proceeds		129 701 106
Tonne-kilometre charges (after refunds)		19 578 019
TOTAL (paid to Main Roads Fund)		149 279 125

Tax revenue was 5.49% higher than last year and revenue from tonne-kilometre charges rose by 2.92%. For information in detail and a comparison with last year's figures see —

- Appendix 1 for tax collections (including tax on public vehicles)
- Appendices 1 and 7 for collections under Road Maintenance (Contribution) Act.

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 licences 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, and while close thought has been given to new sources of income the very poor prospect of it meeting demands and liquidating the accumulated deficit is of grave concern — see later in this section.

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 cost 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, but even more significant has been the increasing burden of contributions towards the cost of Police services in traffic and motor registry work and 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 difference between the amount available and the agreed cost of Police services was added to the pre-existing accumulated deficit — see Explanatory Note 2.

In the year under review the deficit was \$18 163 429. This increased the accumulated deficit to \$43 189 508. If present trends continue it is anticipated that the accumulated deficit will be in excess of \$70 million by the end of 1980/81.

This financial situation has placed severe constraints on the Department, particularly as regards the provision of new premises and the introduction of other initiatives to improve the level of service to the public. Special additional problems will be posed by new Government initiatives such as the periodical inspection of heavy lorries if the Road Transport and Traffic Fund is to be used to finance them.

RESULTS FOR THE YEAR

RECEIPTS

	\$
Registration, licence and other fees	63 782 467
Commission (on G.I.O. third party insurance premiums)	1 711 333
Sundry	2 334 900
	<hr/>
TOTAL	67 828 700

PAYMENTS

Administrative costs (Department of Motor Transport)	33 891 690
Police services (traffic and motor registry duties) (see "EXPLANATORY NOTE" 2)	14 514 407
Contribution to Traffic Facilities Fund	16 500 000
Purchase of assets (land, building, etc.)	2 172 603
Payment towards the cost of Ambulance Services	750 000
	<hr/>
TOTAL	67 828 700

An audited detailed statement which contains comparative figures for the last year appears as Appendix 3.

EXPLANATORY NOTES

- Other Expenditure on Administrative Costs** — The amount shown as "Administrative Costs (Department of Motor Transport)" does not cover all the Department's operating expenses. Further expenditure for particular activities is met from the Main Roads Fund, Traffic Accident Research Account and the Traffic Facilities Fund.
- Cost of Police Services** — As mentioned earlier the Road Transport and Traffic Fund has been unable to meet in full the agreed amount for Police services in traffic and motor registries (\$32 677 836 for 1978-79). A minimum amount of \$18 000 000 was provided in the estimates but due to arrangements made by the Treasury for a special additional amount of \$5 000 000 to the Traffic Facilities Fund from the Road Transport and Traffic Fund, the final contribution towards Police services was reduced to \$14 514 407 — \$18 163 429 short of the agreed amount. This resulted in the accumulated deficit on the Fund being increased to \$43 189 508.

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 payable into a separate Fund — the Public Vehicles Fund. The additional 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 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.

RESULTS FOR THE YEAR

RECEIPTS

	\$
Tax (buses)	928 790
Tax (other vehicles)	345 642
Service licence fees	76 065
TOTAL	1 350 497

PAYMENTS

Capital debt reduction (bus services — Public Transport Commission)	35 126
Assistance to road authorities	959 217
Traffic Facilities Fund	330 000
Administrative costs — taxi-rank supervision	15 000
TOTAL	1 339 343

A balance of \$252 157 brought forward from 1977-78 was held in the Fund at the start of the year, and a balance of \$263 310 remained at 30th June, 1979. An audited detailed statement which contains corresponding figures for last year appears as Appendix 4.

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 a 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 fees received under this Act are applied towards the administrative costs of the Department.

RESULTS FOR THE YEAR

RECEIPTS

	\$
Fees	668 436
Other	595
TOTAL	669 031

PAYMENTS

Contribution to Road Transport and Traffic Fund towards cost of administration	671 891
TOTAL	671 891

A balance of \$58 505 brought forward from 1977-78 was held in the Fund at the start of the year; and a balance of \$55 645 remained at 30th June, 1979. An audited detailed statement which also gives comparison with the last year's figures appears as Appendix 6.

ROAD MAINTENANCE CHARGES

EXPLANATORY

Charges payable. The Road Maintenance (Contribution) Act was introduced in 1958 to require the owner of a commercial goods vehicle with a load capacity exceeding 4.1 tonnes to pay a charge towards compensation for wear and tear caused by the vehicle to public streets. The charge per kilometre — 0.17 of a cent per tonne of the sum of the tare of the vehicle plus 40 per cent of its load capacity — was imposed for empty as well as loaded running on both intrastate and interstate journeys.

In May, 1979 the Government decided to cease all action to obtain payment of charges imposed by the Act. (See also "Commercial Transport Services".)

Application. Under the Act, it was provided that distribution of net collections would be as follows —

- one-fifth to be paid into the County of Cumberland Main Roads Fund to be applied only on maintenance of public streets within the County of Cumberland including by way of grants to Municipalities and Shires for that purpose;
- four-fifths to be paid into the Country Main Roads Fund to be applied only on maintenance of public streets outside the County of Cumberland including by way of grants to Municipalities and Shires for that purpose.

Administrative Costs Not Deducted. Administrative costs were not paid for out of road maintenance charges collections. They were met from vehicle registration tax payments to the Main Roads Fund.

RESULTS FOR THE YEAR

RECEIPTS

Year ended 30th June	Vehicles Registered in this State for Intrastate usage		Vehicles Registered in other States and Registered in this State for Interstate usage only		Total
	Charges received \$	% of total	Charges received \$	Charges % of total	Charges received (gross) \$
1979	14 888 478	75.7	4 786 316	24.3	19 674 794
1978	14 246 193	74.7	4 823 435	25.3	19 069 628
Variation	up 642 285 (4.5%)		down 37 119 (.8%)		up 605 166 (3.17%)

The downward trend in revenue collections from interstate vehicles is due mainly to the device of registering vehicles in the name of interstate "straw" companies — dealt with more fully under Commercial Transport Services.

Appendix 7 shows receipts month by month and the net return after deducting refunds. Appendix 8 gives details under a range of expenditure headings.

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 character follows immediately.

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, and 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 and offices for regional headquarters and district offices have been constructed in the regions since the scheme began.

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 new restrictions on heavy vehicles.

Traffic Accident Research Unit. Information in respect of this activity will be found later in the report under Traffic Safety Activities.

INTERNATIONAL TRAINING SCHEMES

The Department has participated in programmes for broadening the knowledge of persons who are studying in Australia under various international training schemes.

Although not called upon to provide practical training during the year, it will continue to make its facilities available when required.

PUBLIC RELATIONS

The press, radio and television networks made wide use of the Department's Public Relations service during the year.

COMMITTEES AND CONFERENCES

GENERAL PRACTICE

The Department is associated with numerous important policy committees and conferences; and, in addition, in following its well-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

Council's Constitution and Functions. 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. The New Zealand Minister for Transport, Civil Aviation and Railways attends meetings as an observer.

Meetings held this year. The 53rd meeting was held in Darwin on 21st July, 1978. The 54th meeting commenced in Canberra on 23rd February, 1979 and, after an adjournment, concluded in Sydney on 27th April, 1979. A special meeting was held in Melbourne on 13th June, 1979. Many matters affecting this Department which were considered at the meetings were included in reports submitted to the Australian Transport Advisory Council by the Motor Transport Group. One of the most controversial issues dealt with during the report year was the proposed introduction as from 1st January, 1981 of more stringent emission controls for motor vehicles as provided for in the third stage of Australian Design Rule 27A. At the meeting in February, 1979 some Ministers expressed reservations about introducing the new emission controls and the matter became the subject of a special meeting in April, 1979. The Hon D. P. Landa, LL.B., M.L.C., Minister for Planning and Environment, attended at the request of the Hon P. F. Cox, Minister for Transport, to add emphasis to the New South Wales view that more stringent control is necessary in the interests of public health. Although the New South Wales view was supported by South Australia, introduction of the third stage of ADR27A was opposed by other Ministers. Notwithstanding the majority view the New South Wales Ministers informed the Council of this State's intention to proceed with the introduction of more stringent emission controls for vehicles registered in the State by way of amendments to the Regulations under the Clean Air Act. Other items considered by the Ministers included the consequences of the decision by all States to abandon road maintenance charges legislation, including in particular the search for an alternative source of revenue for road works; introduction of the 38 tonne gross mass limit for motor lorries; wearing of restraints by children in certain motor vehicles; design rules and other safety standards for motor vehicles; bus inspections; transport of dangerous goods by road and rail.

Subordinate Bodies. The subordinate bodies of the Council which involve this Department are the Advisory Committee on Vehicle Performance, the Advisory Committee on Safety in Vehicle Design, the Australian Motor Vehicle Certification Board, the Advisory Committee on Road User Performance and Traffic Codes, the Publicity Advisory Committee on Education and Road Safety and the Committee on Motor Vehicle Emissions. Officers of the Department are members of the Committees and Board mentioned.

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. The Committee comprises representatives of the Commonwealth Minister for Transport, State Transport Ministers, the Minister for the Northern Territory, the Minister for the Capital Territory and delegates representing the Australian Road Transport Federation, the Federal Chamber of Automotive Industries, the Australian Automobile Association, the Society of Automotive Engineers, the Transport Workers' Union and the City Transit Conference.

The Committee met five times during the year and matters dealt with included braking requirements for new passenger cars; seat belts and anchorages; automatic thief proof locks; mass limits for heavy vehicles; motor vehicle noise; code of practice for taxis; rear vision mirrors for motor cycles and rear fog lamps.

Advisory Committee on Safety in Vehicle Design. The function of this Committee is to advise the Australian Transport Advisory Council on safety standards in respect of the design of motor vehicles. It comprises delegates representing the Vehicle Structures Safety Branch of the Commonwealth Department of Transport, the Australian Road Research Board, Australian Automobile Association, the Federal Chamber of Automotive Industries, the National Health and Medical Research Council, the Institute of Engineers of Australia and the Australian Motor Vehicle Certification Board and Departmental officers.

Eight meetings of the Committee were held during the report year and following review amendments were made to a number of Australian Design Rules, namely: 25A anti-theft locks; 14 rear vision mirrors; 23 new pneumatic passenger car tyres; 24 tyre selection; 33 motorcycle brake systems; 35 and 35A commercial vehicle braking systems; 18A location and visibility of instruments; 32A seat belts for heavy vehicles.

A number of other matters such as vehicle identification numbers, daylight use of motorcycle headlamps, symbols for controls and display, vehicle lighting, drivers' field of view and truck under-run protection are currently under investigation.

Australian Motor Vehicle Certification Board. This Board comprises one nominee of each Ministerial member of the Australian Transport Advisory Council. Its 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. When a vehicle complies with all applicable Design Rules the Board authorises the manufacturer to affix an approved Compliance Plate. The State and Territory registering authorities recognise the Compliance Plates as evidence that a vehicle complies with such Design Rules which that State has decided are a prerequisite to registration in that State. Other matters considered by the Board were the application of Australian Design Rules to electric vehicles and reported failures of steel belted radial tyres.

Eight meetings were held during the year under review.

Committee on Motor Vehicle Emissions. The function of this Committee is to advise the Australian Transport Advisory Council on motor vehicle emission standards. It comprises representatives of Commonwealth and State Departments of Health, Environment and Transport and representatives of the Federal Chamber of Automotive Industries and the Petroleum Industry Executive Council for the Environment.

The Committee met eight times during the year and dealt with amendments to Australian Design Rule 36 — exhaust emission control for heavy duty vehicles; and minor amendments to Australian Design Rule 27A — vehicle emission control — concerning the testing of emissions from prototype vehicles to establish durability of emission control equipment. Laboratory studies on emission levels and fuel consumption of vehicles certified to Australian Design Rules 27 and 27A were considered by the Committee.

Advisory Committee on Road User Performance and Traffic Codes. The functions of this Committee are to advise the Australian Transport Advisory Council on uniform codes covering traffic laws, driver licensing and traffic management; and to initiate, review and develop means of assessing driver performance.

Meetings were held in Brisbane in September, 1978 and in Sydney in April, 1979.

The Committee dealt with such matters as the review of provisions of the National Road Traffic Code about speed limits and drink/driving offences; classification and use of mopeds and power-assisted bicycles; wearing of restraints by children in certain motor vehicles; seat belt wearing in heavy vehicles; turning movements into multi-laned streets; duties of drivers involved in collisions; giving way at intersections, including obligations of drivers at three-way intersections; use of headlights on high beam as a warning of danger or as a signal of intention to overtake; motor cycle and bicycle safety; vehicle identification numbers; comparison of the National Road Traffic Code with the United Nations Convention on Road Traffic; and further consideration of the document entitled "Driver Licence and Driver Improvement Program — A National Review" prepared by Mr R. S. Coppin of the Californian Department of Motor Vehicles whilst engaged as a consultant by the Commonwealth Department of Transport.

Publicity Advisory Committee for Education in Road Safety. This Committee comprises representatives of each State traffic safety education authority and the Commonwealth Department of Transport. Its function 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. The Committee met twice during the year under review and two significant matters dealt with were public education campaigns about child restraints and drink/driving.

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 to consider developments and problems of common concern, to share experiences in these matters and to develop and maintain, as far as possible, uniform administrative policies.

The 29th Conference was held in Christchurch, New Zealand in April, 1979. A wide range of topics was discussed including matters relating to the carriage of goods by road; bus, taxi-cab and other passenger transport services; road maintenance charges; traffic safety measures and new legislation introduced by the various authorities since the previous meeting.

TRAFFIC AUTHORITY OF NEW SOUTH WALES

The Traffic Authority was formed on 1st June, 1976 to assume the overall control and management of road traffic, to eliminate the pre-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 members of the Traffic Authority comprise the Commissioner for Motor Transport (Chairman), the Commissioner for Main Roads, the Commissioner of Police, a Commissioner of the State Planning and Environment Commission and two representatives of Local Government. The Chief Commissioner of the Public Transport Commission and a representative of the State Branch of the Transport Workers' Union of Australia assist the Authority in its deliberations.

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 advises the Minister of Transport on matters of policy relating to the taxi-cab industry in the Metropolitan, Newcastle and Wollongong Transport Districts. Its members are the Commissioner for Motor Transport (Chairman), the Commissioner of Police, the Under Secretary, Ministry of Transport and representatives of taxi-cab owners, taxi-cab drivers and the public.

Council's activities during the year included the continuation of the function to ensure that services by taxi-cabs in the three Transport Districts were adequate to meet public needs.

Resulting from Council's recommendations —

- (1) A review of taxi-cab fares in the three Transport Districts (see New Regulations) resulted in increased fares being introduced on 15th December, 1978.
- (2) A new Metropolitan Transport District Taxi-cab Drivers' Seniority Register (see Commercial Transport Services) is being compiled by which new taxi-cab licences will be issued to eligible persons whose names appear on the register. Compilation of the register was well in hand at the end of the report year.
- (3) External advertising on taxi-cabs was permitted by means of adhesive type advertisements subject to all material for display being first submitted to the Department for consideration as to suitability. Measures for the control of size, number, positioning and maintenance of signs were defined after discussions between the Department and the New South Wales Taxi Council.

OMNIBUS ADVISORY COMMITTEE

The Committee advises the Commissioner for Motor Transport on matters relating to the operation of privately owned motor omnibus services within the Metropolitan, Newcastle and Wollongong Transport Districts with particular reference to —

- Applications for extensions or reduction of services, alterations to schedules, review of timetables and new services in those cases where such applications might involve conflicting interests, or where the public interest might be involved.
- The maintenance and improvement of the standard of service to the public.
- Any other matter affecting the private omnibus industry generally.

The Committee comprises the Chief Superintendent of the Department of Motor Transport (Chairman), the Metropolitan Regional Superintendent of the Department of Motor Transport, two representatives of the private bus industry and an officer of the Transport Workers' Union which represents employees of the private omnibus industry.

COMMITTEE OF REVIEW — PENSIONER SUBSIDY SCHEME

On 1st March, 1968 a Pensioner Subsidy Scheme was introduced by the Government to allow pensioners to travel on private bus services at half the ordinary adult fare. At the same time a Committee of Review was established to examine and make recommendations in respect of applications from bus operators who considered that the amount of subsidy paid by the Government did not adequately compensate them for revenue losses from concession fares for pensioners. The members are the Deputy Chief Superintendent, Department of Motor Transport (Chairman), and one representative each from the Bus Proprietors Association (N.S.W.) and the Ministry of Transport.

The Committee met on four occasions during the report year to examine 34 applications for increases involving 42 services. Arising from the Committee's recommendations, increases in individual subsidies were granted in respect of 35 services. Of the remaining applications subsidies were reduced in respect of five services whilst the subsidies for two services were unaltered.

URBAN TRANSPORT ADVISORY COMMITTEE

This Committee comprises the Under Secretary, Ministry of Transport (Chairman), the Chief Commissioner, Public Transport Commission, Commissioner for Motor Transport, the Assistant Commissioner (Traffic) of Police, President of the Maritime Services Board, Commissioner for Main Roads, the Chairman of the New South Wales Planning and Environment Commission, and the Under Secretary, the Treasury.

The Committee's charter is to advise on the co-ordination of the functions of the various state transport instrumentalities and of urban transportation planning with land-use planning throughout the state. It also identifies ways and means of ensuring optimum and efficient use of existing and future transport modes, systems and corridors, and advises the Minister for Transport on priorities for transport planning and investment.

STANDING COMMITTEE ON DROUGHT RELIEF

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

It comprises representatives, respectively, of the Departments of Agriculture (Chairman), Motor Transport, Decentralisation and Development, Treasury, the Water Conservation and Irrigation Commission, the Closer Settlement Advisory Board, the Western Lands Commission and the Public Transport Commission (Rail Division). The Committee did not meet during the report year.

COMMITTEE OF REVIEW — AUTHORISED INSPECTION STATIONS

The Committee is appointed by the Commissioner and comprises representatives of motor trade organisations and the Department's Chief Engineer who is Chairman. 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 disciplinary action.

Further details of the Committee's activities are described in a later section headed Automotive Engineering.

NEW LEGISLATION

ROAD MAINTENANCE (CONTRIBUTION) AMENDMENT ACT, 1978

This Act, which was assented to on 21st December, 1978, and came into force on 30th March, 1979, provides for the enforcement against directors of bodies corporate of convictions or orders made against bodies corporate under the Road Maintenance (Contribution) Act, 1958 or under corresponding legislation of another State or Territory of the Commonwealth.

The Act also provides that a Court having summary jurisdiction in another State of the Commonwealth which has laws containing provisions corresponding to Part III of this State's Road Maintenance (Contribution) Act may be declared to be a reciprocating Court for the purpose of that part of the N.S.W. Act.

The Magistrates Court at Melbourne, Magistrates Court at Brisbane and the Court of Petty Sessions at Perth had been declared to be reciprocating Courts prior to the decisions of the various State Governments about the cessation of road maintenance charges. However, in view of the Government's decision, as described elsewhere, to cease collection of road maintenance charges, the new provisions were not used — see also section Legal Proceedings and Enforcement.

MOTOR TRAFFIC (FURTHER AMENDMENT) ACT, 1978

The Motor Traffic Act was amended by this legislation, which was assented to and commenced on 20th December, 1978, to provide for an increase from \$400 to \$1,000 in the maximum penalty for drink/driving offences — driving under the influence, driving with the prescribed concentration of alcohol in the blood, refusing a breath analysis or wilfully doing anything to alter the concentration of alcohol in the blood when required to submit to a breath analysis — and for offences of driving dangerously, driving whilst disqualified from holding a licence and failing to stop after an accident involving death or injury.

The Act also provides for an increase from \$200 to \$500 in the maximum penalty for negligent driving, refusing to undergo a breath test, offences relating to vehicle engine numbers, wilful obstruction of Police entering premises to trace stolen vehicles and offences for which no specific penalty is provided; and an increase from \$80 to \$200 in the maximum penalty for failure of a driver to return a suspended licence.

MOTOR TRAFFIC (AMENDMENT) ACT, 1978

The effect of this legislation, which was assented to on 21st December, 1978 and proclaimed to commence on 30th March, 1979, is to enable regulations to be made under the Motor Traffic Act to provide that —

- (a) where a motor vehicle is, or is to be, registered otherwise than in the name of a body corporate or natural person, for the designation, with his consent, of a person to be treated as the owner of the vehicle for the purposes of section 18A of the Motor Traffic Act (owner-responsibility for parking offences);
- (b) specified classes of persons, who appear from the records of this Department to be owners of motor vehicles, shall be treated as being owners of motor vehicles for the purposes of section 18A of the Motor Traffic Act; and
- (c) the registration of a motor vehicle may be either unconditional or subject to such conditions as to its transfer or use as may be specified in the certificate of registration.

The legislation was enacted to overcome problems in the prosecution of parking offences involving vehicles registered in names other than natural persons or corporate bodies. It also provides for prescribed offences under the Motor Vehicles (Third Party Insurance) Act and Regulations to be included in the infringement notice scheme established under the Motor Traffic Act and extends the circumstances under which the drivers of police vehicles, fire brigade vehicles and ambulances are exempt from the speed limits imposed under the Motor Traffic Act.

Regulations to give effect to the amending legislation were subsequently gazetted — see New Regulations.

MOTOR TRAFFIC (SPEED LIMITS) AMENDMENT ACT, 1979

This legislation, which was assented to on 21st April, 1979, had the effect of amending the Motor Traffic Act to provide that, as from 1st July, 1979, an "absolute" speed limit of 100 km/h would apply on public streets where there is no provision for street lighting or where no special speed limits for general traffic have been fixed. The main effect of the new provisions is to replace with a statutory speed limit the so called "prima facie" limit of 80 km/h. Exceeding a "prima facie" limit is not an offence if the driver can discharge the onus expressly placed on him to prove that his speed was not dangerous in the prevailing circumstances.

PROCLAMATION UNDER THE TRANSPORT ACT

A proclamation under the Transport Act was issued on 30th March, 1979, to vary the Newcastle and District Transport District, which is established under the Act, to include the area of Kooragang Island.

MOTOR VEHICLES (THIRD PARTY INSURANCE) AMENDMENT ACT, 1978

The maximum penalty for driving an uninsured motor vehicle on a public street was changed from \$200 and/or imprisonment for 12 months to \$500 by this Act, which was assented to on 21st December, 1978 and commenced on 30th March, 1979.

NEW REGULATIONS

MEDIAN STRIPS AND TRAFFIC ISLANDS

The definitions of a "median strip" and a "traffic island" in the Motor Traffic Regulations and Metropolitan Traffic (General) Regulations were amended to include painted, as well as raised, strips and islands.

The effect of the new definitions is that since 1st December, 1978, it has been an offence to drive on or across a median strip or traffic island which is a painted or similar roadmarking or is a raised section of the road surface.

CARRIAGE OF PASSENGERS IN TRAILERS

The Motor Traffic Regulations were amended on 24th November, 1978 to prohibit persons from travelling in any trailer. The prohibition previously applied only to the carriage of persons in caravans, but now includes, for example, box trailers and boat trailers.

TOWING OF UNMANNED MOTOR VEHICLES BY TOW-TRUCKS

On 3rd November, 1978 the Motor Traffic Regulations were amended to remove the need for a Police permit to be obtained when under certain prescribed conditions unmanned vehicles partially lifted from the ground are being towed by tow-trucks.

FLASHING DIRECTION TURN SIGNAL LAMPS ON MOTOR CYCLES

The Motor Traffic Regulations were amended to provide for every motor cycle manufactured on or after 1st January, 1979 to be fitted with four flashing direction turn signal lamps.

CLASSIFICATION OF STATION WAGGONS

The definition of a station waggon in the Motor Traffic Regulations was amended to overcome the difficulties in classification by body type of certain vehicles, including those known as "hatchback" types. Features of the definition relating to body shape, rear entrance and loading space were amplified to clarify distinctions between a station waggon and a motor car having a similar appearance.

INCREASED TAXI-CAB FARES

Amendments to the Transport (Public Vehicles) Regulations provided for increases from 15th December, 1978, in the charges for taxi-cabs operating in the Metropolitan, Newcastle and Wollongong Transport Districts. The new rates are 45 cents flag fall (including the first 154 metres of travel); 32.5 cents per kilometre; \$7.20 per hour waiting time; 40 cents booked hiring charge; and a maximum contract hiring charge for weddings and funerals in the Metropolitan Transport District of \$10.60 for the first hour and \$2.65 for each additional 15 minutes.

Charges for the carriage of luggage were not changed.

BUS STOPPING AND WAITING AREAS

Amendments to the Motor Traffic Regulations provided for the prohibition, from 23rd February, 1979, on tourist vehicles and charter buses using bus stops, stands or zones provided for buses on regular route services, except while actually engaged in picking up or setting down passengers.

The amendments also provided that the Traffic Authority may authorise the erection of signs worded "Bus Parking Area" to enable any bus, including tourist vehicles and charter buses, to stand while passengers are absent from the vehicle.

USE OF SYMBOLS IN PEDESTRIAN TRAFFIC SIGNALS

The Metropolitan Traffic (Pedestrian) Regulations were amended to provide that symbols depicting a person walking, illuminated green, and a person standing, illuminated red, may be used to control the movement of pedestrians at signal controlled pedestrian crossings instead of the present "walk" and "don't walk" legends. The symbols, which are in common use in Europe, conform to the United Nations Convention on Road Traffic Signs and to the Australian Standard for Traffic Signal Lanterns.

DEFINITION OF A STOP LINE.

The definition of "stop line" in the Motor Traffic Regulations and Metropolitan Traffic (General) Regulations was amended to require motorists at traffic signals or "stop" signs where two or more stop lines are marked and there is no pedestrian crossing, to stop at the line nearer or nearest to the intersecting street. Under the previous definition, a driver was required to stop at the line nearer or nearest to his vehicle when it was facing a traffic signal or "Stop" sign.

LICENCE FEE CONCESSIONS FOR PENSIONERS

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

AUSTRALIAN DESIGN RULES

Australian Design Rule (ADR) Number 35 which covers requirements for commercial vehicle braking systems was incorporated in the Motor Traffic Regulations. It applies to light commercial vehicles such as utilities and panel vans manufactured from 1st January, 1979; other light motor lorries and omnibuses manufactured from 1st July, 1979; and heavy motor lorries manufactured from 1st July, 1980. It does not apply to motor cars or station wagons.

The Motor Traffic Regulations were also amended to provide that Design Rule Number 28A for Motor Vehicle Noise which was to apply to certain heavy motor vehicles manufactured from 1st July, 1979 and to all motor vehicles (other than motor cycles and plant) manufactured from 1st January, 1980, will now apply to those vehicles manufactured from 1st July, 1980 and 1st January, 1981, respectively.

RETREADED TYRES

The Motor Traffic regulations were amended to provide that from 1st January, 1980, no tyre which has been retreaded shall be fitted to a motor car, motor car derivative or multi-purpose vehicle unless the tyre has been retreaded and marked in accordance with the provisions of Australian Standard AS1973.

REGULATIONS TO GIVE EFFECT TO THE MOTOR TRAFFIC (AMENDMENT) ACT, 1978

The Regulations made as a result of the enactment of the Motor Traffic (Amendment) Act came into effect on 7th May, 1979 — see New Legislation.

They provide for the following persons to be treated as the owner of a motor vehicle for the purposes of the owner-responsibility provisions of the Motor Traffic Act for parking offences —

- * where the vehicle is registered otherwise than in the name of a body corporate or natural person, the person designated (with his consent) to be treated as the owner for this purpose;
- * a person who acquires a vehicle from the registered owner;
- * in respect of an offence committed after expiry of the registration, a person in whose name the vehicle was registered at the date of expiry of the registration (or where disposal to another person has been notified, that other person).

They also provide that the registration of a motor vehicle may be subject to such conditions relating to the transfer or use of the vehicle as may be specified in the certificate or registration.

The offences of driving an unregistered vehicle and driving an uninsured vehicle were included in the traffic infringement notice scheme. A penalty of \$25 was prescribed for each of these offences.

LEFT TURN ON RED

The Motor Traffic Regulations and Metropolitan Traffic (General) Regulations were amended to provide for the use of a sign worded "left turn on red after stopping". At a signal controlled intersection where this sign is displayed, a driver may turn left after having stopped and given way to all pedestrian and other traffic entering or moving within the intersection, even though the driver is facing a red signal light in the street in which he approaches the intersection. The signs will be erected later this year on the approaches to specially selected intersections in the Sydney metropolitan area on a 12 month trial basis.

During the trial period, behavioural studies, including driver interviews, will be undertaken by the Traffic Authority of New South Wales to help evaluate the scheme.

RESTRICTIONS ON HEAVY MOTOR LORRIES

Following a multiple fatality traffic accident involving a coal truck on the Mount Ousley Road, the Motor Traffic Regulations were amended on 15th June, 1979 to provide for the use of a number of new traffic signs which, when displayed, impose restrictions on the driver of any motor lorry with a tare weight exceeding two tonnes (whether or not the vehicle is carrying goods).

The new signs and their meanings are —

- (a) "Truck Lane" — the driver of a lorry with a tare weight exceeding two tonnes is prohibited from driving on any portion of the roadway other than in a traffic lane which is marked or signposted with the words "truck lane". Overtaking by heavy vehicles will therefore be totally prohibited, unless more than one lane is so marked or signposted.
- (b) "Trucks Must Use Low Gear" — the driver of a lorry with a tare weight exceeding two tonnes is required to engage a gear which will enable him, in the absence of unexpected circumstances, to control the speed of the vehicle without the use of the braking system and not to disengage that gear, unless necessary because of unexpected circumstances, until he has passed a sign worded "End Truck Low Gear Area".
- (c) "Truck Speed Limit" — the driver of a lorry with a tare weight exceeding two tonnes is prohibited from driving at a speed in excess of the limit in kilometres per hour which is shown on the sign until he has passed a sign worded "End Truck Speed" or a "Truck Speed Limit" sign displaying a different limit which he must similarly observe.

The amendments also require the driver of a vehicle with a tare weight exceeding two tonnes to comply with restrictions on the number of hours he may drive and to carry a log book (even if the journey is within a radius of 80 kilometres from the vehicle's ordinary depot) if it is being used to convey coal to the Inner Harbour at Port Kembla or travelling therefrom after conveying coal. Normally these requirements apply to the driver of a vehicle of this weight only when on journeys outside that radius.

LEGAL PROCEEDINGS AND ENFORCEMENT

Comment. Particulars of convictions undertaken by the Department for offences against the Acts and Regulations administered by it, and heard in Courts of Petty Sessions throughout the State, but primarily at Redfern, Wollongong and Newcastle, are shown in Appendix 10. There were few appeals against such convictions to superior Courts.

A considerable number of actions were taken in the civil jurisdiction of Courts of Petty Sessions and the District Court, Sydney, to recover monies due to the Department under the Road Maintenance (Contribution) Act, 1958, the Motor Traffic Act, the Motor Vehicles (Taxation) Act, and the Motor Vehicles (Third Party Insurance) Act. Judgments so obtained were enforced both within and outside the State.

However, in accordance with a direction by the Government in May, 1979 to discontinue all action to assess and collect charges owing under the Road Maintenance (Contribution) Act, all civil actions instituted within or outside the State in that respect were discontinued.

Appeals to Courts of Petty Sessions against the decision of the Commissioner to cancel, suspend or refuse licences under the Motor Traffic Act or the Transport Act were heard in large numbers during this 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 all the evidence upon which the Commissioner had based his decision to cancel, suspend or refuse a licence was tendered to the Court for its inspection 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 16.

A small, but increasing, proportion of appeals were against the refusal or cancellation of a licence on medical grounds. In appropriate cases, a Medical Officer of the Department attended Court to give evidence in such appeals, whether they were heard in the Sydney Metropolitan Area or in country cities and towns. Where refusal 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.

A number of appeals against the decisions of the Commissioner made under the Tow-Truck Act, 1967, the Motor Vehicle Driving Instructors Act, 1961 and the Authorised Inspection Station Scheme were also heard in Courts of Petty Sessions.

Road Maintenance (Contribution) Act. The number of convictions for breaches of this Act fell from 13 049 last year to 10 655 this report year mainly because of the Government's decision in May, 1979 to withdraw all prosecutions already instituted but not completed and to discontinue contemplated prosecution action. The effect of the decision was that all action to assess and collect road maintenance charges in connection with the use of large commercial goods vehicles on roads in New South Wales ceased from 1st July, 1979.

State Transport (Co-ordination) Act. Detection of a larger number of intrastate journeys by lorries registered exclusively for interstate trade led to an increase in the number of convictions for operating or driving an unlicensed public vehicle.

Transport Act, 1930. There was a large increase (519 for this year compared to 386 last year) in the number of convictions for offences under this Act and its Regulations due to the increased number of breaches detected by officers of this Department in respect of the operation of public vehicles, including taxi-cabs and buses.

Motor Traffic Act. Convictions under this Act were mainly for failing to notify disposal of a vehicle, failing to apply for transfer of registration and, in the case of offences connected with heavy vehicles, for exceeding the permitted length, width or height or for failing to carry a completed driver's log book.

Summary Offences Act. There were two convictions under this Act of taxi-cab drivers for using unseemly words.

Motor Vehicles Taxation Management Act. There were four convictions under this Act for failure to pay the tax prescribed after a change in the use of a commercial goods vehicle.

Inquiry into activities of the Department

Following allegations in Parliament by Mr J. E. Hutton, 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 35 days of public hearings between then and 30th June, 1979. In May, 1979, Mr Lewer submitted a Preliminary Report on Term of Reference 3, and the Department, by invitation of the Minister, provided him with its comment on 15th June, 1979.

After 10 further days of public hearings, the final report of the Inquiry was furnished. It was tabled in Parliament by the Minister for Transport on 27th November, 1979 and received wide publicity as had the public hearings. That date, of course, is later than the end of the report year but, because of the prominence given to the allegations and findings, it is in the public interest to state that the Report dispelled absolutely allegations of widespread bribery, corruption and malpractice within the Department. Observations in the Report about procedures generally are being examined and made the subject of advice to the Government.

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, the Commission; it also assisted the Commission in every possible way. Public hearings were in progress at the end of the report year.

JOINT COMMITTEE OF THE LEGISLATIVE COUNCIL AND LEGISLATIVE ASSEMBLY UPON PUBLIC ACCOUNTS AND FINANCIAL ACCOUNTS OF STATUTORY AUTHORITIES

Late in 1978 Parliament appointed a Joint Committee of the Legislative Council and Legislative Assembly to examine and report upon the public accounts and financial accounts of Statutory Authorities with particular reference to future presentation of the accounts.

The Department accepted the Committee's invitation to make a submission concerning its financial accounts and their presentation. The submission gave a comprehensive coverage on matters within the Terms of Reference; and also background information about the Department and its functions to assist the Committee. Its submission was well received.

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, as described in a later paragraph, 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 15, distinguish between vehicle types according to whether they are heavy, in private or public use, or motor cycles.

REGISTRATIONS AND LICENCES

Statistics. The following paragraphs set out the principal statistics at 30th June, 1979 but detailed information and comparisons extending over some years appear in —

- Appendix 13 — Total registrations in force for vehicles of various types.
- Appendix 14 — Brand new vehicles registered during the year.
- Appendix 15 — Driving licences in force.

Vehicle Registrations in Force. On 30th June, 1979 motor vehicle registrations had risen to a further record level of 2 931 386.

Brand New Vehicles. Registrations of brand new vehicles in New South Wales totalled 253 727 this year.

Drivers' Licences. On 30th June, 1979 total driving licences — vehicle drivers and cycle riders — numbered 2 886 503.

Volume of Business. From the foregoing figures it will be clear that huge numbers of transactions must be completed each day as a matter of course. Many classes of business do not require personal attendance at a Motor Registry and, although a continuing campaign is being conducted to encourage use by the public of Departmental Motor Registries where possible, the volume of business received by mail at Head Office remained substantial.

Provisional Licences. This system, providing for a special type of licence for new drivers, has been in operation since the beginning of 1966. Its main features as regards the consequences of the commission of serious traffic offences are described later in this section together with some statistics about withdrawal of provisional licences.

Three Year Licences. A scheme was introduced by decision of the Government on 1st July, 1968 to enable drivers to renew their licences for a period of three years if they so desire. The licences are not issued to persons who have attained the age of 77 years or to licensees who would be subject to a medical review within a three year period after application for renewal of licence. Holders of public vehicle licences are not permitted to obtain a three year licence. In addition, provisional licences are issued for one year only.

Graded Licences for Motor Cycle Riders. A system of graded licences for motor cyclists was introduced by Government decision on 1st January, 1977 as a safety measure for new riders. A motor cycle learner's permit or provisional rider's licence issued to a person who has not previously held a driver's or rider's licence for more than 12 months contains a condition that the holder must not ride a motor cycle with an engine capacity exceeding 250 millilitres.

Competency tests for Driver and Rider Licence Applicants. Commencing on 1st August, 1968 the duty of testing applicants for drivers' and riders' licences in the Sydney Metropolitan, Newcastle and Wollongong areas, Katoomba, Gosford, Wyong, Maitland, Cessnock, Raymond Terrace, Nowra, Kiama, Wagga Wagga and Albury was transferred, in stages, from the Police Department to the Department of Motor Transport. The number of Driver Testing Centres conducted by the Department is 34 and the number of Driver Examiners, employed by the Department, is 92.

In the report year, Departmental driver examiners conducted 181 403 tests for licences. Passes were achieved in 100 782 (55.5%) of these tests.

Information regarding allegations made in the N.S.W. Parliament regarding the issue of driving licences is detailed under "Inquiry into activities of the Department" in the section headed Policy Developments and Legal Activities.

Issue of Special 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. Issues are made from the two letter — three numeral black and white series as well as the three letter — three numeral yellow and black series. Old style numerical plates are not issued.

The scheme has proved very popular with motorists and because the demand in some series of black and white plates exhausted combinations not already in issue, the range of numbers has been extended to two letter — four numerals when the two letter — three numeral series are exhausted. With some exceptions personalised number plates are now available to motorists from the whole range of three letter combinations in the yellow and black series.

The revenue — \$1 365 605 — 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 50 vehicles.

MOTOR REGISTRIES

Local Facilities Provided. With the object of providing the best possible service to the public and giving practical effect to the policy of decentralising the Department's activities, Motor Registries are established in suburbs of the Metropolitan area of Sydney, in the Newcastle and Wollongong areas and in many of the main country cities and towns throughout the State.

Registry Operations, Number and Location. At the majority of country Motor Registries the work is handled by Police in conjunction with their normal Police duties. However, at most larger country centres and in a number of suburbs of Sydney separate offices, manned by officers of this Department, have been established and these provide local facilities for completing a wider variety of transactions between motorists and the Department. The Registries conducted by the Department's own staff deal with at least 98% of all business transacted at Motor Registries. Details of revenue collections at them are given in Appendix 12.

A new "shop-front" Motor Registry was opened in rented premises at Woy Woy on the 18th September, 1978. The Registry handles all types of transactions except original registrations of motor vehicles which require mechanical inspection as there is no area available for mechanical inspections at the new premises. All vehicles which require inspection must be taken to nearby Gosford Motor Registry where a Departmental Inspector (Mechanical) is stationed and full testing facilities are available.

Motor Registries conducted by the Department now total 79 (including the Motor Registry Section at Head Office and three payment offices handling a limited range of business — see next paragraph) whilst Motor Registries conducted by the Police total 177. Details of the Motor Registries and Payment Offices in operation are shown in Appendix 11 and details of revenue collected at them are shown in Appendix 12.

Payment Offices. The Payment Offices set up by the Department in the N.R.M.A. Building, Clarence Street and the G.I.O. Building, Elizabeth Street, provide a convenient facility in the inner City area for motorists to transact the more straight forward business like renewals of registrations and licences and obtaining of learners' permits. Another similar Office is located in the Roselands Regional Shopping Centre. These are equipped to give quick service for high-volume business and take the load off Registries in the general area.

Standards of Service. Frequent inspections of Departmental Motor registries are made by senior officers in the interests of efficiency and to ensure premises and equipment are kept in good order. Additional staff was provided at a number of Motor Registries during the year to meet the increase in work.

Testing of applicants for Taxi-cab driver licences

The testing of applicants for metropolitan taxi-cab licences is carried out only at the Department's Head Office at Rosebery and the Parramatta Motor Registry. However, it is proposed to extend this testing progressively to other locations in the Sydney metropolitan area.

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 27 Departmental Motor Registries.

THIRD PARTY INSURANCE

Scope of Insurance. The 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. The insurance must be effected with an "authorised insurer" 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, 1979 authorised insurers numbered five, one less than at 30th June, 1978.

Role of Government Insurance Office. The Government Insurance Office of N.S.W. continued to conduct the great bulk of compulsory third party insurance (approximately 97.8% as in the previous year), 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 reached a new record total of \$232 734 619, a rise of \$28 589 119 on last year. Commission received in this connection and credited to the Road Transport and Traffic Fund totalled \$1 711 334.

Premium Rates. Premium rates for the various types of vehicles are prescribed by the Motor Vehicles (Third Party Insurance) Act and are indexed in line with the All Groups Consumer Price Index for Sydney. In accordance with the Act premium rates were varied by 8.1% on 1st January, 1979 in line with the increase in the Index during the year ended 30th September, 1978. The previous increase was on 1st January, 1978.

TRAFFIC BREACHES

Respective Function of Police and Motor Transport Department. 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 10. 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 354 223 as against 348 565 for the previous year. In 274 044 of these cases liability for the offences had been satisfied by payment of the appropriate penalties under the "Infringement Notice" system. Convictions for the types of offences involving automatic disqualification from driving numbered 22 424 which is 1175 more than in 1977-78.

DISQUALIFICATION OF DRIVERS

Powers of Courts to Disqualify. Drivers convicted of specified major offences such as driving under the influence of alcohol are, by law, disqualified automatically for specified periods unless the Courts order other — that is longer or shorter — periods of disqualification. Courts may, for offences of other types, fix and impose a period of disqualification.

Disqualifications Imposed. During the year the Courts found proved 23 466 major offences (including driving under the influence of alcohol and exceeding 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. 1042 offenders were discharged under Section 556A of the Crimes Act without conviction. Of the 22 424 cases in which convictions were recorded, the statutory automatic period of disqualification operated in 6337 instances but in the remaining 16 087 the Courts imposed other, and usually shorter, disqualification periods.

In regard to driving under the influence of alcohol, Section 556A of the Crimes Act was applied by the Courts to discharge without conviction 38 drivers out of the 837 brought before them on such charges as compared with 58 drivers out of a total of 927 last year. Section 556A of the Crimes Act was applied by the Courts to discharge without conviction 971 of the 18 199 drivers brought before them on charges of exceeding the prescribed concentration of alcohol.

There were also 3260 instances where Courts revoked 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 Regulations for Motor Traffic 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 —

- (a) **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" signs) or commits an offence of the type specified in the licence (see Appendix 15) the licence is 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. A total of 130 970 provisional drivers' and riders' licences was issued during the year under review.
- (b) **Points System.** Operating separately from the Provisional Licence Scheme, the Points System, by costing a traffic offender a fixed number of points for each traffic offence of a particular type recorded, gives a licensee clear warning when the stage is being reached where the Commissioner will consider licence suspension. It does not apply to offences for which disqualification is automatic unless the Court orders otherwise. Points allotted for individual offences range from two to four according to the nature of the offence, and a driver or rider who accumulates a total of twelve or more points within a period of two years may have his licence cancelled. A driver or rider who comes within this category is afforded a final opportunity to comply with the traffic laws by the issue of a provisional licence without the requirement to display "P" plates when his full licence is cancelled. As an alternative, he may elect to remain unlicensed for a period of three months and then be re-issued with a full licence.

Statistics of licences suspended and cancelled by the Commissioner under the Points System and Provisional Licence Scheme during the year are shown in Appendix 16.

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 reduce or eliminate wasteful competition in passenger services both with State-owned train and bus services and privately owned bus services.

Vehicles are licensed as goods vehicles, omnibuses, taxi-cabs, 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.

Special Revenue Measures. The principal statute in this regard since 1958 has been the Road Maintenance (Contribution) Act which was introduced mainly to obtain from interstate operators of heavy commercial vehicles a contribution towards the maintenance of the State's public roads.

Following direct action by some truck owners, mainly interstate operators, who in April 1979 blockaded with their vehicles the main highways of the State to press their claim for the repeal of the Act, the Government decided in May, 1979 that all action to obtain payment of charges, submission of outstanding or future journey records, and the institution or continuation of legal proceedings in relation to offences under the Act, was to be discontinued.

The Act (and complementary legislation in all other States) was found by road transport authorities in all States to be difficult to enforce and to have administrative deficiencies. The scheme was unpopular with intrastate operators who also had to submit returns and pay charges. On the other hand interstate operators, to whom the Act was primarily directed, were able to avoid payments by adopting readily available legal devices such as establishing "straw" companies in other States mainly South Australia. (See further details under "Evasion and Enforcement"). At the end of the report year means of replacing the loss of revenue from road maintenance charges were under consideration by the Government.

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 and drivers must comply with roadworthiness and other 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 —

Policies and practices based on experience continued this year until the Government's decision in May, 1979 to cease the collection of charges. A description of main features of these policies and practices follows —

The motor vehicle tax normally payable was reduced by 33⅓% for lorries subject to this Act. This was a statutory concession which prior to 31st December, 1971 was allowed at the rate of 50%. The concession applied from the inception of the Act (in May, 1958) for primary producers' vehicles and from 1st January, 1960 for other liable lorries.

Returns were an essential feature of Road Maintenance administration and it was a requirement that an owner (unless he had entered into an "Arrangement") was obliged to furnish, by the fourteenth day of each month, an accurate daily record of journeys made during the preceding month and pay the charges due.

Arrangements. The number of owners who were submitting returns in a simplified manner on a monthly or quarterly basis as provided in the Act increased from 1976 at 30th June, 1978 to 2106 in May, 1979 and the number of vehicles concerned increased from 13 339 to 13 515. The number of vehicles covered by quarterly "Arrangements" which were applicable mainly to primary producers' vehicles, increased during the period under review from 14 365 to 15 448. The "Arrangements", whilst facilitating the task of administering the Act, made it easier for the many individual owners, such as primary producers, who would have been seriously inconvenienced by the need to keep daily journey records.

EVASION AND ENFORCEMENT

Prosecutions. Until May, 1979 when the Government decided to cease collections under the Act, the main basis for enforcement action was the system of reporting vehicle sightings by Departmental road patrols and checking stations. Officers located in the Regional Districts were responsible for close supervision of road transport activities in their districts and gave assistance to many operators in meeting their obligations under the Act. Results of the number of cases where it was necessary to prosecute operators are shown in Appendix 9.

Straw Companies. Over the years a device developed whereby companies with few or no assets were incorporated outside the operator's home State (mainly in South Australia) and operated vehicles without meeting their road charges obligations. Court orders against these "straw" companies could not be enforced. The device principally affected New South Wales and Victoria although other States became increasingly concerned as the practice spread. It is estimated that this device resulted in a loss of revenue to this State of three million dollars during the report year.

During the year reciprocal legislation designed to deal with "straw" companies established for the purpose of avoiding road maintenance charges was enacted in the Northern Territory and New South Wales to complement similar legislation already passed in Victoria, Queensland and Western Australia. However, in view of the Government's decision in May to discontinue collecting road maintenance charges, the provisions of the new legislation were not called upon. (See also "Special Revenue Measures").

Checking Stations. The following figures of vehicles and loads checked illustrate the scale on which the special Lorry Checking Stations at Marulan and Berowra assist towards seeing that lorries comply with the special requirements applying to them.

	Marulan	Berowra	Total
1. Number of Vehicles			
1978-1979	511 670	622 413	1 134 083
1977-1978	457 692	567 847	1 025 539
2. Tonnes (Estimated)			
1978-1979	5 719 337	4 939 247	10 658 584
1977-1978	5 140 566	4 511 382	9 650 505

RESULTS THIS YEAR — Road Maintenance (Contribution) Act

Year ended 30th June	N.S.W. INTRASTATE		INTERSTATE		TOTAL	
	Liable vehicles recorded	Charges received \$	Liable vehicles recorded	Charges received \$	Liable vehicles recorded	Charges received \$
1979	51 329	14 888 478	15 746	4 786 316	67 075	19 674 794
1978	49 240	14 246 193	14 755	4 823 435	63 995	19 069 628
Receipts month by month — as well as net receipts (after refunds) — appear in Appendix 7.						

"Arrangement" cases

	Number in force	Vehicles covered	Charges paid
1979	2106	13 515	\$8 285 251
1978	1976	13 335	\$8 190 965

The charges paid are included in the total shown in the previous table. These figures do not include primary producers' vehicles (14 188 this year, 12 591 last year) covered by "Arrangements" but making so little use of public streets that receipts therefrom which are well below the normal rate would give a distorted result if included.

PASSENGER SERVICES — SYDNEY NEWCASTLE AND WOLLONGONG AREAS

SPECIAL REQUIREMENTS IN THESE 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 Regulations for Public Vehicles, in addition to the Motor Traffic Act and the State Transport (Co-ordination) Act.

Transport Districts Defined

- The Metropolitan Transport District comprises the County of Cumberland (excluding any portion of the City of Wollongong) and the Parish of Cowan in the County of Northumberland.
- The Newcastle and District Transport District comprises the main portion of the City of Newcastle and Parishes of Teralba and Kahibah and part of the Parish of Wallarah in the Municipality of Lake Macquarie. Its boundaries were recently extended to include a reclaimed section of land in the Hunter River known as Kooragang Island.
- The Wollongong Transport District comprises the area of the City of Wollongong.

BUS SERVICES

Service Licence Necessary. In addition to the licences for the buses themselves, licences for the services are required by non-Government bus operators in the 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, and for many previous years, this maximum has not been approached. The total of such fees for non-Government bus services amounted to \$43 095, the fees for the individual services varying from \$1119 to \$10. Service licence fees for Government transport operations were \$30 000 (Metropolitan) and \$3000 (Newcastle).

Motor Vehicle Tax. 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 \$928 790 compared with last year's figure of \$887 989.

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, contributes amounts calculated and subsequently distributed on the same basis as motor vehicle tax paid by private bus operators. Contributions this year totalled \$395 853.

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.

Services Operating. A summary of statistics relating to services follows later in this section.

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 six services were transferred and the number of operators was reduced by one.

Competition with Government Transport. No services are permitted to operate in direct duplication of Government Transport Services. However, a small number which compete to a minor degree operated in each District under restricted conditions. There are three such services in the Metropolitan Transport District.

Fares. Approval was given for a general fare increase, applicable from 18th December, 1978 which was designed to offset an increase of 10.36% in operational costs throughout the bus industry since the previous increase in September, 1977.

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.

Standards of Service. Frequent checks were made by Departmental technicians to ensure that proper vehicle standards were maintained. Routine checks of timetable observance and adequacy of services were carried out and corrective action was taken on the complaints received.

Special Journeys. Where required, permits were issued under the Transport Act and State Transport (Co-ordination) Act for special journeys such as those to sporting and social events.

SUMMARY OF BUS STATISTICS (AT 30TH JUNE, 1979-1978)

	Metropolitan	Newcastle	Wollongong	Total
Operators				
1979	102	14	13	129
1978	103	15	13	131
Services				
1979	199	21	24	244
1978	199	23	24	246
Buses				
1979	1516	152	174	1842
1978	1457	150	181	1788
Revenue Derived by Department				
	\$	\$	\$	\$
1979	854 727	93 417	56 711	1 004 855
1978	813 174	93 587	56 502	963 263
Bus Revenue Distributed For Roadworks				
	\$	\$	\$	\$
1979	813 215	90 024	55 978	959 217
1978	750 158	92 238	59 410	901 806
For details see —				
Appendix 4 re revenue receipts expenditure and distribution of the Public Vehicles Fund				
Appendix 5 re amounts distributed for roadworks.				

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

Categories of taxi-cabs. Taxi-cabs in the Metropolitan Transport District are classified as —

- (i) Unrestricted.
- (ii) Area — to operate from stands in one of the ten designated taxi-cab areas in the Metropolitan Transport District. These taxi-cabs may also occupy the stands at Sydney (Kingsford Smith) Airport and at Central Railway Station under certain circumstances.

In the Newcastle Transport District there are both unrestricted taxi-cabs and taxi-cabs restricted to particular stands or groups of stands, while in the Wollongong Transport District all taxi-cabs are allotted to particular stands or groups of stands.

Private Hire Car Operations. All private hire cars are permitted to stand for hire only at points specified in the licences. They are, in the main, unrestricted in operation but a small number are limited to the conveyance of passengers in connection with weddings, funerals and tours and the carriage of schoolchildren to and from schools.

Standards of Service

General Policy. The maintenance of a high standard of service has been aided by the continuation of policies requiring any person acquiring an Area taxi-cab to reside in, or within 12 months take up residence in or closely adjacent to, the authorised area of operation; and owners generally to have sole control and management of the taxi-cabs and drive them as their sole or principal means of employment. Permanent exemption from these latter requirements is permitted only in the cases of widows acquiring taxi-cabs under their late husband's Wills or to permit the retirement, after lengthy service in the taxi industry, of owners who are 60 years or more of age.

New Licences in the Metropolitan Transport District.

Following the expiry of the Metropolitan Transport District Taxi-cab Drivers' Seniority Register which was established in 1972 to issue new taxi-cab licences to eligible drivers, approval was given upon the recommendation of the Taxi Advisory Council to establish a new Seniority Register.

Radio Control. The majority of taxi-cabs and many private hire cars in the Transport Districts are fitted with two-way radios to improve service to the public. Facilities for two-way radio communication for taxi-cabs are provided by 10 organisations in the Metropolitan Transport District, one in the Newcastle Transport District and one in the Wollongong Transport District.

During the report year one radio organisation ceased operations.

SUMMARY OF TAXI-CAB AND PRIVATE HIRE CAR STATISTICS (at 30th June, 1979-1978)

	Metropolitan		Newcastle		Wollongong	
	1979	1978	1979	1978	1979	1978
Taxi-cabs —						
Unrestricted	2437	2437	86	86	—	—
Restricted	—	—	46	46	117	117
Area	1023	1023	—	—	—	—
Sub Total	3460	3460	132	132	117	117
Private Hire Cars	224	213	13	13	4	4
Total	3684	3673	145	145	121	121

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 15th December, 1978.

Transfers. Transfers of the registrations and licences of taxi-cabs and private hire cars are permissible at the Commissioner's discretion. Any such transfers of licences are subject to the provisions of the Transfer of Public Vehicles (Taxation) Act under which a tax calculated on the current market value of the licence must be paid by the transferor. The tax in respect of the transfer of a "purchased" licence is 2½% of the current market value. In respect of an "issued" licence, the tax is 25% where the licence has been issued less than six years, reducing progressively to 2½% when the licence has been issued over 15 years. Money derived from these transactions is paid into the Road Transport and Traffic Fund (see Appendix 3).

Taxi-cab Lost Property. Articles left in taxi-cabs by hirers must be surrendered to the Department by drivers. A fixed amount of compensation for the drivers is collected by the Department from persons claiming their property. Any unclaimed articles are sold through the Public Transport Commission's regular lost property auction sales and the proceeds, which are small, are paid into the Road Transport and Traffic Fund.

TOURIST SERVICES

Transport Districts. At 30th June, 1979 there were 64 tourist vehicles licensed 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 licences has been followed for many years. The progressive decentralisation of administration brought about by the creation of Regional Branches of the Department has produced further benefits.

At the end of the report year a proposal was under consideration to place country public motor vehicles (such as buses, taxi-cabs and hire cars) 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 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 30th June, 1979, 2099 regular passenger carrying services were operating in country districts. 2798 buses and 497 other vehicles were employed in them, the latter usually being cars or lorries carrying occasional passengers on mail routes or school children in isolated areas.

Competition with Railways. The policy followed in this respect in regard to the Transport Districts operates for country services also. Services in direct duplication are not permitted but a number of services competing in less degree were authorised subject to restrictive conditions.

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

Special Journeys. In a number of cases journeys for such purposes as sporting and social events were authorised by permits.

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.

Vehicles in Service (at 30th June —	1979	1978
Taxi-cabs	922	924
Private Hire Cars	95	95

Ballots for New Licences. The balloting system has been retained as being the most suitable for the varying conditions which apply outside the Transport Districts. Under this system, where a need is established to the satisfaction of the Department and the Council concerned, a ballot is carried out by the Council after applications have been invited.

Two-Way Radio. The Department has continued to promote the provisions of radio control for hire vehicles in country areas with the assistance of Telecom Australia and local Councils. This service is generally conducted by operator co-operatives.

TOURIST VEHICLES

There were 49 tourist vehicles licensed in country districts of New South Wales for the carriage of passengers on sight seeing tours at 30th June, 1979.

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 be such as to not be in the public interest.

The following new commuter services were approved during the report year. However, not all services had been commenced at the end of the report year.

Dubbo — Walgett — Lightning Ridge
Wagga Wagga — Corowa
Sydney — Gosford
Sydney — Walcha

Review of Aircraft Licensing Policies. In November, 1978 the issue of further licences was suspended temporarily to enable the Department, at the request of the Minister, to conduct a review of aircraft licensing policies. 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 forwarded to the Minister on 23rd March, 1979 and was under consideration 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.

The Committee had not met at the end of the report year.

MISCELLANEOUS

Ferries. There are 11 privately owned ferries operating for the conveyance of passengers in the Port of Sydney which are required to be licensed under the State Transport (Co-ordination) Act.

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, most 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. Scientific research into traffic accidents is conducted by the Department's Traffic Accident Research Unit.

TRAFFIC ACCIDENT RESEARCH UNIT

Establishment. The Traffic Accident Research Unit was established as a Branch of the Department in May, 1969 for the purpose of undertaking scientific research into traffic accidents. The Unit is housed in a two storey building within the Head Office complex.

Aims and Composition. The objectives of the Unit are broadly, to provide to the Department 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 its now well-known matrix hereunder. 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

Good statistical support is basic to research in all these areas.

The Unit operates within a flexible framework.

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 staff comprises mechanical and electrical engineers, technicians, draughtsmen, and medical specialists.

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 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 Administrative Section is responsible for the administrative functions of the Unit.

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 counter measures that are introduced.

It is staffed by 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 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, a brake-test dynamometer 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 first published by the Department as Traffic Accident Research Unit Reports. A list of reports published so far follows —

- 1/70 Fire in Road Accidents
- 2/70 Heavy Vehicle Crash Injury
- 3/70 Determination of Swept Paths of Vehicles
- 4/70 The Provisional Licence Scheme — a Statistical Evaluation

- 5/70 Deaths on Motor Cycles — a Study of 120 Fatalities
- 6/70 Compulsory Wearing of Seat Belts — A Feasibility Study
- 1/71 Human Factors in Traffic Safety — a Reappraisal
- 2/71 Seat Belts — A Survey of Usage and Attitudes
- 3/71 A Traffic Signal System for High Speed Roads
- 4/71 Vehicle Windscreens — The Current issues
- 1/72 Crashes at Railway Level Crossings
- 2/72 Drinking and Driving — Sociological Aspects
- 3/72 The Young Driver
- 4/72 An Assessment of Measures to Reduce Cyclist and Motorcyclist Accidents
- 5/72 A Study of Measures to Reduce Injuries to Pedestrians
- 1/73 Drinking and Driving in Sydney — a Community Survey of Behaviour and Attitudes
- 2/73 Dynamic Tests for Seat Belts
- 3/73 The Role of Communications and Propaganda in Traffic Safety
- 4/73 Compulsory Wearing of Seat Belts in New South Wales, Australia
- 1/74 Sash Discomfort in Seat Belts
- 2/74 Crash Protection for Babies
- 3/74 The Effect of Mandatory Seat Belt Use in New South Wales, Australia
- 4/74 Crash Protection for the Sub-teen Child
- 5/74 Caravans in Traffic Crashes
- 6/74 Investigation of Seat Belt Performances in New South Wales Traffic Crashes
- 7/74 Pre-School Children and the Traffic Light Task
- 8/74 The Capacity of Young Children to Cope with the Traffic System — A Review
- 9/74 Compulsory Seat Belts — A Survey of Public Reaction and Stated Usage
- 1/75 Reflectorised Number (Licence) Plates and Traffic Safety in Australia
- 2/75 Drink-driving Propaganda in Sydney, Australia
- 3/75 The Epidemiology of Pole Crashes
- 4/75 Alcohol, Drugs and Accident Risk
- 5/75 Side impact and lap sash belts
- 1/76 Occupant Head Space in Passenger Cars
- 2/76 In-Depth Analysis of Fatalities to Wearers of Seat Belts
- 3/76 Performance of Child Restraints in Crashes and in Laboratory Tests
- 4/76 Seat Belt Crash Performance in Australia
- 5/76 Crash Performance of Emergency Locking Retractor Seat Belts
- 6/76 Child Restraint Size
- 7/76 Anatomical Factors in Lap/Sash Belt Wearing
- 1/77 In-Depth Study of Seriously Injured Seat Belt Wearers
- 2/77 Motorcycle Crashes — a Level Two Study
- 3/77 Fairfield On-Scene Study of Collisions — First Quarterly Report — October to December, 1976
- 4/77 Impact Strength of Joints in Seat Belts
- 5/77 Human Measurements and Performance in Retracting Seat Belts
- 6/77 Guards on Trucks to Prevent Car Under-Ride
- 7/77 Child Restraint Field Study
- 8/77 Occupant Protection for Children: A Survey of Restraint Usage, Attitudes and Knowledge
- 9/77 A Profile of Long Distance Truck Drivers
- 1/78 Fairfield On-Scene Study of Collisions — Second Quarterly Report — January to March 1977
- 2/78 Crash Protection for Children After their Third Birthday
- 3/78 Communicating Road Safety to the Young Pedestrian
- 4/78 Communicating Road Safety to the Young Pedestrian — Evaluation of Road Safety Resource Material for Infants Schools
- 5/78 Fairfield On-Scene Study of Collisions — Third Quarterly Report — April to June 1977
- 6/78 Performance of Passenger Car Seats in Frontal Impacts
- 7/78 Integrated Injury and Traffic Crash Data System
- 8/78 Traffic Safety and the Long Distance Truck Driver
- 1/79 Fairfield On-Scene Study of Collisions — Supplement to Three Quarterly Reports.

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.

In the area of engineering research, work to date has been involved with improving the chances of survival, without injury, of passenger car occupants and motor cyclists in crashes. Much of this work is performed in collaboration with the various national committees with

crash protection responsibilities and has contributed to the upgrading of seat belts, and to the issue of new Australian Standards for crash protection for child passengers and motor cyclists.

During the year field crash investigations were conducted, on a state-wide basis, of seriously injured motorcycle riders, and injured children who had been carried in vehicles in child restraints or seat belts. Other studies during the year dealt also with child safety restraints, motorcycle helmets worn in fatal crashes, the use of adult belts by children, the development of booster cushions for children, and the development of suitable crash protection equipment for babies. Major efforts in the behavioural field continued to be directed in several specific directions to determine —

- (1) the ways in which traffic safety principles can best be communicated to special groups at risk, such as young children, motorcyclists, those who drink and drive and pedestrians aged 50 years and over
- (2) the acceptability and usage of child safety restraints among actual or potential consumers
- (3) the special problems of long distance truck drivers
- (4) means of more effectively testing applicants for motorcycle riders' licences
- (5) the effects of alcohol and of other drugs (both alone and in combination) upon skills related to driving ability

During the year two publicity campaigns were conducted; one on drink/driving and the other on the use of motorcycle headlamps when motorcycles are in motion. A joint research project continued with the University of Sydney where the effects of drugs including alcohol upon driving skills is being investigated. The information resulting from this research has been used to update the Motor Traffic Handbook in the area of drinking and driving. Questions in this area are now asked of all applicants for driver and rider licences.

A kit has been developed for use in the teaching of safety skills to young children. This kit together with campaigns about the use of child restraints and the need for supervisors of young children to improve the quality of their supervision of children in traffic will be given wide publicity in the ensuing year.

ROAD TRAFFIC ACCIDENT STATISTICS

The official New South Wales traffic crash statistics are compiled by the Traffic Accident Research Unit 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 in the "Statistical Statement of Road Traffic Accidents in New South Wales" which is distributed widely to the relevant Government and semi-Government authorities and to interested organisations and individuals. These bulletins 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 this 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.

While the published statistical information is arranged in tabulations following a uniform pattern adopted by all States and Territories, the complete data record for each crash is coded and stored on magnetic tape. By the use of the Department's computers special analyses for specific research projects can be carried out on the whole file of all crashes recorded over several years. As not all the data on each police report form are encoded, copies of all reports are maintained on a microfilm file. These reports are readily accessible for special purpose studies and viewing or copying of the reports is possible.

FATAL TRAFFIC CRASHES IN NEW SOUTH WALES

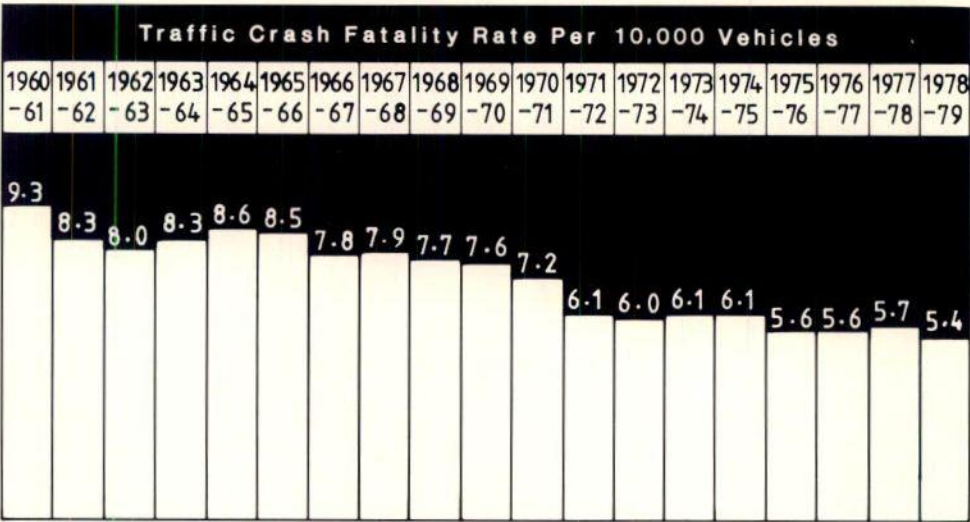
Tables 1 and 2 of Appendix 17 present profiles of 1157 fatal crashes and of 1311 persons killed during the year ended 30th June, 1979. Salient features of Table 1 are that, in New South Wales for the year ended 30th June, 1979 —

- there were 1157 crashes resulting in fatalities;
- of these, about one in five took place on Saturdays;
- generally, the most common time for crashes on weekdays was between the hours of 3 p.m. and 6 p.m.;

- at weekends, the most common times for crashes were late at night or early morning — about one in three fatal crashes took place between the hours of 9 p.m. and 3 a.m. on Saturdays and Sundays.

These figures are consistent with independent research findings concerning the dangers of "social driving" and suggest some relationship between late-night, weekend and alcohol-related crashes. Salient features of Table 2 are that, in New South Wales for the year ended 30th June, 1979 —

- there were 1311 fatalities resulting from traffic crashes;
- drivers of motor vehicles accounted for slightly more than one-third of these fatalities;
- the most common age group of persons killed were the 17-20 years and 21-24 years age groups, these two groups together accounting for one-third of all fatalities;
- motorcyclists in these age groups were particularly vulnerable with nearly 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 graph in Appendix 17) have shown a more or less steady rise over the last 18 years. This is to be expected with the steady rise in the population of the State, numbers of licences on issue and vehicles registered. However, over the past 18 years, the fatality rate has fallen from about ten to less than six 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 legislation in October, 1971.

AUTOMOTIVE ENGINEERING

GENERAL VEHICLE FITNESS POLICY

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

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.

Type Approval Scheme. Persons or companies engaged in the conversion of vehicles or in the manufacture or distribution of automotive products can now submit technical data and examples of their product for Departmental approval. A certificate of approval is issued when a conversion or product is found to comply with all requirements. The scheme was designed to help motorists in their choice of major conversions and accessories and to assist the motor trade.

PUBLIC PASSENGER-CARRYING VEHICLES

Passenger-carrying vehicles (omnibuses, 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 and, as far as practicable, all passenger-carrying vehicles throughout the State are examined 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 work load 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 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 some 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 omnibuses.

Administration of the Scheme. The Motor Traffic Regulations set out the administrative arrangements concerning the appointment of Authorised Inspection Stations and examiners and for the appointment of a Committee of Review to consider cases of alleged improper actions at stations and to advise the Commissioner on action which might be taken. Provision is made also for station proprietors and examiners to have the right of appeal to the Courts against decisions of the Commissioner. A security fee or guarantee of \$100 is required to be lodged by station proprietors.

Instruction Programme. In co-operation with trade organisations, meetings were held with staff from Authorised Inspection Stations to enable technical representatives from the Department to explain aspects of the scheme and to answer questions. Meetings were held at Gosford, Bathurst, Cowra, Armidale, Murwillumbah, Mt Druitt, Queanbeyan, Goulburn, Liverpool and Wagga Wagga. The effectiveness of these meetings in improving knowledge and allowing an interchange of ideas is recognised and the programme will continue to be developed.

Statistics. On 30th June, 1979, 4980 Authorised Inspection Stations employing 10 250 examiners were participants in the scheme, compared with 4772 and 9800 respectively on 30th June, 1978. The graph in Appendix 18 shows the number of Authorised Inspection Stations and the registered vehicles each year since the inception of the scheme.

Supervision. Checks are made on the operation of Authorised Inspection Stations to ensure that as far as practicable, defective vehicles are not passed as fit. 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 a Committee of Review comprising representatives of motor trade organisations and a Departmental Chairman. On the Committee's recommendations, 43 Authorised Inspection Stations and 50 examiners were disqualified from the scheme during the year either indefinitely or for periods of up to two years. This compares with 38 stations and 38 examiners disqualified during the previous year. In 91 cases all or part of the security bond was forfeited. Less serious cases were dealt with by the issue of warnings.

Appeal provisions. 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 seven such cases were heard. In one case, the Commissioner's decision to refuse to issue an authority was confirmed, in one case the appeal was upheld. In two cases the appeals were withdrawn and the hearings in the other three cases are unfinished.

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 by Inspectors (Mechanical) as to their fitness for use on the road. Further information on the functioning of the stations appears in the section headed Commercial Transport Services.

Inspection of Coal Trucks. Subsequent to the tragic accident which occurred on Mount Ousley in May of this year, the Department implemented a special programme for the immediate inspection of all coal trucks using the highway over Mount Ousley. At the end of June, 1979, 492 coal trucks had been inspected of which 167 were found to have major defects and another 98 had defects of a less serious nature. Inspections were carried out also of 77 trucks not engaged in transporting coal. These inspections revealed that 46 of these trucks had major defects and 17 had defects of a less serious nature. As an immediate measure amendments to the Motor Traffic Regulations which took effect from 15th June, 1979 provided for the use of new traffic signs which, where displayed, required drivers of motor lorries with a tare weight exceeding two tonnes to use marked "truck-lanes", engage low gear, and observe indicated speed limits.

The restrictions, which can be imposed in any area of the State, are aimed particularly at heavy trucks using Mount Ousley Road.

As an additional safety measure the hours of driving requirements were extended to include all drivers of trucks operating to and from the Inner Harbour of Port Kembla.

Government Truck Checking Stations. A proposal for the introduction of Government truck checking stations for the inspection of trucks weighing more than two tonnes, at three-monthly intervals, was under consideration at the end of the report year.

Approval was sought from the Government in June, 1979 for the Assistant Commissioner of the Department, Mr N.C.M. Skinner, and the Assistant Chief Engineer, Mr R. Vaughan, to make brief visits to Germany, Great Britain, Sweden and the United States to review the operation of some Government-operated vehicle testing stations set up specifically to conduct thorough roadworthiness checks of motor vehicles with the emphasis on heavy lorries.

Defect Notices. Police and authorised officers of this Department may, under Motor Traffic Regulation 94B, 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. With less serious defects, the notices permit the vehicle 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 Motor Registry where an Inspector (Mechanical) is stationed.

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. 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.

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.

Number of Notices issued. The total number of "Defect" Notices issued in 1978-1979 as compared with the previous two years is shown hereunder.

1976-77	1977-78	1978-79
28 345	26 317	24 045

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.

The object of the legislation is to minimise certain abuses in the industry and to ensure that persons who operate tow-trucks or who are employed on or about them are of good character. Tow-truck licences and drivers' certificates are issued under the authority of the Commissioner for Motor Transport who is empowered by the Act to refuse or cancel licences and certificates. Tow-truck licences and drivers' certificates are not issued unless the Commissioner is satisfied that the applicant is a person of good character and in the case of licences that the vehicle and its equipment are suitable.

An important provision of the scheme is that drivers of tow-trucks must obtain a signed form of authority from the owner or person in charge of an accident-damaged vehicle before it may be towed. The tow-truck operator is required to keep records of towing operations and to produce them on demand to an authorised person.

On 30th June, 1979, 1561 licences and 4673 certificates were in issue as against 1932 and 4688 respectively on 30th June, 1978. During the year three applications for licences and 83 for certificates were refused by the Commissioner. Five applications for renewal of drivers' certificates and two for renewal of licences were refused. Two certificates were cancelled. There were 10 appeals against the refusal to grant a certificate of which three were upheld. Two appeals were lodged against the refusal to grant a licence; both were dismissed.

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). On 30th June, 1979, 1810 licences were in issue as against 1962 on 30th June, 1978. The discretionary powers conferred on the Commissioner by the Act were exercised again this year when five applicants were refused licences. During the year four licences were cancelled and two applications for renewal of licences were refused.

Log Books for Drivers of Heavy Vehicles. To assist in the enforcement of limits on hours of driving the Motor Traffic Act imposes in the interests of safety, Regulations under the Act have for some years required the driver of a motor vehicle that weighs more than two tonnes unladen and is operated outside a radius of 80 km from its usual depot, to carry and complete a prescribed log book of his hours of driving and periods of rest. However, since 15th June, 1979, where the vehicle is carrying coal to, or returning after carrying coal to, the Inner Harbour at Port Kembla, the driver must carry a log book and observe the specified rest periods irrespective of the length of the journey from the vehicle's usual depot.

Since 1st May, 1967 log books have been obtainable only by the drivers personally from this Department or the corresponding authority in another State or Territory. This year 23 825 books were issued by this Department, 19 310 going to drivers who were residents of New South Wales and 4515 to drivers from other States. A nominal charge of \$1 per book is made to cover production costs.

Disabled Persons' Parking Authority. The Department administers the car parking concession provided since 1972 to assist disabled persons who have permanently lost the use of one or both legs or are otherwise severely physically handicapped and unable to walk or able to walk only short distances.

The concession allows a vehicle used by a disabled person to exceed a sign-posted parking time limit where the limit is more than 30 minutes and also allows free parking at parking meters where the time limit is more than 30 minutes. The concession is available not only for licensed drivers but to any person so disabled who requires the use of a motor vehicle.

A disabled person obtains from the Department an authority card, giving details of the holder and the vehicle nominated, for display on the windscreen of the vehicle when it is being used by the disabled person.

Since the inception of the scheme, 9741 disabled persons' parking authorities have been issued.

STAFF

General Employment. Natural growth in the Department's major activities continued but the incorporation of driver conviction records into the "On-line" computer system and consequential staff savings avoided the need for major clerical recruitment. The staff level was kept close to the figure for the previous year.

Equal Opportunity. During the year, one of the Department's long term goals of having equal opportunity and equal pay for females apply to all its employment groups was accomplished when, in respect of the one outstanding but substantial group of salaried officers, the Federal and State Industrial Commissions handed down new awards.

TRAINING AND INSTRUCTION

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

- Instruction by the Staff Training Section to improve the efficiency of officers, particularly those concerned with the continuing conversion of records to the "On-line" computer system.
- Instruction of officers in letter writing and telephone answering techniques.
- Attendance of senior officers at seminars conducted by the Royal Institute of Public Administration and the Public Service Board.
- Participation by senior officers in seminars conducted at the University of New South Wales.
- Attendance of officers at residential 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 Staff Development Branch, Public Service Board.
- Participation of officers in administrative instructional courses which are specially designed to help officers 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" operation of IBM 37/158 and ITEL AS5 computers.
- A course in Registry procedures.
- Induction courses for newly recruited staff.
- Audio-visual assisted instructions in interviewing techniques.

PERSONNEL

Number of employees. On 30th June, 1979, 2722 persons were in the employ of the Department, compared with 2721 on 30th June, 1978. Details are given in Appendix 19.

During the year a number of the Department's senior executives retired. These were —

Mr L. T. Williams, Assistant Commissioner
 Mr M. Cahill, Executive Director (Management)
 Mr H. G. Fletcher, Chief Accountant.

The following changes were made in executive positions —

Mr N.C.M. Skinner appointed Assistant Commissioner
 on 4th June, 1979.
 Mr R. A. Noonan appointed Executive Director (Management)
 on 9th April, 1979.
 Mr K. J. Mungoven appointed Executive Director (Policy)
 on 4th June, 1979.
 Mr F. J. Burke appointed Staff Manager on
 9th April, 1979.
 Mr G. A. Ardill appointed Chief Accountant
 on 26th April, 1979.

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 other work includes emergency attention in cases of staff accidents or illnesses and medical examination of staff and applicants for employment.

LAND AND BUILDINGS

Although the problem of satisfying long-standing needs from capital funds was limited by present income levels, further progress was made in meeting increased demands for motor registry facilities and administrative services by extensions and alterations to existing buildings. In addition, land was acquired for future construction of modern offices to replace inadequate premises and for enlargement of existing premises and motor vehicle inspection areas.

Achievements. Land was acquired at Coffs Harbour and Gunnedah during the year for relocation of the present Motor Registries and sites adjoining the Department's properties at Charlestown, Wyong and Penrith were purchased for essential enlargement of the yard areas at those centres. An exchange of land completed at Grafton will enable better future development of the motor vehicle inspection area at the Registry. Continuing the programme of acquiring residences in selected country centres for leasing to Motor Registry officers with critical accommodation problems, cottages were purchased at Dubbo, Armidale, Leeton, Mudgee and Narrabri and further properties will be acquired as soon as funds are made available.

Work was completed on the enlargement of the Regional Office and Motor Registry at Armidale, the District Office and Motor Registry at Maitland and the Motor Registry at Lismore to accommodate the District Office.

A "shop-front" Motor Registry was established at Woy Woy to provide a service to the public of the area and to ease the work load at Gosford Motor Registry. Other completed projects designed to relieve congestion in public and staff areas were extensive alterations to Ryde Motor Registry, an annexe at Blacktown Motor Registry to provide a fast renewal service, alterations to the motor vehicle inspection area at Chullora Motor Registry and to the public and counter areas at Wollongong Motor Registry.

Sites previously acquired adjoining the Motor Registries at Penrith and Beverly Hills are being paved and fenced for yard enlargement and work is progressing on enlarging the yard at Newcastle Motor Registry by bridging over an adjacent stormwater channel. The conversion of part of the Parramatta Motor Registry to an annexe to speed up completion of new registrations is approaching completion.

Land acquisitions are proceeding at Campbelltown and Shellharbour (Blackbutt) for new Motor Registry sites and at Queanbeyan and Wollongong for site enlargement.

Further modernisation of the Department's Head Office has been carried out to upgrade staff working conditions and to contain rising cleaning costs. The major modernisation project has been the renovation of the Motor Registry Section which was recently completed. Work is also well advanced on the installation of an additional auxiliary power system to ensure a uninterrupted power supply to the Department's "On-line" computer.

Proposed activities. Proposals for priority attention when funds are made available are to begin the construction of new Motor Registries at Albury and Coffs Harbour, enlarge the Newcastle Regional Office and pave and fence sites recently acquired adjoining the Motor Registries at Gosford, Charlestown and Wyong. It is also proposed to construct a shelter over the vehicle inspection pit area at Penrith and to improve motor vehicle inspection facilities at Tamworth Motor Registry by utilising property recently purchased adjoining the Registry premises. A suitable site is being sought for the relocation of Waitara Motor Registry and, subject to the availability of funds in 1979/1980, it was proposed at the end of the report year to plan to acquire sites at Baulkham Hills/Castle Hill, Bathurst and Orange. The Engadine/Menai area was also under consideration.

Improvements at Head Office being considered mainly concern motor vehicle inspection facilities and computer security.

Handicapped Driving Licence Applicants. As an aid to physically handicapped applicants for driving licences the construction of a specialised medical assessment centre at the Department's Head Office had commenced at the end of the report year. The new centre is located on ground floor level for easier access and will have medical examination and driver testing facilities.

DATA PROCESSING

During the year the major task of converting the estimated 1.5 million Traffic Offences Records to the "On-line" computer system was completed. This allowed a substantial number of clerical officers employed on the previously wholly manual system to be transferred to other areas of the Department.

Instant access to the record by Departmental officers is through visual display units and by Police officers through that Department's inquiry network. This facility is of considerable benefit to the Police who previously had to telephone the Department or call personally when requiring information from the replaced manual system. Because of the sensitive nature of the information recorded on the traffic offences record access by this Department's officers is restricted to authorised staff.

In keeping with the Department's forward planning to cater for increasing work volumes, extension of computerisation to other activities of the Department and to ensure an uninterrupted fast record search ability for both Departmental and Police purposes "round the clock" seven days per week, the Department replaced its IBM 370/145 512K capacity central processor with an ITEL: AS5 unit with a memory capacity of 4 megabytes. The memory capacity of the Department's IBM 370/158 central processor was also upgraded from 2 to 4 megabytes. In addition the Department installed an additional 3350 disk module with a storage capacity of 634 million characters.

EQUIPMENT

The main components of the "On-line" computer system as developed at the close of the report year were —

PROCESSING AND INFORMATION RETRIEVAL

Central Processing Units	IBM System 370/158 — 4000 K main memory. ITEL — AS5 System — 4000 K main memory.
Mass Storage	24 drives IBM 3330-11, 8 drives IBM 3350 magnetic disk storage — 7 336 million characters.
Tape Drives	2 IBM 3420-003. 2 IBM 3420-006.
Line Printers	2 IBM 1403.
Card Readers	2 IBM 3505.

INQUIRY SYSTEMS

In-House	35 IBM 3277 visual displays. 23 GENESIS G77 visual displays. 16 IBM 3284 printer terminals.
Remote — Motor Registries	21 IBM 2740 and 13 IBM 3767 communication terminals with document printing capability.
Police Department	The N.S.W. Police Department has 93 visual display units with 59 associated printer terminals at metropolitan Police Stations and Offices; and 51 Telex units at country Police Stations. In addition 30 Telex units operated by interstate Police authorities and Commonwealth Police are connected to the N.S.W. Police network.
Consumer Affairs	1 IBM 3275 Communication Terminal.

DATA COLLECTION

4 x "GCS. 2100" key-disk-tape systems — 76 visual display entry terminals. 3 Opscan model 17 document readers.

OTHER MAJOR DEVELOPMENTS

- Extension of the use of the computer for the preparation of high-volume routine correspondence.
- Access to the Department's records granted to the Department of Consumer Affairs to enable that Department to more effectively monitor the operations of motor dealers.
- Connection of the Payment Office at Roselands to the "On-line" system.
- Rental of 13 of the more advanced IBM 3767 model 001 communication terminals for installation at motor registries to handle the increased volume of transactions and as replacement for some of the IBM 2740 terminals currently installed.
- Installation of additional visual display units to facilitate "in-house" access to the "On-line" system.
- Introduction of a system whereby the computer automatically handles the control of quarterly inspections of taxi-cabs in the metropolitan area.

PROPOSED DEVELOPMENT

- Progressive replacement of the remaining IBM 2740 communication terminals with the new IBM 3767 Model 001 terminals.
- Replacement of the existing Script word processing operation with a stand alone word processing system capable of interfacing with the Department's "On-line" system for increased operational efficiency.
- Further refinement of the "On-line" system for increased operational efficiency.
- Continued expansion of "in-house" inquiry network.
- Connection of the Payment Offices at the Government Insurance Office and N.R.M.A. to the "On-line" system.

STORES AND STATIONERY

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

The work carried out in the Print Room includes the printing of all cash register forms with the exception of continuous stationery forms used by the computer to prepare registration and licence renewal notices. During the year the bulk of the Department's stationery requirements, public information leaflets, instruction manuals, reports and a variety of stationery items were also produced.

MAIL HANDLING

During the year approximately 6.7 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.

SOCIAL CLUB

An active Social Club with 2200 members plays a vital role in the promotion of good staff relations. Social functions held during the year included picnics, theatre parties and harbour cruises.

For the convenience of staff at Head Office the Social Club operates a store that 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. During the year the Club purchased a set of four holiday units for the use of members and their families.

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

CREDIT UNION

The Motor 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, open to staff and their relatives, is now 4320, an increase of 60 over the previous year.

WELFARE FUND

The Welfare Fund operates to assist members in difficulties. It also makes grants to recognised charities, in particular to the Rehabilitation Centre of the South Sydney Hospital and the Windgap and Sylvanvale Schools for handicapped children.

Appendices

INDEX

No.	Topic	Page
1.	Summary of Collections	41
2.	Summary of Disbursements	42
3.	Road Transport and Traffic Fund	43
4.	Public Vehicles Fund	44
5.	Payments from Public Vehicles Fund to Councils and other Local Road Authorities	45
6.	State Transport (Co-ordination) Fund	46
7.	Road Maintenance (Contribution) Act, (Monthly Receipts)	47
8.	Costs of Administration of the Road Maintenance (Contribution) Act ..	47
9.	Convictions under Road Maintenance (Contribution) Act	48
10.	Convictions by Courts upon legal proceedings taken by Department ..	48
11.	Motor Registries in Operation	50
12.	Revenue Collections at Motor Registry Section of Head Office and Departmental Motor Registries	51
13.	Motor Vehicle Registrations Current Year by Year	53
14.	Brand-new Motor Vehicles Registered	54
15.	Drivers' and Riders' Licences Current — Year by Year	55
16.	Cancellation, Suspension and Refusal of Driving Licences	56
17.	Traffic Accident Statistics	58
18.	Authorised Inspection Scheme	60
19.	Staff Employed	61

APPENDIX 1

SUMMARY OF COLLECTIONS From 1st July, 1978 to 30th June, 1979		
Previous Year \$		Year ended 30th June, 1979 \$
	Motor Vehicle Taxation (net) on —	
128 533 218	(a) Motor vehicles, other than public motor vehicles in the Metropolitan, Wollongong and Newcastle Transport Districts. (Paid into Main Roads Fund)	135 434 428
1 229 586	(b) Public motor vehicles in the Metropolitan, Wollongong and Newcastle Transport Districts. (Paid into Public Vehicles Fund)	1 274 432
129 762 804	Total net collections of motor vehicles taxation	136 708 860
	Tonne-kilometre Charges (net) on —	
19 022 565	Commercial goods vehicles of more than 4.1 tonnes carrying capacity. (Paid into Main Roads Fund)	19 578 019
63 555 649	Fees for motor vehicle registration, driver and rider licences, etc. and miscellaneous collections. (Paid into Road Transport and Traffic Fund)	66 166 437
204 145 500	Insurance Premiums (net) for Government Insurance Office under Motor Vehicles (Third Party Insurance) Act, 1942 .	232 734 619
3 806 496	Road Transport and Traffic Fund Advance Payments Account — Proportion of fees for three year driver and rider licences	3 515 720
46 452 633	Ad-valorem Stamp Duty (net) on motor vehicle registrations under Stamp Duties Act, 1920, as amended. (Paid into Consolidated Revenue Fund)	53 097 314
1 173 350	Traffic Accident Research Account — Receipts for issue of specially made number plates	1 365 605
75 274	Service Licence Fees in respect of Government and Private motor omnibus services in the Metropolitan, Wollongong and Newcastle Transport Districts. (Paid into Public Vehicles Fund)	76 065
644 263	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
468 638 534	Total Fees, Tax, etc.	513 911 670
1 014 990	Sundry Contributions by other Government Bodies	1 142 897
4 490 979	Balance on Funds brought forward	6 429 474
474 144 503	Total	521 484 041

APPENDIX 2

SUMMARY OF DISBURSEMENTS From 1st July, 1978 to 30th June, 1979

Previous Year \$		Year ended 30th June, 1979 \$
29 611 976	Costs of Administration — Department of Motor Transport —	
2 499 605	Salaries and Wages	30 336 874
8 786 181	Purchase of Assets	2 615 243
	Other Goods and Services	9 916 589
40 897 762		42 868 706
19 751 198	Recoup to Consolidated Revenue — Costs of Police Traffic	
750 000	Services	14 514 407
	Payment towards the cost of Ambulance Services	750 000
20 501 198		15 264 407
10 825 990	Payment to Traffic Facilities Fund under Section 23 of the	
	Traffic Authority Act, 1976	17 110 309
—	Payment to Public Transport Commission of New South Wales —	
	Railways Division	—
141 972 396	Payments to Road Authorities —	
937 666	Department of Main Roads (Main Roads)	149 279 125
	Councils, Shires, etc. (Omnibus Routes)	994 343
142 910 062		150 273 468
204 145 500	Collections received for and transmitted to —	
46 452 633	Government Insurance Office	232 734 619
	Stamp Duties Office	53 097 314
250 598 133		285 831 933
1 969 162	Road Transport and Traffic Fund Advance Payments Account	
12 722	1978-79 —	
	Transferred to Road Transport and Traffic Fund	2 892 506
1 981 884	Refunds	18 180
		2 910 686
467 715 029	Total Disbursement	514 259 509
6 429 474	Balance Carried Forward	7 224 532
474 144 503	Total	521 484 041

APPENDIX 3

ROAD TRANSPORT AND TRAFFIC FUND

Statement of Receipts and Payments for the year ended 30th June, 1979

Receipts			Payments		
Previous Year		Year ended 30th June, 1979	Previous Year		Year ended 30th June, 1979
\$		\$	\$		\$
60 491 461	Motor Traffic Act, 1909	62 574 614	24 920 670	Salaries and Wages	25 592 955
87 912	Motor Vehicles Taxation		1 145 036	Payroll Tax	1 249 621
466 886	Management Act, 1949	90 984		Travelling Concessions to	
	Transport Act, 1930	474 323	23 777	Employees	20 833
61 046 259		63 139 921	412 295	Travelling Expenses	557 156
48 665	Less Refunds	51 949		Superannuation Funds	
60 997 594		63 087 972	107 028	Contributions	174 822
203 501	Exchange, Search Fees, etc.	212 234	1 559 146	Postal and Telephone Charges	1 770 860
18 361	Unclaimed Moneys	19 572	174 775	Maintenance of Motor Vehicles	180 315
258 517	Miscellaneous	334 130		Printing, Stationery, Office	
61 477 973		63 653 908	1 083 858	Stores and Data Processing	
	Commission on Insurance			Rental	1 135 956
1 646 194	Premiums Collected	1 771 333	261 353	Maintenance of Office	
	Compulsory Vehicle		1 391 876	Equipment	290 899
30 534	Examination — Service		259 569	Building Maintenance and Rent	1 536 884
	Station Fees	31 380		Electric Light and Power	286 075
	Motor Vehicle Driving		110 480	Interest, Exchange — Sinking	
21 538	Instructors' Licence Fees	21 278	125 378	Fund	111 800
	Air Transport Act, 1964 —			Cash Security Services	135 322
885	Licence Fees	1 058	103 970	Motor Vehicle Registration	
	Transfer of Public Vehicles		363 809	Labels	110 095
335 409	(Taxation) Act, 1969	592 071	222 440	Motor Vehicle Number Plates ...	441 079
43 116	Tow-Truck Act, 1967 — Fees	48 708	32 265 460	General Expenses	297 017
	Consolidated Revenue Fund —				33 891 689
	Contribution towards cost of			Purchase of Assets —	
441 472	collection of "Ad Valorem"			Purchase of Land	680 135
	Stamp Duty	474 343		Erection of Buildings	474 451
	State Transport (Co-ordination)			Purchase of Motor Vehicles	Cr. 16 394
641 768	Fund —			Purchase of Office Furniture	
	Contribution towards costs of			and Machines	1 034 412
	Administration	671 891			2 172 604
	Contribution by Commonwealth			Payment to Traffic Facilities	
10 173	Government towards the cost			Fund in Special Deposits	
	of —			Account, under Section 23,	
400 761	Transport Planning and			Traffic Authority Act, 1976	16 500 000
	Research Programme	52 706		Payment towards the cost of	
	Councils' Proportion of Parking			Ambulance Services under	
	Meter Supervision Costs	463 324		Section 202, Transport Act,	
	Sale of Real Estate	106 700		1930	750 000
65 049 823	Total Receipts	67 828 700		Recoup of Value of police	
	Trust Moneys —			services in respect of	
193 143	Security Deposits, etc.			supervision of Traffic,	
92 134	Balance Brought Forward	218 539		Registration of Vehicles and	
	Receipts	86 547		Licensing of Drivers	14 514 407
65 335 100		68 133 786	65 049 823	Total Payments	67 828 700
				Trust Moneys —	
				Security Deposits, etc.	
				Refunds	83 712
				Balance Carried Forward	221 374
			65 335 100		68 133 786

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, 1979, is a correct record of transactions as shown by such accounts.

J. O'DONNELL, Deputy of Auditor-General of New South Wales
SYDNEY
17th October, 1979

G. F. ARDILL,
Chief Accountant.
25th September, 1979.

APPENDIX 4

PUBLIC VEHICLES FUND (SPECIAL DEPOSITS ACCOUNT) **Statement of Receipts, Expenditure and Distributions for the year ended 30th June, 1979**

Receipts			Expenditure and Distributions		
Previous Year		Year ended 30th June, 1979	Previous Year		Year ended 30th June, 1979
\$		\$	\$		\$
224 962	1st July — Balance brought forward	252 157		Distribution to Municipalities, Shires and other Authorities — Motor Omnibuses — Tax —	
	Motor Omnibuses —			Metropolitan	780 460
747 246	Tax —	788 014	716 487	Newcastle	87 653
89 846	Metropolitan	88 235	90 050	Wollongong	51 789
50 897	Newcastle	52 541	54 011		
	Wollongong			Total	919 902
887 989	Total	928 790	860 548		
	Other Public Vehicles —			Payment to Traffic Facilities Fund in Special Deposits Account under Section 23, Traffic Authority Act, 1976	330 000
341 597	Tax — (Metropolitan, Newcastle and Wollongong Transport Districts)	345 642	325 000		
	Service Licence Fees —			Payment for supervision at certain taxi-cab ranks	15 000
65 928	Metropolitan	66 713	15 000		
3 741	Newcastle	5 182		Distribution of Service Licence Fees —	
5 605	Wollongong	4 170		Metropolitan	65 510
	Total	76 065	67 342	Newcastle	4 742
75 274			4 376	Wollongong	4 189
			5 399		
			77 117	Total	74 441
				Balance in Fund at 30th June — Motor Omnibuses — Tax —	
			207 890	Metropolitan	215 444
			17 641	Newcastle	18 224
			10 929	Wollongong	11 681
				Other Public Vehicles — Tax — (Metropolitan, Newcastle and Wollongong Transport Districts)	3 465
			2 823		
			11 255	Service Licence Fees —	
			436	Metropolitan	12 458
			1 183	Newcastle	876
				Wollongong	1 163
			252 157		
				Total	263 311
1 529 822	Grand Total	1 602 654	1 529 822	Grand Total	1 602 654

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, 1979, is a correct record of transactions as shown by such accounts.

J. O'DONNELL, Deputy of Auditor-General of New South Wales
SYDNEY
17th October, 1979

G. F. ARDILL,
Chief Accountant.
25th September, 1979.

APPENDIX 5

PAYMENT FROM PUBLIC VEHICLES FUND

- to Councils and other authorities required to maintain roads used by bus services
- in reduction of capital debt of Government bus services

Paid to —	Payments made during year ended 30th June —	
	1978	1979
METROPOLITAN TRANSPORT DISTRICT —	\$	\$
(a) Councils —		
Ashfield	11 089	12 011
Auburn	11 513	12 470
Bankstown	43 609	47 234
Baulkham Hills	5 655	6 125
Blacktown	26 718	28 939
Botany	3 859	4 179
Burwood	11 330	12 271
• Camden	1 763	1 909
Campbelltown	9 096	9 852
Canterbury	36 290	39 307
Concord	8 504	9 211
Drummoyle	7 979	8 643
Fairfield	34 028	36 856
Holroyd	16 177	17 522
Hornsby	11 858	12 844
Hunters Hill	2 630	2 849
Hurstville	16 941	18 349
Kogarah	10 574	11 453
Kuringai	12 899	13 971
Lane Cove	5 307	5 748
Leichhardt	23 619	25 583
Liverpool	22 845	24 744
Manly	8 011	8 677
Marrickville	18 073	19 575
Mosman	5 642	6 111
North Sydney	14 094	15 265
Parramatta	27 493	29 779
Penrith	9 348	10 126
Randwick	43 487	47 102
Rockdale	19 980	21 641
Ryde	17 051	18 468
South Sydney	9 436	10 221
Strathfield	7 678	8 316
Sutherland	19 919	21 575
Sydney	141 821	153 610
Warringah	14 803	16 033
Waverley	15 914	17 238
Willoughby	21 958	23 783
Windsor	1 249	1 353
• Wollondilly	466	505
Woollahra	18 689	20 243
(b) Authorities —		
Health Commission (Lidcombe Hospital)		698
Necropolis Trustees (Rookwood)	763	826
(c) Capital Debt Reduction	750 158	813 215
	33 671	32 755
TOTAL — METROPOLITAN	783 829	845 970
NEWCASTLE TRANSPORT DISTRICT —		
(a) Council —		
Newcastle	64 271	62 729
Lake Macquarie	22 269	21 734
• Port Stephens	4 138	4 038
• Great Lakes	659	643
• Gloucester	3	3
• Maitland	131	128
• Cessnock	219	214
• Wyong	548	535
(b) Capital Debt Reduction	92 238	90 024
	2 188	2 371
TOTAL — NEWCASTLE	94 426	92 395
WOLLONGONG TRANSPORT DISTRICT —		
Councils —		
Wollongong	52 940	49 881
• Shellharbour	5 868	5 529
• Campbelltown	92	87
• Kiama	414	390
• Sutherland	96	91
*TOTAL — WOLLONGONG	59 410	55 978
COMBINED GRAND TOTAL	937 665	994 343

- NOTES: (a) The amount each Council receives reflects the number and weight of the buses and the amount of timetabled 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, 1979

Receipts			Payments		
Previous Year		Year ended 30th June, 1979	Previous Year		Year ended 30th June, 1979
\$		\$	\$		\$
56 010	Balance brought forward from previous year	58 505	641 768	Payment to Road Transport and Traffic Fund for costs of administration	671 891
619 463 961	State Transport (Co-ordination) Act, 1931 Licence Fees	643 689 1 066	641 768	Total Payments	671 891
618 502	Less Refunds	642 623	1 250 58 505	Security Deposits held at 30th June	1 250
24 587	Miscellaneous Fees	25 822 9		Balance in Fund at 30th June	55 645
24 587	Less Refunds	25 813			
732	Fines and Court Costs	486			
456 14	Revenue in respect of the carriage of goods	109 —			
442	Less Refunds	109			
644 263	Total Receipts	669 031			
1 130 120	Security Deposits — Balance from previous year	1 250 —			
1 250 —	Receipts	1 250 —			
1 250	Less Refunds	1 250			
701 523		728 786	701 523		728 786

The accounts of the State Transport (Co-ordination) 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, 1979 is a correct record of transactions as shown by such accounts.

J. O'DONNELL, Deputy of Auditor-General of New South Wales
SYDNEY
17th October, 1979

G. F. ARDILL,
Chief Accountant.
25th September, 1979.

APPENDIX 7

ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958 Monthly Receipts of Tonne-Kilometre Charges for the year ended 30th June, 1978 and 30th June, 1979

Month	Interstate Vehicles		Intrastate Vehicles		Totals	
	1978-1979	1977-1978	1978-1979	1977-1978	1978-1979	1977-1978
	\$	\$	\$	\$	\$	\$
July	443 324	420 544	1 212 734	1 177 894	1 656 058	1 598 438
August	477 327	432 940	1 315 587	1 086 627	1 792 914	1 519 567
September	411 215	449 689	1 181 747	1 186 991	1 592 962	1 636 680
October	453 137	365 720	1 332 585	1 072 552	1 785 722	1 438 272
November	448 945	436 755	1 337 271	1 397 171	1 786 216	1 833 926
December	383 690	415 196	1 255 392	1 092 311	1 639 082	1 507 507
January	470 752	366 412	1 579 850	1 155 278	2 050 602	1 521 690
February	408 710	311 652	1 282 947	1 148 801	1 691 657	1 460 453
March	452 787	312 117	1 601 480	866 070	2 054 267	1 178 187
April *	369 400*	432 124	1 187 567*	1 338 160	1 556 967*	1 770 284
May *	322 978*	455 356	952 089*	1 421 415	1 275 067*	1 876 771
June *	144 051*	424 930	649 229*	1 302 923	793 280*	1 727 853
(Gross) Total	4 786 316	4 823 435	14 888 478	14 246 193	19 674 794	19 069 628
*Receipts for these months were substantially reduced because of the Government's decision in May, 1979 to cease the collection of charges.			Less Refunds		96 775	47 063
			Net		19 578 019	19 022 565

APPENDIX 8

COSTS OF ADMINISTRATION OF THE ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958 From 1st July, 1978 to 30th June, 1979 Charged against Main Roads Fund — Special Deposits Account No. 1170

Previous Year \$		Year ended 30th June, 1979 \$
3 832 111	Salaries and Wages	3 901 545
179 593	Payroll Tax	197 901
115 420	Travelling Expenses and Allowances	140 811
15 993	Superannuation Funds	26 123
173 781	Maintenance and Running of Motor Vehicles	176 811
192 969	Postage and Telegrams	213 760
39 980	Telephone Charges	52 222
120 931	Printing and Stationery	95 008
26 026	Office Stores	24 506
40 501	Data Processing	50 901
42 484	Light and Power	43 102
182 927	Maintenance of Buildings	239 058
38 254	Maintenance of Office Furniture and Machines	43 468
254 653	Erection of Buildings	134 516
211 646	Purchase of Office Furniture and Equipment	238 056
69 815	Purchase of Land	75 905
Cr. 29 860	Purchase of Motor Vehicles	Cr. 16 394
10 716	Legal Costs	5 927
22 534	Uniforms	30 173
18 735	Cash Security Services	20 221
24 178	Sundries	39 703
5 583 387	Total	5 733 323

APPENDIX 9

CONVICTIONS UNDER ROAD MAINTENANCE (CONTRIBUTION) ACT For Year Ended 30th June, 1979					
Vehicle Classification	CONVICTIONS FOR FAIL TO:				Total Convictions
	Deliver Return	Pay Charges	Comply with Notice	Show Journey	
Intrastate	3 775	1 608	27	5	5 415
Interstate — N.S.W. .	598	470			1 068
Victoria	1 171	864			2 035
Queensland	314	115			429
South Australia	1 331	228	2		1 561
Western Australia	35	8			43
A.C.T.	51	41			92
Northern Territory ...	7	4			11
Tasmania	1				1
Total	7 283	3 338	29	5	10 655

APPENDIX 10

STATEMENT OF CONVICTIONS ON PROSECUTIONS INSTITUTED BY THE DEPARTMENT OF MOTOR TRANSPORT	
Motor Traffic Act, 1909, as amended, and Regulations:	
Unlicensed driver	21
Permit unlicensed driver	1
Drive unregistered vehicle	70
Obtain licence by misrepresentations	3
Use plate calculated to deceive	1
Transfer plate to another vehicle	2
Not have half hour rest period (motor lorry)	2
Drive for more than 12 hours in preceding 24 hours (motor lorry) ...	12
Fail to produce licence	64
Fail to stop vehicle when signalled	1
Owner not notify alteration to vehicle	3
Fail to notify disposal of vehicle	143
Fail to apply for transfer of vehicle	434
Operate or allow to be driven a vehicle without a trader's plate	8
Carry goods on trader's plate	1
Allow or permit to be driven a vehicle not then having the prescribed registration label affixed	1
Drive vehicle without registration label	4
Allow or permit to be driven a vehicle with registration label altered or defaced	2
Drive or permit to be driven with registration label null and void	90
Drive vehicle or allow to be driven with registration label which any writing, mark or colour is not clearly legible and visible	1
Drive vehicle with registration label issued in respect of another vehicle	4
Fail to drive into checking station	65
Vehicle and equipment exceed length of 11 metres	1
Vehicle and equipment exceed length of 16 metres	96
Vehicle and equipment exceed length of 16.8 metres	15
Vehicle and equipment exceed width	56
Vehicle and equipment exceed height	14
Not have name and address on motor lorry	3
Motor lorry carry wool more than three tiers high	3
Exceed aggregate weight	18
Not have tare and aggregate weight displayed	10
Fail to carry log book	203
Fail to carry completed log book	248
	1 600

APPENDIX 10 (Continued)

STATEMENT OF CONVICTIONS ON PROSECUTIONS INSTITUTED BY THE DEPARTMENT OF MOTOR TRANSPORT	
Transport Act, 1930, as amended, and Regulations for Public Vehicles, Metropolitan, Newcastle and Wollongong Transport Districts:	
Unlicensed driver	2
Fail to produce licence for inspection	13
Fail to produce vehicle for inspection within a specified time	104
Fail to give correct change	2
Fail to carry out punctually a hiring	61
Fail to drive by shortest practicable route	9
Demand more than prescribed fare	4
Demand other than prescribed fare	9
Fail to render reasonable assistance to passenger with luggage	1
Fail to set taximeter in motion	4
Fail to clear taximeter	12
Leave taxi-cab unattended	6
Fail to drive away from stand	17
Place taxi-cab on disengaged stand	1
Fail to display vacant sign	17
Fail to obscure "vacant" sign or extinguish light	2
Carry more than five passengers	1
Fail to accept hiring	63
Tout for hiring	10
Stand at place other than public stand	2
Multiple hire	15
Eat meal in vehicle	1
Leave taxi-cab to tout for passengers	48
Attract notice by calling	19
Start vehicle whilst passenger alighting	2
Fail to stop for enquiry by authorised officer	2
Incivility	17
Fail to comply with reasonable requirement of passenger	11
	455
State Transport (Co-ordination) Act, 1931 as amended, and Regulations:	
Operate or Drive Contrary to Licence (taxi-cabs)	10
Operate or Drive unlicensed Public Vehicle (motor lorries)	103
	113
Road Maintenance (Contribution) Act, 1958:	
Omit item from record	5
Fail to furnish record	7 283
Fail to pay charges	3 338
Fail to furnish record (Director)	23
Fail to pay charges (Director)	6
	10 655
Summary Offences Act, 1970:	
Use unseemly words	2
	2
Motor Vehicles Taxation Management Act:	
Fail to pay additional tax	4
	4
TOTAL	12 829

APPENDIX 11

MOTOR REGISTRIES AND PAYMENT OFFICES IN OPERATION AT 30TH JUNE, 1979

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

Registries and Payment Offices shown in capital letters are conducted by officers of the Department of Motor Transport. The remaining Motor Registries are conducted by Police in conjunction with other duties. Motor Registries and Payment Offices conducted by the Department total 79 whilst Motor Registries conducted by the Police total 177.

APPENDIX 12

REVENUE COLLECTIONS AT MOTOR REGISTRY SECTION OF HEAD
OFFICE DEPARTMENTAL MOTOR REGISTRIES AND PAYMENT OFFICES

District Motor Registry	Year ended 30th June —	
	1978	1979
	\$	\$
Head Office (Motor Registry Section)	29 394 522	31 467 885
Albury	4 464 837	4 805 675
Armidale	2 646 102	2 833 176
Batemans Bay	174 438	554 083
Bathurst	3 086 898	3 375 292
Bega	1 869 665	1 832 169
Beverly Hills	10 304 937	11 124 313
Blacktown	10 078 526	9 817 184
Broken Hill	2 753 958	2 961 976
Cammeray	15 277 379	17 226 102
Campbelltown	5 935 851	6 665 620
Casino	1 516 368	1 596 085
Cessnock	2 452 219	2 673 994
Charlestown	7 105 885	7 829 992
Chullora	14 051 206	15 275 534
Coffs Harbour	3 243 749	3 647 199
Cooma	1 442 465	1 571 793
Cootamundra	1 752 295	1 900 441
Cowra	1 602 091	1 712 283
Deniliquin	2 144 757	2 329 344
Dubbo	4 943 157	5 394 355
Fairfield	10 124 324	11 228 319
Five Dock	15 240 662	16 445 681
Forbes	1 304 379	1 360 503
Glen Innes	1 166 625	1 284 591
Gosford	7 114 623	6 751 754
Goulburn	3 339 547	3 532 059
Government Insurance Office (Payment Office)	4 830 151	5 189 585
Grafton	2 629 379	2 838 851
Griffith	2 567 534	2 830 108
Gunnedah	1 697 732	1 864 237
Inverell	1 912 316	2 032 772
Katoomba	1 513 691	1 699 037
Kempsey	1 980 630	2 076 539
Kiama	2 099 079	2 475 237
Kogarah	10 308 233	11 539 289
Leeton	1 651 032	1 741 476
Lidcombe	12 185 540	12 776 973
Lismore	4 597 482	5 051 191
Lithgow	1 804 015	1 971 781
Liverpool	11 339 585	12 517 179

APPENDIX 12 (Continued)

Maitland	3 962 543	4 229 573
Manly	13 231 397	14 267 966
Milton	148 079	514 941
Miranda	11 511 799	12 699 432
Mittagong	2 145 408	2 355 605
Moree	1 551 892	1 756 518
Moruya	144 813	501 840
Mount Druitt	377 113	4 533 819
Mudgee	1 474 256	1 596 046
Murwillumbah	1 420 218	1 600 920
Muswellbrook	1 948 495	2 080 646
Narrabri	1 441 961	1 605 456
Newcastle	13 517 032	14 143 734
Nowra	3 426 382	3 534 792
National Roads and Motorists Association (Payment Office)	8 291 897	9 047 245
Orange	3 624 090	3 763 731
Parkes	1 885 382	1 911 966
Parramatta	20 182 144	21 972 683
Penrith	8 947 384	8 295 956
Queanbeyan	2 488 774	2 711 306
Raymond Terrace	2 363 128	2 729 362
Richmond	3 646 000	4 076 735
Roselands Shopping Centre (Payment Office)	4 965 227	5 420 649
Ryde	11 082 647	12 045 171
Singleton	1 384 733	1 539 127
Tamworth	5 136 188	5 491 868
Taree	3 837 673	4 161 459
Toronto	3 076 150	3 444 615
Tumut	1 253 910	1 360 689
Tweed Heads	1 200 449	1 330 376
Wagga Wagga	5 853 241	6 249 707
Waitara	10 647 479	11 681 674
Wauchope	2 353 800	2 631 398
Wellington	841 514	925 470
Wollongong	16 655 393	17 990 168
Woy Woy (New Departmental Registry — opened 18th September, 1978)	—	1 350 497
Wyong	3 571 979	4 013 992
Young	1 495 052	1 640 146
TOTAL	\$406 733 486*	\$445 008 935

(* Adjustment made to total figure shown in previous Report)

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 13

MOTOR VEHICLE REGISTRATIONS CURRENT, 1910 to 1979

	Public Vehicles Metropolitan, Newcastle and Wollongong *			Other Vehicles ϕ			Traders' Plates	All Vehicles
	Cabs	Buses	Private + Hire Cars	Cars	Lorries Δ	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

* Wollongong included from 1st July, 1957

† Private hire cars included in cars before June, 1944

‡ Total figure only available

ϕ Includes country public vehicles

Δ Includes 7732 tractors and 430-016 trailers

§ Pre-war peak

APPENDIX 14

BRAND NEW MOTOR VEHICLES REGISTERED, 1958 to 1979

Year ended 30th June	Passenger Vehicles	Goods Vehicles	Motor Cycles	Total	Variation (Percentage)
1958	57 423	38 047	3 112	98 582	up16.7
1959	58 525	46 282	2 690	107 497	up 9.0
1960	69 637	56 309	2 211	128 157	up19.2
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	up19.9
1964	93 058	67 082	1 912	162 052	up11.1
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	up15.4
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	up11.5
1975	167 277	87 087	20 825	275 189	down 1.1
1976	129 431	90 482	17 183	237 096	down13.8
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
TOTAL	2 428 440	1 597 079	232 974	4 258 493	

30.6.80.
108,913

APPENDIX 15

DRIVERS' AND RIDERS' LICENCES

Table 1 — Licences in Issue at Intervals since 1910

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

* Highest annual total prior to war-time decline in number of licences.

Table 2 — Dissection of Licences by Type

Class or Type	At 30th June —	
	1979	1978
Class 1	2 195 012	2 126 305
Class 2	6 023	5 862
Class 3	303 514	297 950
Class 4	35 472	34 055
Class 5	104 421	99 789
Taxi-cab driver (Transport Districts)	21 568	21 639
Motor cycle rider	220 493	206 773
TOTAL	2 886 503	+2 792 373

+ Incorrect figures shown last year.

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 80km/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 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 16

Table 1
CANCELLATION, SUSPENSION AND REFUSAL OF DRIVING LICENCES

Type of Offence	Decision of Court		Disqualifications Imposed									Appeals			
	Con- victed	*Dis- charged Section 556A	Automatic			: Automatic Disqualification Varied by Court to —					TOTAL	Dismissed (conviction confirmed)	Allowed (conviction quashed)	Dismissed*	
			Six Months	One Year	Three Years	Less than 3 months	3 months — less than 6 months	6 months — less than 1 year	1 year — less than 3 years	3 years or more				Uncon- ditionally	Condi- tionally
Drive whilst under influence	799	38	—	185	89	143	93	91	138	60	799	64	2	1	—
Exceed prescribed concentration of alcohol	17 228	971	—	2 706	1 338	5 208	2 889	2 047	2 051	989	17 228	1 457	12	19	1
Refuse breath analysis test	414	8	—	79	52	79	56	31	73	44	414	40	2	1	—
Drive in manner or at speed dangerous	1 969	11	—	598	92	328	242	288	327	94	1 969	272	7	2	1
Not stop after injury accident Sec. 8(1)	57	1	—	8	4	8	6	10	11	10	57	10	—	—	—
Drive whilst disqualified *	1 823	13	1 125	—	—	14	13	177	227	267	1 823	233	2	—	—
Culpable driving	119	—	—	35	20	15	1	5	20	23	119	—	—	—	—
By negligent act cause grievous bodily harm	15	—	—	6	—	6	—	2	1	—	15	—	—	—	—
Manslaughter	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	22 424	1 042	1 125	3 617	1 595	5 801	3 300	2 651	2 848	1 487	22 424	2 076	25	23	2

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

* 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 16 continued on next page)

APPENDIX 16 (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		
		Con- victed	Discharged Section 556A*	Suspension or Disqualification Ordered
Exceed speed limit	168 974	33 787	867	547
Negligent driving	21 372	8 205	573	467
Not stop after accident (Section 8(3) or 8(4)	—	1 519	53	507
Other offences (Cross unbroken centre line, etc.)	83 698	36 668	1 241	1 739
TOTAL	274 044	80 179	2 734	3 260

Appeals to higher Courts against suspensions or disqualifications were heard in 332 cases of which 64 were allowed and 268 dismissed.

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

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*	14 705	—
Points System*	13 509	—
Conduct and Habits	16	157
Physical Disabilities	810	431
Other Grounds	1 186	453
TOTAL	30 226	1 041

There were 4876 appeals to Courts of Petty Sessions in respect of the abovementioned suspensions and cancellations 1134 were allowed and 3742 dismissed. In respect of refusals there were 173 appeals and 61 were allowed and 112 were dismissed.

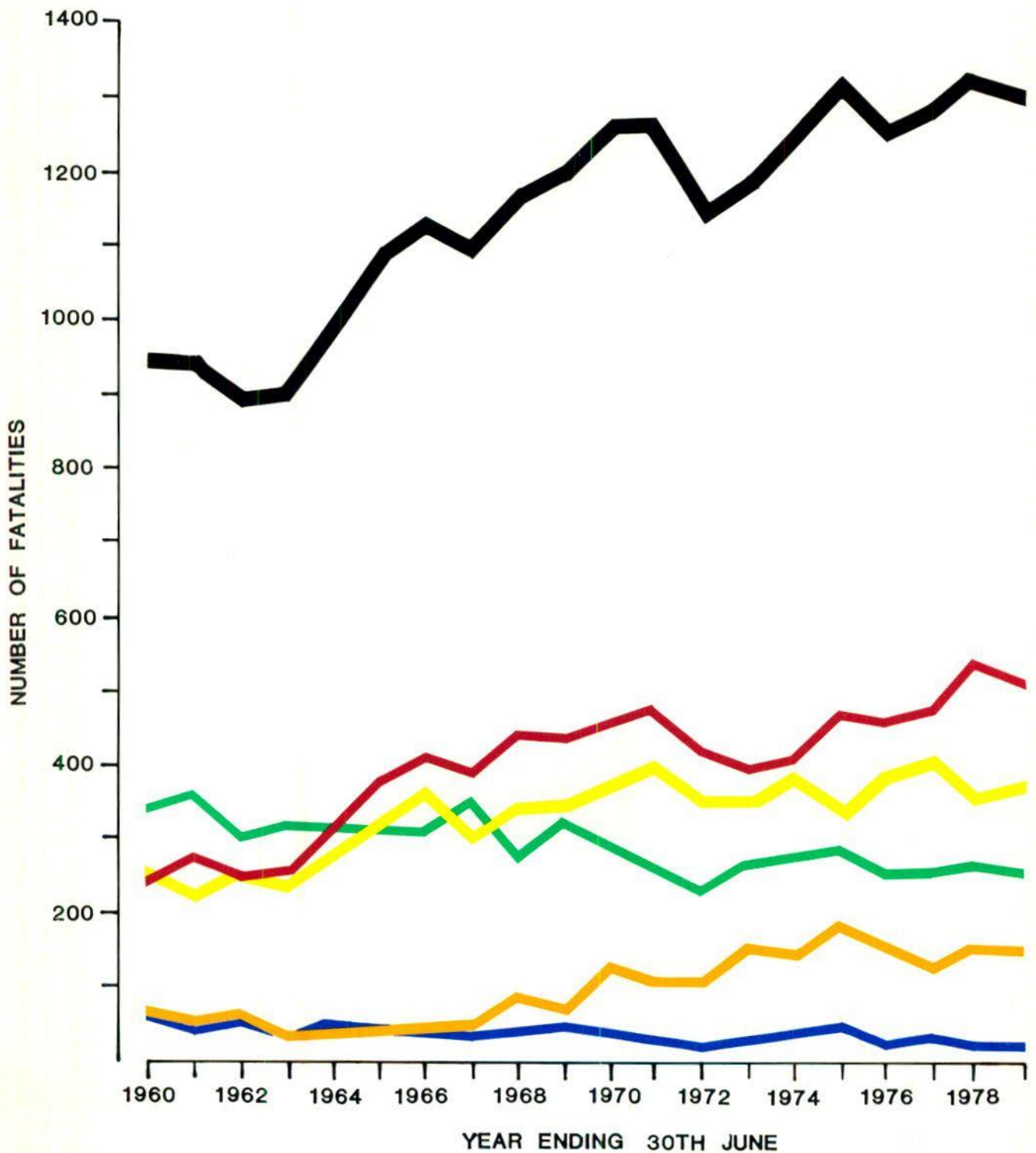
* See Table 4 for further details.

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

Points System	
Licences suspended	191
Licences cancelled	13 318
Provisional Licence Scheme	
First year provisional licences cancelled	13 005
Subsequent first year provisional licences cancelled	1 637
Other than first year provisional licences cancelled	63
TOTAL	28 214
Further details are shown in Appendix 15.	
A total of 30 226 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

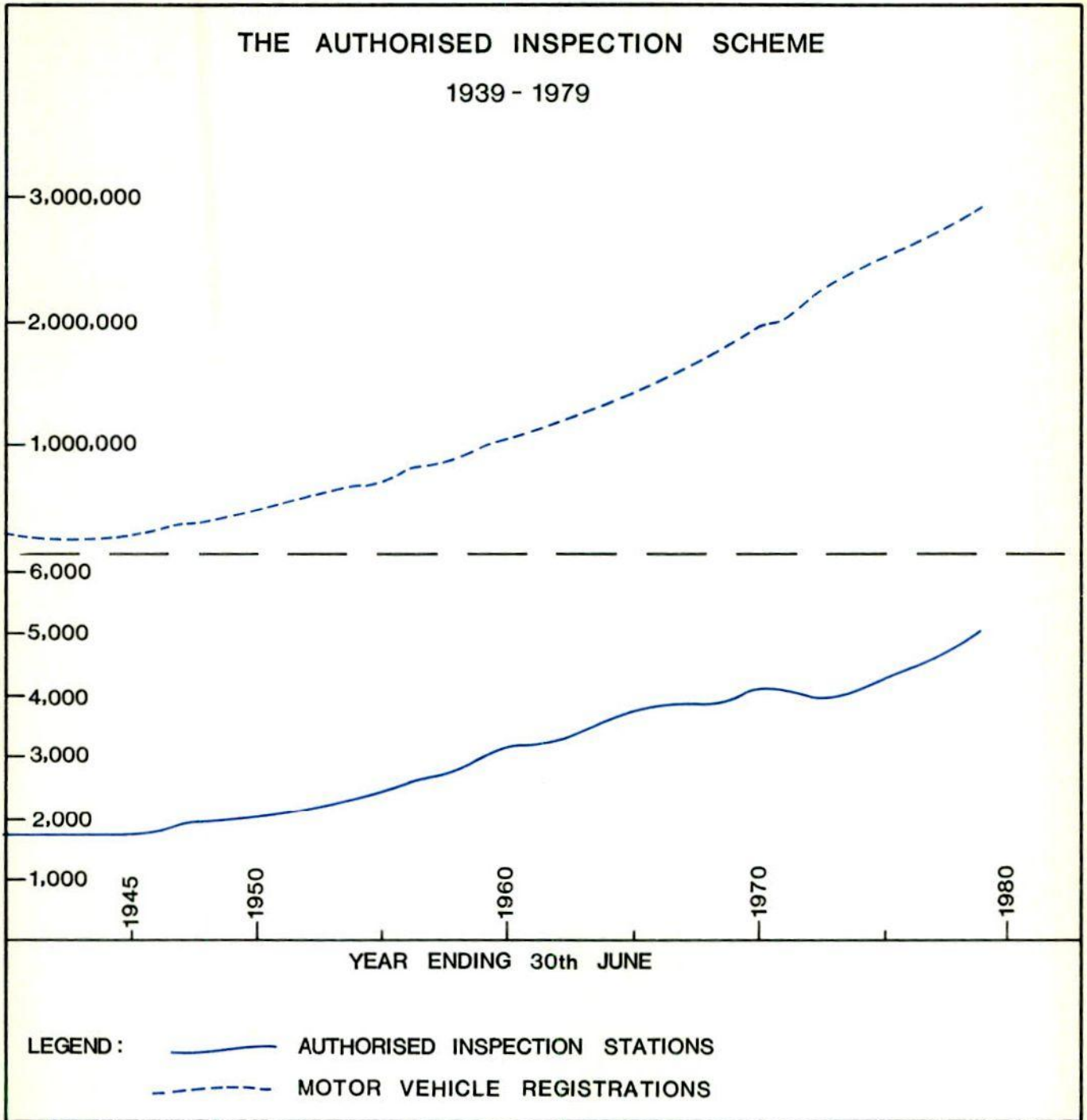
APPENDIX 17 (Continued)

TABLE 1: Fatal traffic crashes in N.S.W. for the year ended 30th June, 1979. Time of day and day of week.

Day of Week	TIME OF DAY									
	12-3 am	3-6 am	6-9 am	9-12 noon	12-3 pm	3-6 pm	6-9 pm	9-12 midnight	Not Stated	Total
Sunday	37	11	11	11	16	33	31	19	0	169
Monday	6	1	8	17	13	27	27	18	1	118
Tuesday	8	3	15	13	15	34	18	21	0	127
Wednesday	6	5	10	14	15	32	27	37	0	146
Thursday	12	5	13	19	19	34	29	27	0	158
Friday	13	4	14	16	21	41	46	52	0	207
Saturday	43	6	12	22	25	38	49	35	2	232
TOTAL	125	35	83	112	124	239	227	209	3	1157

TABLE 2: Deaths from traffic crashes in N.S.W. for the year ended 30th June, 1979. Age and class of road user killed.

Class of Road User	AGE												Unknown	Total
	0-2	3-7	8-12	13-16	17-20	21-24	25-29	30-39	40-49	50-59	60-69	70+		
Driver	0	0	0	8	85	96	74	85	62	45	37	22	2	516
Passenger	14	16	14	29	77	52	23	29	17	33	32	28	6	370
Motorcyclist	0	0	0	11	63	37	16	7	1	1	1	0	0	137
Pillion Passenger	0	0	0	1	7	1	0	0	0	0	0	0	1	10
Pedestrian	6	26	17	9	8	5	10	17	24	27	38	62	2	251
Pedal cyclist	0	3	5	6	1	0	1	2	1	3	2	2	0	26
Other	0	0	0	0	1	0	0	0	0	0	0	0	0	1
TOTAL	20	45	36	64	242	191	124	140	105	109	110	114	11	1 311



APPENDIX 19

STAFF EMPLOYED

	at 30th June	
	1979	1978
METROPOLITAN —		
Males	1 546	1 527
Females, Full-time	658	665
Females, Part-time	34	32
	<u>2 238</u>	<u>2 224</u>
NEWCASTLE —		
Males	44	38
Females, Full-time	33	40
Females, Part-time	3	4
	<u>80</u>	<u>82</u>
REST OF STATE —		
Males	305	323
Females, Full-time	95	88
Females, Part-time	4	4
	<u>404</u>	<u>415</u>
TOTALS —		
Males	1 895	1 888
Females, Full-time	786	793
Females, Part-time	41	40
	<u>2 722</u>	<u>2 721</u>

NOTE: Wages Staff (included in the foregoing figures) totalled 99 (79 males and 20 females) at 30th June, 1978. The corresponding figures for 1979 were 94 (74 males and 20 females).