

# ANNUAL REPORT

1976-1977



COMMISSIONER FOR MOTOR TRANSPORT

THE FRONT COVER scene is one common to most schools in New South Wales each school day and typifies the high day-to-day use of motor vehicles to transport young children.

When seat belt wearing became compulsory in 1971, the law exempted children under the age of eight years from wearing them. Since that time, however, the increasing injury rate of young children in traffic crashes led to research by the Traffic Accident Research Unit which determined that it would be beneficial for them to wear restraints whilst travelling in motor vehicles.

Resulting from that research a new child restraint law came into force on 1st March, 1977. Details are given on page 12.

THE PICTURES BELOW illustrate how the law works.



Most vehicles are now fully equipped with seat belts for adults in all seat positions. Many parents have already installed special child restraints in their cars for their children, but some older cars may only have

seat belts in the front or have no restraints in them at all.

When there are suitable child restraints available, the children must use them.



Where there are no suitable child restraints, but adult's seat belts are available in the car, the children must use them.

There will be times when it will be necessary to carry more children than usual. In those cases all available child restraints and adult seat belts should be used. If there are more children than there are seat belts, then the unrestrained children should ride in the back seat compartment.



If there are no child restraints or seat belts available, the children should sit in the back seat.

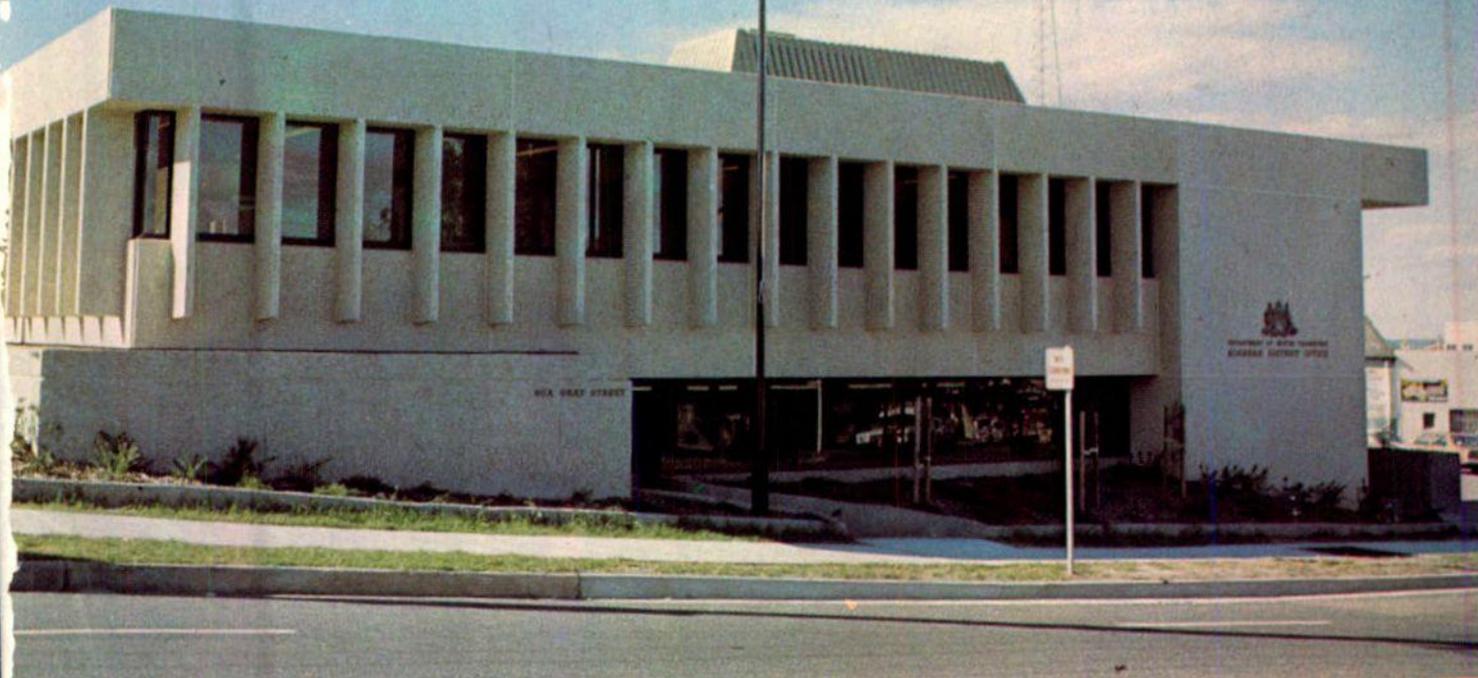


No entirely suitable device is available for infants who use bassinets. However a well padded bassinet, securely anchored on the back seat gives some protection.

Keep the infant's head towards the centre of the car. The bassinet needs to be sturdy and covered with a net.

In some cars, the bassinet may be put on the floor and wedged between the seats.

The new District Office and Motor Registry building at Kogarah, which was opened during the report year.



# ANNUAL REPORT 1976~1977

of the

## COMMISSIONER FOR MOTOR TRANSPORT NEW SOUTH WALES



THE MAP ABOVE shows the location of Departmental offices. Those built since 1966 are ticked.

METROPOLITAN AREA



The Hon. P. F. Cox, M.L.A.,  
Minister for Transport and Highways,  
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, 1977.

The report summarises the accomplishments of the year and includes explanatory information and statistics about continuing policies and established practices. It also outlines plans for the future.

I acknowledge, with appreciation, the loyal and able assistance given so willingly by staff throughout the Department during the year.

Yours faithfully,

Commissioner.

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# THIS YEAR IN BRIEF AND A

## STATISTICS

### FINANCIAL

	1976-1977 \$		Variation \$
<b>Receipts —</b>			
Motor Vehicle Registration Tax .....	113,123,524	up	21,944,188
Fees (registrations, licences, etc.) .....	61,132,463	up	1,505,228
Ton Mileage Charges (heavy lorries) .....	19,809,661	down	458,115
Third Party Insurance premiums .....	175,494,311	up	15,305,442
Fees and Charges — State Transport (Co-ordination) Act .....	614,005	up	3,417
Stamp Duty (vehicle registrations) .....	41,655,824	up	16,983,141
Proportion of Fees for three year drivers' and riders' licences .....	2,014,994	up	68,049
Receipts for issue of specially made number plates .....	961,485	up	234,060
Sundry .....	779,237	down	1,158,369
<b>TOTAL</b>	<b>415,585,504</b>	<b>up</b>	<b>54,427,041</b>
<b>Payments —</b>			
Cost of Traffic Police .....	20,927,835	down	3,798,638
Administrative costs, Department of Motor Transport .....	35,952,156	up	4,291,691
Traffic Facilities Fund— (Traffic Authority Act, 1976) .....	10,736,250	down	46,469
Funds provided for roads — Councils, etc. ....	787,789	up	35,374
Department of Main Roads .....	126,881,496	up	20,912,331
Collected for and remitted to — Government Insurance Office .....	175,494,311	up	15,305,442
Stamp Duties Office .....	41,655,824	up	16,983,141
Payments to Public Transport Commission .....	30,000	down	70,000
Proportion of fees for three year drivers' and riders' licences — 1975/76 — Transferred to the Road Transport and Traffic Fund .....	2,284,095	up	548,594
Payment toward the cost of Ambulance Services .....	750,000	—	—
<b>TOTAL</b>	<b>415,499,756</b>	<b>up</b>	<b>54,161,466</b>

### VEHICLES AND DRIVERS

Registrations in force (on June 30) .....	2,706,742	up	82,855
Brand new vehicles registered .....	249,337	up	12,241
Driving licences (all types) in force (on June 30)	2,743,891	up	109,852

### TRAFFIC ACCIDENTS

Persons killed .....	1,284	up	40
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### STAFF AND PREMISES

Total staff .....	2,712	down	373
New Registries appointed .....	Nil	—	—
Total Motor Registries in operation .....	249	—	—
New Registry premises completed this year .....	2	up	1

## EVENTS

1971-72

Traffic accident deaths decreased by 10% — 127 less than last year. Increased and new charges take total collections to \$175,932,056. Compulsory seat belt wearing introduced and safety helmet wearing for motor cyclists made compulsory. New Metropolitan Regional Office building planned for Chullora. Four new Motor Registry buildings planned. 5.2% rise in motor vehicle registrations. Priority Road experiment begins on Victoria Road.

1972-73

On-line computer installed to record vehicle registration with great benefits already apparent. Total collections \$32.7 million over last year, as first full year of new charges takes total collections to \$208.6 million. Road authorities receive record figure of \$93.3 million. Original registrations of brand-new vehicles rise by 8.7% over last year. For first time total vehicle registrations exceed number of licensed drivers and riders. Seat belts for cars registered after 1st January, 1965 now compulsory. Regional Office, two District Offices and two Motor Registries constructed.

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.

# REVIEW OF THE PREVIOUS FIVE YEARS

## PRINCIPAL STATISTICS AND MAIN EVENTS — 1971-72 TO 1976-77

1975-1976 \$	1974-75 \$	1973-74 \$	1972-73 \$	1971-72 \$
91,179,336	88,843,381	83,533,241	78,282,361	57,592,351
59,627,235	49,850,730	34,610,945	32,999,324	24,996,268
20,267,776	20,769,492	19,729,790	18,315,937	17,686,958
160,188,869	99,616,447	68,967,083	64,878,173	62,155,832
610,588	617,465	3,198,763	6,480,827	6,087,009
24,672,683	8,398,499	7,152,105	6,013,210	5,398,148
1,946,945	2,629,735	841,533	781,918	1,098,463
727,425	583,825	447,350	319,950	218,100
1,937,606	1,389,460	1,206,557	600,977	698,927
<u>361,158,463</u>	<u>272,699,034</u>	<u>219,687,367</u>	<u>208,672,677</u>	<u>175,932,056</u>
24,726,473	20,485,955	15,430,104	16,400,000	13,422,404
31,660,465	27,364,189	20,362,249	19,298,879	14,284,749
*+10,782,719	*8,255,858	*5,945,371	*4,590,659	*3,439,462
752,415	756,519	772,090	708,968	567,715
105,969,165	104,756,402	99,323,070	92,680,138	72,364,871
160,188,869	99,616,447	68,967,083	64,878,173	62,155,832
24,672,683	8,398,499	7,152,105	6,013,210	5,398,148
100,000	500,000	1,300,540	800,972	3,001,268
1,735,501	811,984	938,732	725,954	362,204
750,000	750,000	750,000	750,000	350,000
<u>361,338,290</u>	<u>271,695,853</u>	<u>220,941,344</u>	<u>206,846,953</u>	<u>175,346,653</u>

\* Expenditure on traffic facilities prior to June, 1976.

+ Includes \$2,160,086 paid into Traffic Facilities Fund under Section 23, Traffic Authority Act, 1976.

2,623,887	2,551,559	2,426,078	2,328,037	2,208,216
237,096	275,189	278,231	249,548	229,623
<u>2,634,039</u>	<u>2,532,196</u>	<u>2,390,624</u>	<u>2,298,794</u>	<u>2,222,510</u>

1,244	1,314	1,255	1,181	1,137
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3,085	3,083	3,013	3,006	3,010
Nil	Nil	Nil	Nil	Nil
249	249	249	249	253
1	Nil	3	5	Nil

## EVENTS

*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.*

1974-75

*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.*

1975-76

*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

# 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 are subject also to the Road Maintenance (Contribution) Act — described in some 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 \$415,585,504 which was \$54,427,041 more than last year. Appendix 1 gives details for each main heading — vehicle registration tax, ton-mileage 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 \$415,499,756 disbursed during the year are —

	\$
● Road Authorities (Principally the Department of Main Roads)	127,669,285
● Government Insurance Office — Third Party Premiums collected	175,494,311
● Stamp Duties Office — Ad-valorem stamp duty on certain registration certificates	41,655,824
● Police Services (Traffic and Motor Registry duties)	20,927,835
● Payment to Traffic Facilities Fund under Section 23 of the Traffic Authority Act, 1976	10,736,250
● This Department's cost of operation and administration	35,952,156

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 ton-mileage charges collected under the Road Maintenance (Contribution) Act.

### APPLICATION

The Fund meets, from the vehicle registration tax but not from the ton-mileage charges mentioned above — the cost of administering the Road Maintenance (Contribution) Act. The balance, plus all the ton-mileage 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) .....	80,756,942	
Tax levy .....	<u>31,299,800</u>	
Total tax revenue .....	112,056,742	
Less — Administrative costs (Road Maintenance) .....	4,984,907	
		\$
Net tax proceeds .....		107,071,835
Ton-mileage charges (after Refunds) .....		<u>19,809,661</u>
TOTAL (paid to Main Roads Fund) .....		126,881,496

Tax revenue was 24.18% higher than last year but revenue from ton-mileage charges fell by 2.26%. 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.

### APPLICATION

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

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

### RESULTS FOR THE YEAR

#### RECEIPTS

	\$	
Registration, Licence and other fees .....	59,049,046	
Commission (on G.I.O. third party insurance premiums) .....	1,577,205	
Sundry .....	<u>1,821,823</u>	
TOTAL .....		62,448,074

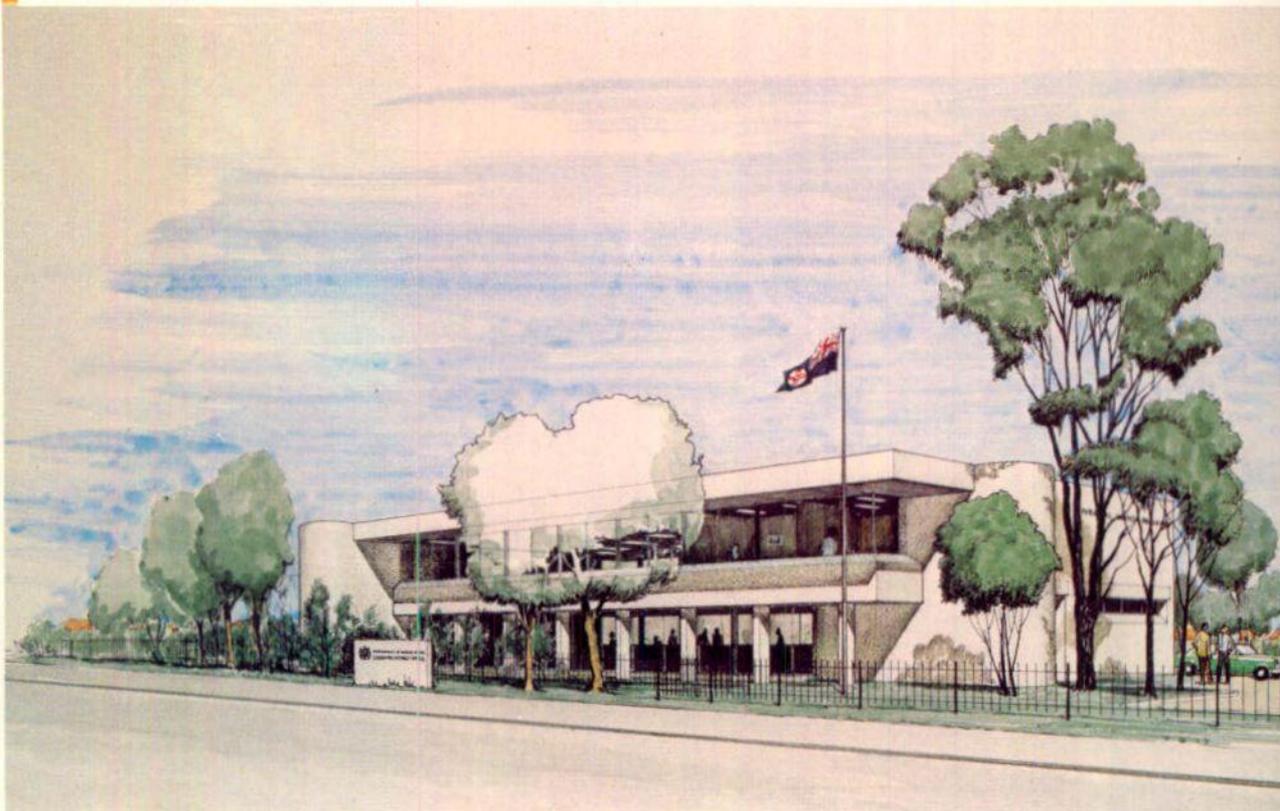
## PAYMENTS

	\$
Administrative Costs (Department of Motor Transport) .....	27,834,633
Police Services (traffic and motor registry duties) .....	20,927,835
Contribution to Traffic Facilities Fund .....	10,300,000
Purchase of assets (land, building, etc.) .....	2,635,606
Payment towards the cost of Ambulance Services .....	750,000
<b>TOTAL</b> .....	<b>62,448,074</b>

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

## EXPLANATORY NOTES

1. **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.
2. **Cost of Police Services** — It was possible to pay \$20,927,835 from the Road Transport and Traffic Fund towards the agreed cost of Police Services (\$27,011,469) for 1976-77. This increased the accumulated deficit on the Fund to \$13,863,415.



*An artist's impression of the new District Office and Motor Registry at Liverpool which was nearing completion at the end of the report year.*

## 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 an additional registration as well as 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. \$15,000 was paid towards the cost of supervision of taxi-cabs at certain ranks.

#### RESULTS FOR THE YEAR

RECEIPTS	\$
Tax (buses)	749,652
Tax (other vehicles)	317,130
Service licence fees	75,022
TOTAL	1,141,804
PAYMENTS	
Capital debt reduction (bus services — Public Transport Commission)	34,002
Assistance to road authorities	753,787
Traffic Facilities Fund	325,250
Administrative Costs — Taxi-rank supervision	15,000
TOTAL	1,128,039

A balance of \$211,197 brought forward from 1975-76 was held in the Fund at the start of the year, and a balance of \$224,962 remained as at 30th June, 1977. 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 regulates 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.

Up to 31st December, 1973 revenue was also obtained from charges imposed for certain journeys by goods vehicles which competed with rail services but, following a Government decision, charges were discontinued for journeys operated after that date.

#### APPLICATION

After the cost of administering the Act has been met payments are made to the funds of the Government railway and bus services. The Act enables similar payments to be made to the country section of the Main Roads Funds.

## RESULTS FOR THE YEAR

RECEIPTS		\$
Fees .....		621,011
Other (mostly penalties) .....		1,593
		<u>622,604</u>
Less refunds of charges (goods) .....		8,599
		<u>614,005</u>
TOTAL .....		614,005
PAYMENTS		
Contribution to Road Transport and Traffic Fund towards costs of Administration .....		619,189
Payment to Public Transport Commission (Railways Division) under Section 26 (7) of the State Transport (Co-ordination) Act .....		30,000
		<u>649,189</u>
TOTAL .....		649,189

A balance of \$91,194 brought forward from 1975-76 was held in the Fund at the start of the year; and a balance of \$56,010 remained as at 30th June, 1977. An audited detailed statement which also gives comparison with last year's figures appears as Appendix 6.

## ROAD MAINTENANCE CHARGES

### EXPLANATORY

**Charges payable.** The Road Maintenance (Contribution) Act which became operative from 1st May, 1958 requires the owner of a commercial goods vehicle with a load capacity exceeding four tons to pay a charge towards compensation for wear and tear caused by the vehicle to the public streets. The rate of charge per mile is five-eighteenths of a cent per ton of the sum of the tare of the vehicle plus 40 per cent of its load capacity. It is payable for interstate as well as intrastate journeys and for empty as well as loaded running.

**Proceeds Used for Roads.** Moneys collected under authority of this Act are paid —

- (a) one-fifth into the County of Cumberland Main Roads Fund to the credit of an account called "The Roads Maintenance Account". This money may be applied only on maintenance of public streets inside the County of Cumberland and includes grants to Municipalities and Shires for that purpose.
- (b) four-fifths into the Country Main Roads Fund to the credit of an account called "The Roads Maintenance Account". This money may be applied only on maintenance of public streets outside the County of Cumberland and includes grants to Municipalities and Shires for that purpose.

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

**Administrative Policies.** The main points of practices followed in administration and enforcement of the Act are described in a later section headed Commercial Transport Services.

RESULTS FOR THE YEAR.

RECEIPTS

As at, or for year ended 30th June	Vehicles Registered 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 \$	% of total	Charges received (gross) \$	
1977	14,397,649	72.5	5,458,960	27.5	19,856,609	
1976	14,063,938	69.2	6,262,366	30.8	20,326,304	
Variation	up	333,711 (2.4%)	down	803,406 (12.8%)	down	469,695 (2.3%)

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 receipt after deducting refunds.

ADMINISTRATIVE COSTS

Year ended 30th June	Cost Total amount \$	As % of Collections
1977	4,984,907	25.10
1976	4,537,820	22.32

Appendix 8 gives details under a range of expenditure headings.

# Policy Developments and Legal Activities

## CONTINUING POLICIES

Reference 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, with emphasis on development this year.

**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 and other 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 by the provision of additional staff within each Regional Branch. 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 conversion to metric terms of various weights and measures provided for in the various Acts and Regulations administered by the Department.



*A special investigation of severe crashes requiring ambulance attendance was undertaken during the year. Pictured is a radio-controlled vehicle leaving its Fairfield base for the scene of a crash.*

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

## "WILENSKI" REVIEW OF GOVERNMENT ADMINISTRATION

Early in 1977 the State Government appointed Professor Wilenski as Commissioner in charge of a Review of Government Administration in New South Wales. At a "briefing" session, he stated that he would assume the functions of all Departments to be necessary and correctly allocated, and would be concerned only with improving efficiency. In later discussion and correspondence the Department furnished practice statements and much other information particularly about, but not limited to, personnel matters.

Accepting efficiency to be the Review's chief concern, the Department's principal submission took the opportunity presented by the Review of showing how the Department's achievements over the 25 years of its existence demonstrate that practical administrative experience in a particular field is a proven source of initiative, policy innovation and flexibility in management, and has at least as much to offer in the service of the State as formalised management theory. The point is made that an appraisal of the Department's efficiency would lack balance if it did not take account of policy and management advances the Department itself initiated — often to streamline operations. These include decentralisation of its administration; the introduction of "owner-onus" for parking offences; development of infringement notices for many types of traffic offences; establishment of a scientific Traffic Accident Research Unit now of world repute; application of computer technology to traffic signals; a Commission of Enquiry into bus and tourist vehicle operations; and — quite as notable as any — development of a data processing installation equal to any of its kind in the world which has coped with the enormous and sustained increases in the number of vehicles and drivers and vastly improved services to the public.

## 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. Practically every aspect of the Department's activities received publicity.

## 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 Minister for Transport and the respective State Ministers for Transport.

**This Year's Meetings.** The Council held its 48th Meeting on 9th July, 1976 in Brisbane, 49th Meeting on 3rd December, 1976 in Melbourne and 50th Meeting on 25th February, 1977 in Hobart and on 4th March, 1977 in Sydney.

Some of the items affecting this Department which were considered at the Meetings included reports of the Advisory Committee on Vehicle Performance, Advisory Committee on Safety in Vehicle Design, Australian Motor Vehicle Certification Board and Advisory Committee on Road User Performance and Traffic Codes. Subjects discussed included air commuter operations, design rules and other safety standards for motor vehicles, emissions from motor vehicles, proposed legal measures to overcome problems associated with the collection of road maintenance charges, graded motor cycle licences and uniformity of road accident statistics.

**Subordinate Bodies.** The subordinate bodies of the Council with which this Department has liaison 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 Committee on Motor Vehicle Emissions and the Publicity Advisory Committee on Education and Road Safety. Officers of the Department are the New South Wales representatives on 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 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, the City Transit Conference, the State Transport Ministers, the Commonwealth Minister for Transport, the Minister for the Northern Territory and the Minister for the Capital Territory.

Research by this Department's Traffic Accident Research Unit contributed significantly to the deliberations of the Committee.

**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, 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.

**Australian Motor Vehicle Certification Board.** This Committee 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, a Compliance Plate is issued. 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 pre-requisite to registration in that State.

**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, Transport, and representatives of the Federal Chamber of Automotive Industries and the Petroleum Industry Executive Council for the Environment.

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

Meetings were held in Adelaide in October, 1976 and in Melbourne in April and June, 1977.

The Committee dealt with such matters as the wearing of child restraints; the restriction on the riding of the more powerful motor cycles by learners and provisional riders; uniformity of road accident statistics and co-ordination of data on accidents; drivers' licences and vehicle registrations; recognition of learners' permits held by visitors from other States and Territories; use of speed de-restriction signs; the provision and use of special paths for bicycles; compulsory use of motor cycle headlamps during daylight hours; review of speed limits; and exchange between States and Territories on information about disqualified drivers.

#### CONFERENCE OF AUSTRALIAN AND NEW ZEALAND ROAD TRANSPORT AUTHORITIES

The annual meeting of representatives of the transport authorities from 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 27th Conference was held in April, 1977. A wide range of topics was discussed including new legislation introduced by the various authorities since the previous meeting, matters relating to the carriage of goods by road and passenger transport services, road maintenance charges and traffic safety measures.

#### 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 for 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 was established in 1966 by the Minister for Transport to advise him 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 Highways, 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:

- (i) 68 additional taxi-cabs will be licensed in the Metropolitan Transport District.
- (ii) 10 areas, defined by geographical boundaries, in lieu of 23 districts, were designated in the Metropolitan Transport District to allow restricted taxi-cabs to operate more freely over a wider area.
- (iii) Restrictions on area taxi-cabs in the Metropolitan Transport District were lifted from noon on Saturdays to midnight on Sundays and on public holidays. This means that all taxi-cabs are able to occupy any taxi-stand in the Metropolitan Transport District at times when, in the past, taxi patrons experienced difficulty in obtaining service. The easing of restrictions is on a six months trial basis.

#### PUBLICITY ADVISORY COMMITTEE FOR EDUCATION IN ROAD SAFETY

This is a Committee comprising 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.

#### URBAN TRANSPORT ADVISORY COMMITTEE

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

The Committee's charter is to assist in 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 and Highways 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).

#### OMNIBUS ADVISORY COMMITTEE

The Committee, which has functioned since 1967, was established to advise the Commissioner 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 extension 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 who represents employees of the private omnibus industry.

The Committee met on one occasion during the report year and examined, among other things, a proposal for the alteration to private bus service licence conditions for travel by school children.

As a result the service licences were amended to increase the maximum age of a school child to under 19 years; the hours of school concession travel were extended; and the maximum fee for a replacement school travel pass was fixed at \$2.

#### COMMITTEE OF REVIEW — PENSIONER SUBSIDY SCHEME

Concurrently with the introduction on 1st March, 1968 of the Pensioner Subsidy Scheme 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 and Highways.

The Committee met on three occasions during the report year to examine 17 applications — involving 38 services. Arising from the Committee's recommendations, increases in individual subsidies were granted in respect of 21 services, whilst in one case the Committee requested that further information be supplied. Of the remaining applications, subsidies were reduced in respect of three services whilst 13 services did not warrant an increase in subsidy.

## NEW LEGISLATION

#### MOTOR VEHICLES (TAXATION) ACT, 1976

This legislation, which was assented to on 25th October, 1976, prescribes the amounts of tax payable on motor vehicle registrations commencing on or after 1st November, 1976.

The effect was to increase the registration weight tax and tax levy by 33-1/3%. The previous rates had been in force since 1st January, 1972.

Provision was also made for the rates of registration weight tax and tax levy based on imperial weights to be replaced by rates based on metric weights from a later date, which was subsequently fixed as 1st July, 1977.

#### METRIC CONVERSION ACT, 1975

This Act provides for the weights and measures in legislation administered by various Departments to be converted from imperial to metric terms. The amendments required to the Motor Traffic Act, Transport Act, Motor Vehicles Taxation Management Act and the Road Maintenance (Contribution) Act were proclaimed to take effect from 1st July, 1977.

#### TRANSPORT (AMENDMENT) ACT, 1976

This legislation, which amended the provisions of the Transport Act, 1930, relative to the payment of retirement gratuities to Departmental employees, came into force on 17th December, 1976.

Prior to this amendment the Transport Act provided for an officer with not less than 10 years' service who was not a contributor to a superannuation or retirement fund, to receive a retirement gratuity equivalent to two weeks' salary or wages for each complete year of service. The amending Act provides that from 1st April, 1976, the gratuity payable to such officer for each complete year of service is equivalent to —

- 2 weeks' salary or wages — for not less than 10 but less than 20 years' service;
- 2.35 weeks' salary or wages — for not less than 20 but less than 30 years' service;
- 2.75 weeks' salary or wages — for not less than 30 but less than 40 years' service; or
- 3 weeks' salary or wages — for not less than 40 years' service.

## NEW REGULATIONS

#### AUTHORISED INSPECTION OF VEHICLES

Amendments to the Motor Traffic Regulations which took effect on 30th September, 1976, gave legal status to the Authorised Inspection Station scheme, which had been conducted since its introduction in 1939 by administrative arrangements made by the Department with proprietors of suitable service stations and motor vehicle repairers.

The Regulations provide for —

- the production of certificates of inspection in connection with motor vehicle registrations and renewals of registration.
- the appointment of Authorised Inspection Stations and Authorised Examiners.
- the lodgement of a security fee of \$100 or of a guarantee for that amount in an approved form.
- procedures for taking disciplinary action against Authorised Inspection Station proprietors and examiners.
- appeals to Courts of Petty Sessions against decisions made by the Commissioner to refuse, cancel or suspend the appointment of proprietors and examiners.

#### INCREASES IN THIRD PARTY INSURANCE PREMIUMS

The Motor Vehicles (Third Party Insurance) Regulations were amended to increase the maximum rates of premium payable in respect of third party policies commencing on and after 1st January, 1977. In most cases, the increases were based on the rise of 12.2% in the Consumer Price Index for Sydney for the year ended 30th September, 1976. By way of example, the premium for a motor car garaged in the Metropolitan area was increased from \$83 to \$93.

An exception to the general increase was made in respect of motor cycles fitted with engines of more than 2½ horsepower. The premiums were reduced to those applicable to motor cars, resulting in a decrease from \$150 to \$93 for motor cycles in the Metropolitan and Wollongong premium districts and from \$105 to \$81 for those in the Newcastle premium district and country areas.

#### AUSTRALIAN DESIGN RULES

The Motor Traffic Regulations were amended to require new motor vehicles to comply with further Australian Design Rules (ADR) for Motor Vehicle Safety.

The following new Design Rules were incorporated in the Regulations —

- ADR 3A, which specifies revised requirements for seat anchorages in motor cars and station waggon manufactured from 1st January, 1977.
- ADR 28A, which defines revised requirements on external noise emitted by heavy motor vehicles manufactured from 1st July, 1979 and to all other vehicles (except plant and motor cycles) manufactured from 1st January, 1980.
- ADR 36, providing for control of exhaust emissions from heavy duty vehicles with a gross weight of 4.5 tonnes or less manufactured from 1st July, 1978; to multi-purpose vehicles (such as Landrovers) manufactured from 1st January, 1979; and to vehicles with a gross weight exceeding 4.5 tonnes manufactured from 1st July, 1979.

The Motor Traffic Regulations were also amended to provide that Design Rule Number 34 relating to upper anchorages for child restraints, which previously applied only to motor cars, applied also to station waggons.

#### REFLECTIVE SIGNS AND MARKINGS

The Motor Traffic Regulations were amended to permit the use of reflective material on the sides of motor vehicles. This material, which is being used increasingly for badges, emblems and decorative stripes, enhances the visibility of vehicles at night.

#### DAYLIGHT OPERATING LAMPS

The Motor Traffic Regulations were amended to permit the use of daylight operating lamps as a safety measure. This enables motor vehicles to be fitted with an additional light source which enables a white light to be shown when the vehicle is being used while the parking lamps and headlamps are switched off.

#### WEARING OF CHILD RESTRAINTS BY CHILDREN

The Motor Traffic Regulations were amended to provide that, from 1st March, 1977, the driver of a car (other than a taxi-cab), station waggon, utility or panel van must not permit a child under the age of eight years to travel unrestrained if a suitable restraint is available in the vehicle. The Regulations provide that in the case of a child aged 12 months or over, an adult seat belt is a suitable restraint.

The amendments also provide that if a motor car or station waggon has front and rear

seats, the driver shall not permit a child under the age of eight years to travel unrestrained in the front compartment if a rear seat position is available.

A wide exemption clause provides that the Regulation does not apply if contravention is necessary for the safety or well-being of the child or any other occupant of the vehicle.

In addition, the requirements do not apply to a child who is the holder of a doctor's certificate stating that for medical reasons, or because of a physical condition, compliance would be unreasonable.

Where a driver commits an offence under the Regulation, a penalty of \$30 under the traffic infringement notice scheme is prescribed.

#### CONVERSION OF IMPERIAL WEIGHTS AND MEASURES TO METRIC TERMS

Regulations made under the Motor Traffic Act, Transport Act, Metropolitan Traffic Act, Motor Vehicle Driving Instructors Act and Motor Vehicles (Third Party Insurance) Act were amended to provide for the conversion from 1st July, 1977, of the various references to weights and measures to metric terms.

### 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, 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 moneys due to the Department under the Road Maintenance (Contribution) Act, 1958, and the Motor Traffic Act. Judgments so obtained were enforced both within and outside the State.

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. In all categories of appeals the Courts dismissed the large 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.

A small, but increasing, number 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 the 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.

During the report year there were three appeals against the Commissioner's decision to suspend or cancel Authorised Inspection Station authorities. In each case, the appeal was dismissed. However, in one case, the period of suspension was reduced from six to three months.

**Road Maintenance (Contribution) Act.** The number of prosecutions launched for breaches of this Act, mainly for failure to forward to the Department the required records of journeys travelled on the roads of New South Wales or for failure to pay the prescribed charges for those journeys remained at approximately the same level as in the previous year. In appropriate cases, the liability of directors of companies which had failed to comply with the requirements of the Act was enforced by the prosecution of such directors, although, because of legal complexities, difficulties continued to be experienced where directors resided outside the State.

**State Transport (Co-ordination) Act.** Convictions under this Act rose by 90% compared with the previous year. The majority of convictions were for operating or driving a taxi-cab contrary to the conditions of its licence.

**Transport Act, 1930.** There was a large increase (245 for this year compared to 138 for 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. Convictions of taxi-cab drivers for failing to carry out a hiring punctually increased by 100% and those for failing to accept a hiring by over 75%.

**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 heavy vehicles, for

exceeding the permitted length, width or height or for failing to carry a completed driver's log book of the hours of driving.

**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 three convictions under this Act for failure to pay the tax prescribed after a change in the use of a commercial goods vehicle.

# 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 as at 30th June, 1977 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, 1977 motor vehicle registrations had risen to a further record level of 2,706,742 — 82,855 (3.2%) more than the previous year.

**Brand New Vehicles.** Registrations of brand new vehicles in New South Wales totalled 249,337 this year as against 237,096 last year — an increase of 12,241 (5.2%).

**Drivers' Licences.** On 30th June, 1977 total driving licences — vehicle drivers and cycle riders — numbered 2,743,891 an increase of 109,852 (4%).



*As a safety measure for new riders graded licences for motor cyclists were introduced on 1st January, 1977. Pictured is a learner rider on a motor cycle with a small engine capacity discussing riding techniques with an experienced rider.*

**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 Offices where possible, the volume of business by mail remained substantial. Modern specialised equipment is used to assemble mail and has again been used to full advantage this year.

**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.** In accordance with Government policy, a scheme was introduced 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 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 32 and the number of Driver Examiners, employed by the Department, is 82.

In the report year, Departmental driver examiners conducted 183,920 tests for licences. Passes were achieved in 108,712 (59%) of these tests.

**Issue of Special Number Plates.** On 2nd June, 1969 a scheme was introduced to allow the issue of personalised number plates upon payment of a charge of \$25, which was increased to \$35 on 22nd December, 1975. The scheme provides motorists with an opportunity to select number plates with a particular combination of letters providing that plates are available in the chosen letter series. 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 exceeded the supply available, the range of numbers has been extended to two letter-four numerals when the two letter-three numeral series are exhausted. Also, except for the "RAA" to "TZZ" series (which at this stage are reserved for use in South Australia only) and some other isolated exceptions, personalised number plates are now available to motorists from the whole range of three letter combinations in the yellow and black series.

There were 27,471 applications received during the report year. The revenue — \$961,485 — derived from the issue of the plates was used to offset the operating costs of the Department's Traffic Accident Research Unit.

**Number Plates for Consular Vehicles.** A new style of number plate for use on vehicles owned by accredited Consular Officials was brought into use in March, 1977. These plates, which have the letters "CC" and four numerals and the words "Consular Corps" in white on a blue background, are available to both Consuls de Carriere and Honorary Consuls. The new style plates will eventually replace the "CdeC" number plates at present on issue to Consuls de Carriere.

**Clean Air Act and Regulations.** The Commissioner for 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 Commissioner was advised of the suspension of the registrations of 40 vehicles.

## MOTOR REGISTRIES

**Local Facilities Provided.** With the object of providing the best possible service to the public and giving practicable 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 95% of all business transacted at Motor Registries. Details of revenue collections at them are given in Appendix 12.

Motor Registries conducted by the Department total 70 (excluding the Motor Registry Section at Head Office) whilst Motor Registries conducted by the Police total 179. Details of the Motor Registries in operation are shown in Appendix 11.

The Department has conducted a publicity campaign since 1966 encouraging motorists to take greater advantage of the facilities available at Departmental Motor Registries. The success of the campaign is evident by the continuing rise in the volume of vehicle and licence renewals handled by Departmental Motor Registries. In the report year these items totalled 3,269,304 an increase of 126,142 over the previous year.

**Renewals Payments Offices.** The Renewals Payments Offices established by the Department in the N.R.M.A. Building, Clarence Street and the G.I.O. Building, Elizabeth Street, have continued to provide a convenient facility for motorists to renew vehicle registrations and driving licences in the inner City area. Another Renewals Payments Office is situated in the Roselands Regional Shopping Centre and this provides a convenient service to motorists visiting the centre.

The issue of learners' permits, a service not formerly available at these offices, is being introduced as accommodation permits.

Statistics for the year under review in respect of these offices as compared to the previous year are as follows—

	Registration and Licence Renewals		Revenue Collected	
	1976	1977	1976	1977
N.R.M.A. Building	102,031	105,910	\$6,241,845	\$7,179,593
G.I.O. Building	57,542	61,598	\$3,569,155	\$4,164,051
Roselands	63,213	63,825	\$3,792,880	\$4,248,038

**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 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 localities where the Board has no employees of its own. During the report year this work was carried out at 29 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, 1977 authorised insurers numbered six compared to seven on 30th June, 1976.

**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 98.9% compared to 98.3% 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 \$175,494,311 a rise of \$15,305,442 on last year. Commission received in this connection and credited to the Road Transport and Traffic Fund totalled \$1,577,205.

**Premium Rates.** Premium rates for the various types of vehicles are prescribed by regulation under the Motor Vehicles (Third Party Insurance) Act. Following a decision of the Government premium rates were varied on 1st January, 1977 in line with increases in the Consumer Price Index. The previous increase was in 1975.

### TRAFFIC BREACHES

**Respective Function of Police and Motor Transport Departments.** For the most part enforcement of the Motor Traffic Act and Regulations, as they lay down the rules of the road for drivers generally, is the responsibility of the Police. However, authorised officers of this Department assist to enforce particular requirements applying to drivers of commercial

vehicles — for example, rules regarding load limitations and maximum periods of driving. Some statistics of convictions on proceedings taken by this Department in the report year appear in Appendix 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 323,588 as against 308,680 for the previous year. In 241,245 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 19,894 which is 273 more than in 1975-76.

Additional information, including detailed statistics and explanatory notes, appears following and in Appendix 16.

## 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 21,091 major offences (including driving under the influence of alcohol and exceeding the prescribed concentration of alcohol) which are of a type which results in automatic disqualification in the absence of a Court order to the contrary. 1,197 offenders were discharged under Section 556A of the Crimes Act without conviction. Of the 19,894 cases in which convictions were recorded, the statutory automatic period of disqualification operated in 5,014 instances but in the remaining 14,880 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 54 drivers out of the 1,220 brought before them on such charges as compared with 111 drivers out of a total of 1,559 last year.

Section 556A of the Crimes Act was applied by the Courts to discharge without conviction 1,092 drivers brought before them on charges of exceeding the prescribed concentration of alcohol. 16,135 drivers were brought before the Courts on such charges.

There were also 2,344 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 these 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 issuing provisional licences to new drivers and to drivers with unsatisfactory traffic records, provisional licences are also issued where there is doubt regarding the applicants' fitness in view of previous conduct or habits. A total of 125,686 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, allows a licensee clear cut 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. 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 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.

Particulars 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 Acts applicable to commercial road transport services — the Transport Act, and the State Transport (Co-ordination) Act. The policy followed under these Acts for many years has been designed to reduce or eliminate wasteful competition including competition with State-owned train and 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 respect is the Road Maintenance (Contribution) Act which imposes on heavy goods vehicles a ton-mile charge by reason of the wear and tear these vehicles cause to the public roads.

**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. As regards liability for charges under the Road Maintenance (Contribution) Act however, interstate lorries are on the same footing as their intrastate counterparts.

## 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.

The licences confer a general authority to convey goods of any nature throughout the State without the payment of additional charges.

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. A description of main features follows—

The motor vehicle tax normally payable is reduced by 33-1/3% for lorries subject to this Act. This is a statutory concession which prior to 31st December, 1971 was allowed at the rate of 50%. The concession has applied since the inception of the Act (in May, 1958) for primary producers' vehicles and from the 1st January, 1960 for other liable lorries.

**Returns** are an essential feature of Road Maintenance administration and it is a requirement that an owner (unless he has entered into an "Arrangement") shall, by the fourteenth day of each month, furnish 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 decreased from 2,113 at 30th June, 1976 to 2,082 as at 30th June, 1977 and the number of vehicles concerned decreased from 15,710 to 14,577. The number of vehicles covered by quarterly "arrangements" — applicable mainly to primary producers' vehicles — increased during the period under review from 13,899 to 14,498.

These "arrangements", whilst facilitating the task of administering the Act, provide relief for the many individual owners such as primary producers, who would be seriously inconvenienced by the need to keep daily journey records.

#### EVASION AND ENFORCEMENT

The Department continued to take firm and reasonable enforcement measures in order to ensure, as far as possible, protection of the revenue. Road patrols, Departmental Checking Stations and other sources reported 2,089,327 vehicle sightings and these constituted the main basis for enforcement action.

Officers located in the Regional Districts have been responsible for close supervision of road transport activities in their respective districts and have rendered assistance to many operators in complying with the provisions of the Act. Results of the number of cases where it became necessary to prosecute operators are shown in Appendix 9.

**Straw Companies.** Over the years a device has been developed whereby companies with little or no assets are incorporated outside the operator's home State (mainly in South Australia) and operate vehicles without meeting their road charges obligations. Court orders against these "straw" companies cannot be enforced. The device principally affects New South Wales and Victoria although other States are becoming increasingly concerned as the practice spreads.

There are now about 140 "straw" companies registered in South Australia which are operating more than 1,800 motor lorries and the estimated annual loss of revenue to this State now exceeds two million dollars.

There is growing discontent amongst operators who are complying with their obligations under the Act because they are often competing against those who are avoiding the payment of charges by this device. Consequently the number of vehicles operating in this manner has increased during the report year.

The matter has been carefully examined by the Department, and corresponding interstate authorities, and as the problem involves complex legal issues it has been referred to the Standing Committee of Attorneys General for advice. It has also been considered by the Australian Transport Advisory Council and at a meeting of the Council in February last it was agreed that each State and Territory would introduce reciprocal legislation designed to deal with "straw" companies established for the purpose of avoiding road maintenance charges. The proposed legislation is being examined by the Committee of Parliamentary Counsel.

**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 toward seeing that lorries comply with the special requirements applying to them.

	Marulan	Berowra	Total
1. Number of Vehicles			
1976-1977	460,711	550,739	1,011,450
1975-1976	447,299	533,027	980,326
2. Tonnages (Estimated)			
1976-1977	5,066,939	4,296,885	9,363,824
1975-1976	4,913,513	4,156,364	9,069,877

#### RESULTS THIS YEAR — Road Maintenance (Contribution) Act

As at, or for 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 \$
1977	48,817	14,397,649	13,607	5,458,960	62,424	19,856,609
1976	47,638	14,063,938	13,275	6,262,366	60,913	20,326,304

Receipts month by month — as well as net receipts (after refunds) — appear in Appendix 7.

#### "Arrangement" cases

	No. in force	Vehicles covered	Charges paid
1977	2,082	14,577	\$8,326,239
1976	2,113	15,710	\$8,292,653

The charges paid are included in the total shown in the previous table. These figures do not include primary producers' vehicles (12,990 this year, 12,359 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 Greater 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 Greater Newcastle and Parishes of Teralba and Kahibah and part of the parish of Wallarah in the Shire of Lake Macquarie.
- The Wollongong Transport District comprises the City of Greater Wollongong.

### BUS SERVICES

**Service Licence Necessary.** In addition to the licences for the buses themselves, licences for the services are required by private (that is 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 private bus services amounted to \$42,022, the fees for the individual services varying from \$1,089 to \$10. Service licence fees for Government transport operations were \$30,000 (Metropolitan) and \$3,000 (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 \$749,652 compared with last year's figure of \$675,269.

**Contribution by Government Bus Services.** Although legally obliged to pay only service licence fees (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 \$299,815.

**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 13 services were transferred and the number of operators was reduced by four.

**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 as from 18th October, 1976 which was designed to offset an increase of about 8% in operational costs throughout the bus industry since the previous increase in December, 1975.

Proportionate increases in the cost of weekly tickets were also authorised.

**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 few 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, 1976-1977)

<b>Operators</b>				
	Metropolitan	Newcastle	Wollongong	Total
1977	105	15	13	133
1976	<u>108</u>	<u>15</u>	<u>14</u>	<u>137</u>
Variation	down 3	no change	down 1	down 4
<b>Services</b>				
1977	203	23	24	250
1976	<u>206</u>	<u>23</u>	<u>26</u>	<u>255</u>
Variation	down 3	no change	down 2	down 5
<b>Buses in Service</b>				
1977	1,461	149	183	1,793
1976	<u>1,463</u>	<u>149</u>	<u>194</u>	<u>1,806</u>
Variation	down 2	no change	down 11	down 13
<b>Revenue Derived by Department</b>				
1977	\$ 686,405	\$ 84,677	\$ 53,592	\$ 824,674
1976	<u>625,201</u>	<u>75,670</u>	<u>47,244</u>	<u>748,115</u>
Variation	up 61,204	up 9,007	up 6,348	up 76,559
<b>Bus Revenue Distributed For Roadworks</b>				
1977	\$ 623,619	\$ 79,781	\$ 50,387	\$ 753,787
1976	<u>595,727</u>	<u>73,865</u>	<u>48,295</u>	<u>717,887</u>
Variations	up 27,892	up 5,916	up 2,092	up 35,900
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 vehicles 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 school children 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 husbands' 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.** During the report year approval was given for the issue of 68 additional licences.

**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 11 organisations in the Metropolitan Transport District, one in the Newcastle Transport District and one in the Wollongong Transport District.

The transfer of Metropolitan Transport District taxi-cabs from one two-way radio organisation to another has generally been prohibited except in respect of unrestricted taxi-cabs.

The development of radio operations in recent years is illustrated by the figures given in Appendix 17. The following summary of statistics gives the position as at 30th June, 1977 and other information also.

### SUMMARY OF TAXI-CAB AND PRIVATE HIRE CAR STATISTICS (at 30th June, 1976-1977)

Vehicles in Service		Metropolitan		Newcastle		Wollongong	
	1976	1977	1976	1977	1976	1977	
<b>Taxi-cabs —</b>							
Unrestricted	2,437	2,437	86	86	—	—	
Restricted	26	*	43	43	117	117	
City of Sydney Districts	341	*	—	—	—	—	
Area	597	*	—	—	—	—	
	—	962	—	—	—	—	
Sub Total	3,401	3,399	129	129	117	117	
<b>Private Hire Cars</b>	212	194	13	13	6	5	
<b>Total</b>	3,613	3,593	142	142	123	122	
* Now classified as "Area" taxi-cabs.							
<b>Radio Controlled Vehicles</b> (included in above)							
Taxi-cabs	3,345	3,346	129	129	116	116	
Private Hire Cars	176	176	10	13	2	2	
<b>Total</b>	3,521	3,522	139	142	118	118	

**Fares.** Private hire car fares are not controlled but taxi-cab fares in the Transport Districts are fixed by regulation. Taxi-cab fares and miscellaneous taxi charges such as booking fees and luggage rates have not changed since 1st October, 1975.

**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.** As at 30th June, 1977 there were 64 tourist vehicles licensed in the metropolitan area, seven in the Newcastle Transport District and seven in the Wollongong Transport District.



*Applicants for licences to drive large passenger carrying vehicles must demonstrate a high standard of competency when undergoing the stringent practical driving test. Here a Departmental Driver Examiner discusses aspects of the test with an applicant.*

## 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.

### TOURIST VEHICLES

There were 51 tourist vehicles licensed in country districts of New South Wales for the carriage of passengers on sight seeing tours at 30th June, 1977.

### VEHICLES ON FIXED ROUTES

**Services in Operation.** On 30th June, 1977, 1,991 regular passenger carrying services were operating in country districts. 2,703 buses and 406 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 (on 30th June) —	1976	1977
Taxi-cabs .....	947	932
Private Hire Cars .....	106	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 the Postmaster General's Department and local Councils. This service is generally conducted by operator co-operatives. Centres now provided with two-way radio service are listed in Appendix 17.

## 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 which would conflict with existing services.

The following new commuter services were approved during the report year. However, not all services have been commenced.

- Dubbo-Brewarrina-Bourke-Nyngan-Cobar
- Glen Innes-Inverell-Lismore
- Armidale-Port Macquarie
- Inverell-Port Macquarie
- Moree-Port Macquarie
- Narrabri-Port Macquarie
- Gunnedah-Port Macquarie
- Tamworth-Port Macquarie
- Sydney-Hay
- Sydney-Warnervale (recommended)

**Ferries.** There are 12 privately owned ferries operating for the conveyance of passengers in the Port of Sydney which are required to be licensed under the State Transport (Co-ordination) Act. During the report year, the number of ferries operating was reduced following the disposal of one vessel for economic reasons.

# Traffic Safety Activities — Drivers, Vehicles and Traffic Planning

## 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 an advisory service on all matters relating to traffic safety based on hard scientific evidence gleaned from research both here and overseas, and to originate research and undertake investigations along priority lines defined by the needs of the Department and the State. The research activities of the Unit are structured within the matrix shown below which gives a few examples of important areas of concern in traffic safety.

AREA OF INVESTIGATION	THREE TIME-RELATED PHASES		
	BEFORE THE CRASH	IN THE CRASH	AFTER THE CRASH
HUMAN FACTORS	Alcohol abuse Youthfulness Education Enforcement	Seat belt use Crash Helmet use	Medical care Rescue facilities
VEHICLE FACTORS	Brakes Tyres Steering Suspension	Steering columns Safety glass Door locks Passive restraints	Fire Entrapment
ENVIRONMENTAL FACTORS	Highway design Traffic engineering Pedestrian control	Roadside furniture Natural hazards	Accessibility Ambulance services

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

The Unit operates within a flexible framework of four sections. The Engineering Research Section is headed by a senior test engineer, with the support of mechanical and electronics engineers, technicians, draftsmen and general workshop personnel. The Accident Analysis Section is mainly concerned with human and environmental factors, and is staffed by engineers with special experience in traffic management and human behaviour, psychologists with special interests in perceptual, social and clinical aspects, statisticians, members of the Police Force on secondment, and auxiliary data collection staff.

The Administrative Services Section is responsible for processing and coding, for subsequent computer analysis, the reports of accidents submitted by investigating police officers, and publishing and distributing statistical data. It administers a comprehensive research library which receives a great deal of literature from all over the world. Finally, the Traffic Safety Education Section, is responsible for lecturing activities and 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.

**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.

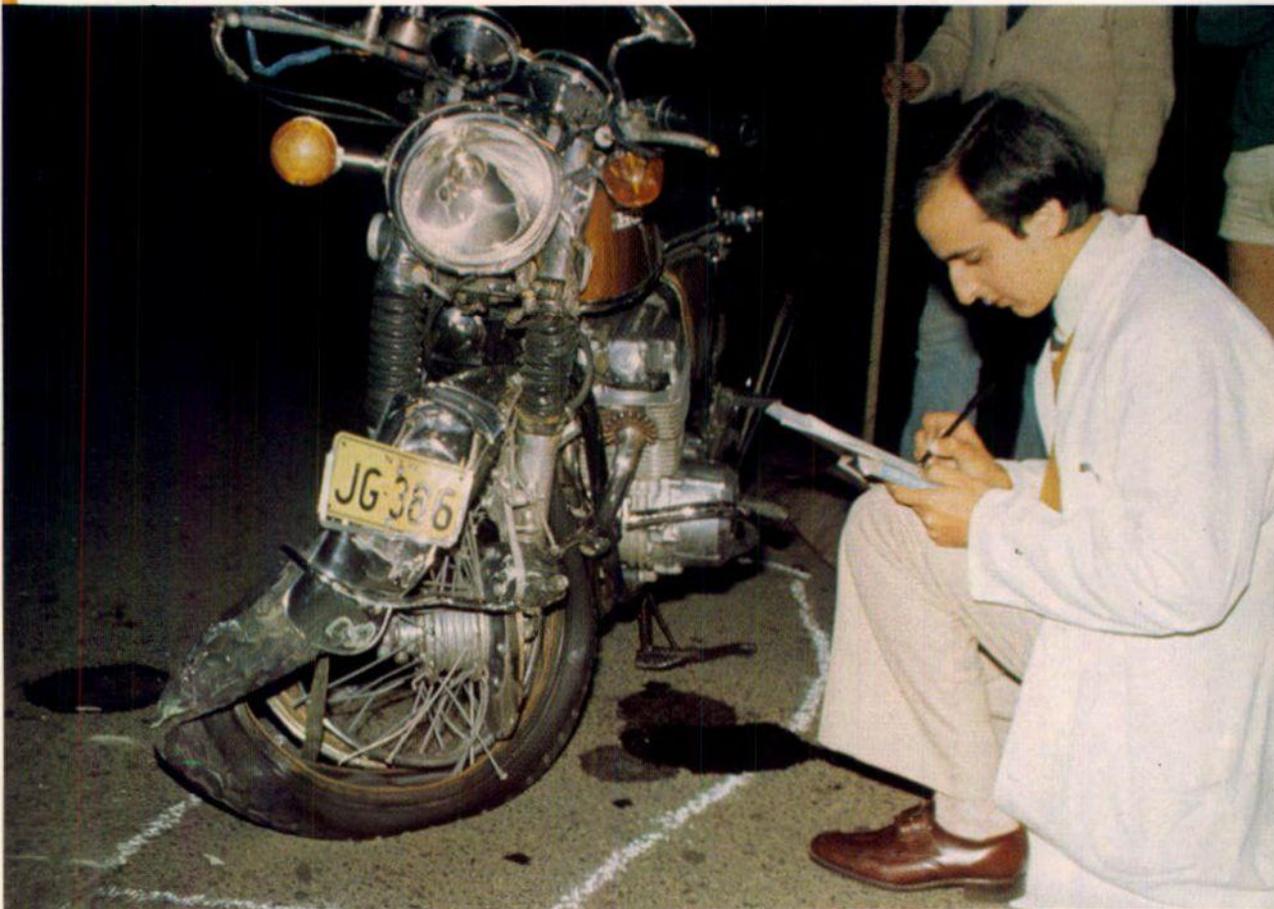
**Research Projects.** The results of Unit research are normally first published by the Department as Traffic Accident Research Unit Reports. A list of reports published so far follows —

- 1/70 Fire in Road Accidents
- 2/70 Head 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
- 2/77 Motorcycle Crashes — a Level Two Study

The Unit also publishes its work by way of contributions 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 some 270 Special Reports have been prepared relating to the testing and evaluation of various devices such as seat belts and child restraint systems.

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 motorcyclists 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 motorcyclists.

A special investigation at the scene of severe crashes requiring ambulance attendance concluded at the end of June, 1977. The aim of the investigation was to identify methods for reducing the frequency, and for improving crash protection for persons involved in various types of collision, particularly collisions involving trucks, omnibuses, motorcycles, pedestrians or pedal cycles.



*A member of a special investigation team from the Traffic Accident Research Unit taking measurements at the scene of a motor cycle crash.*

Other studies during the year have dealt with child safety restraints, the use of adult seat belts by children, pole crashes, and the problem of cars running under truck trays. Legislation was introduced, to require the use of available restraints by children aged 12 months or more, following some of these studies.

Major efforts in the behavioural field continued to be directed in three specific directions to determine —

- (1) the acceptability and usage of child safety restraints among actual or potential consumers
- (2) the ways in which traffic safety principles can be best communicated to young children
- (3) the special problems of truck driving, both in terms of training, outlook of drivers and of physical characteristics of the vehicles and traffic systems.

Extensive tests were conducted on motorcycle protective helmets during the year with a view to evaluating the helmets in use in terms of the new Australian Standard. As a result, approval for use of many early models of helmets was withdrawn.

## ROAD TRAFFIC ACCIDENT STATISTICS

In order to obtain more comprehensive information on traffic crashes than previously coded in New South Wales, a completely re-designed system for the coding of crashes was introduced for crashes occurring after 1st July, 1975. This system was designed to greatly improve the Unit's ability to use Police-supplied information for research purposes and involves coding about three times the information for each crash than was previously the case. Efforts have been directed towards the more serious crashes and since July, 1975 the official New South Wales traffic crash statistics have been 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 from the scene of the 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" and are widely distributed 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. 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.

The Unit maintains printed computer reports of traffic crash data in alphabetical street name order within Local Government areas, and a spot map system for Sydney and environs and for the major country areas. This system provides a visual surveillance of the crash situation in those areas.

### FATAL TRAFFIC CRASHES IN NEW SOUTH WALES

Tables one and two of Appendix 18 present profiles of 1,117 fatal crashes and of 1,284 persons killed during the year ended 30th June, 1977.

Salient features of Table one are that, in New South Wales for the year ended 30th June, 1977 —

- there were 1,117 crashes resulting in fatalities;
- of these, about one in five took place on Saturdays;
- the most common type of impact on Saturdays and Sundays was the single vehicle crash;
- the most common type of impact on weekdays was the the vehicle-vehicle crash, the most common time for these being between 3 p.m. and 6 p.m.;
- about one in four of fatal crashes involved pedestrians and the most common time for these was between 3 p.m. and 9 p.m.

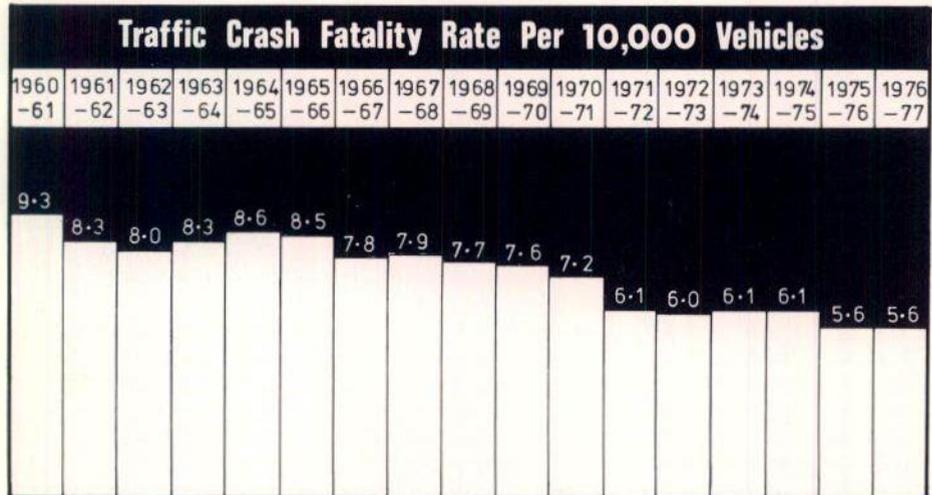
These figures are consistent with independent research findings concerning the dangers of "social driving" and suggest some relationship between late-night, single-vehicle and possibly alcohol-related crashes.

Salient features of Table two are that, in New South Wales for the year ended 30th June, 1977 —

- there were 1,284 fatalities resulting from traffic crashes;
- drivers of motor vehicles accounted for slightly more than one-third of these fatalities;
- males of age 17-20 years were over-represented among driver fatalities, passenger fatalities and motorcycle fatalities;
- pedestrians accounted for 21% of the year's fatalities and were most common among the two to six-year-olds and those aged 50 and older.

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

Trends in the number of fatalities (see graph in Appendix 18) have shown a more or less steady rise over the last 17 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, as is shown in the bar chart the rise in fatalities has been slower than the rise in these other factors. Over the last 17 years, fatalities have fallen from about 10 to less than six fatalities per 10,000 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

The influence on road risks of the mechanical condition of vehicles is recognised by policies which lay emphasis on regular inspections of vehicles already registered and examination of those about to be put on the road, together with means for requiring the 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.

During the report year, Regulations made under the Motor Traffic Act were amended to include the provision of further Australian Design Rules and other measures to require new and future motor vehicles to meet even higher accident avoidance and occupant protection standards than previously applied. Recent additional requirements involve new seat belt standards, anchorages for child restraints, side door strength, seat anchorages and braking systems for passenger cars, demisting of windscreens and emission controls for both petrol and diesel engine vehicles.

**Work Programme.** The automotive engineering work programme currently includes —

- an investigation of the technology available to improve vehicle inspection techniques, procedures and facilities
- production of a manual governing the inspection of public vehicles — the first of an intended series of inspection publications
- production of a vehicle identification manual to ease registration difficulties and to improve reference material for other needs
- development of a scheme to check and certify the safety of modifications and accessories produced on a commercial basis
- automation of certain administrative procedures associated with public vehicle inspections
- development of simulator to assist in the licence testing of disabled persons.

A number of technical reports have also been published on subjects ranging from testing of disabled drivers to a review of periodic motor vehicle inspections.

### 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. Such examinations are made at regular intervals by qualified Departmental Inspectors (Mechanical). 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 public vehicles throughout the State are examined twice each year.

A specially trained and staffed Omnibus Inspection Section, based at Fairfield, undertakes most of the regular inspections of privately owned omnibuses in the Metropolitan and near-Country areas.

## PRIVATE VEHICLES

**New Vehicles about to be registered.** The distributors of practically all motor cars, light commercial vehicles, motorcycles and some light trailers submit examples for inspection at the Department's Head Office when a new model is released. Most new vehicle dealers are then authorised to certify to the fitness for registration of vehicles identical with the example. This arrangement is State-wide and reduces the workload for both the Department and the motor trade.

**Used Vehicles about to be re-registered.** Vehicles about to be re-registered after a lapse of a previous registration must be inspected at an Authorised Inspection Station (as described later) or at a Motor Registry where a Departmental Inspector (Mechanical) is stationed.

## AUTHORISED INSPECTION STATION SCHEME

**Outline and Purpose of Scheme.** In all parts of the State (except for a few remote areas) service stations with the necessary facilities have been appointed as Authorised Inspection Stations and qualified members of their staffs have been appointed as authorised examiners to carry out inspections of motor vehicles. The great majority of inspections are annual checks, made immediately prior to renewal of the registration, to ensure that vehicles accepted for re-registration meet the equipment requirements of the Motor Traffic Regulations. These requirements are set out in detail in the Rules for Authorised Inspection Stations issued by this Department. Another important area of work concerns 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.** During the year, amendments to the Motor Traffic Regulations were introduced to formalise administrative arrangements concerning the appointment of Authorised Inspection Stations and examiners. Provision was also made 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. The amendments also provide station proprietors and vehicle examiners with the right of appeal to the courts against decisions of the Commissioner.

One of the important changes included in the amendments was to establish the value of the security fee or guarantee to be lodged by station proprietors at \$100. This had previously been \$20.



*The Department's Chief Engineer, Mr. Rae French, explaining aspects of the Authorised Inspection Station scheme to station proprietors and examiners at a meeting held at Lane Cove.*

**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 Parkes, Dubbo, Narrandera, Albury, Coffs Harbour, Kempsey and Lane Cove, and the total attendance of 863 indicates the interest shown by participants in the scheme. The success of these meetings in improving knowledge of the scheme and providing an interchange of ideas has been encouraging. The programme will continue to be developed.

**Statistics.** On 30th June, 1977, 4,502 Authorised Inspection Stations employing 9,140 examiners were participants in the scheme, compared with 4,365 and 8,604 respectively on 30th June, 1976. Since the inception of the Authorised Inspection Station scheme, the rate of increase in the number of motor vehicles registered has been, generally, greater than the rate of increase in the number of examiners. However, in the last two years there has been a reversal in this trend. Appendix 19 illustrates these trends.

**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. Thirty 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, the Commissioner disqualified 46 Authorised Inspection Stations and 54 examiners from the scheme during the year either indefinitely or for periods of up to two years. This compares with 42 stations and 50 examiners disqualified during the previous year.

In 85 cases all or part of the security bond was forfeited. Less serious cases were dealt with by the issue of warnings.

**Appeal provisions.** In October, 1976, legislation became effective providing for appeals to a Court of Petty Sessions against decisions of the Commissioner to suspend or cancel Authorised Inspection Station authorities. During the report year three such cases were heard. In each case, the Commissioner's decision to refuse to issue or to suspend these authorities was confirmed. However, in one case, the period of suspension was reduced from six to three months.

#### 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.

**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.** 4,128 second-hand vehicles selected from those offered for sale in used car yards were inspected during the year. Of the vehicles inspected, 1,794 vehicles (43%) were found to be in a satisfactory condition and the balance were defective. In 685 instances repairs were effected on the spot and in 1,267 cases "Defect" Notices were issued. The number plates for 382 vehicles were surrendered.

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 has now become effective which has introduced warranty and other provisions into 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 1976-77 as compared with the previous two years is shown hereunder.

1974-75 34,994	1975-76 31,907	1976-77 28,345
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**Traffic Authority Secretariat.** Since the establishment of the Traffic Authority of New South Wales on 1st June, 1976 with the Commissioner for Motor Transport appointed as its Chairman, a Secretariat to the Traffic Authority has functioned as a Branch of the Department.

The Secretariat comprises administrative and technical officers with wide experience in traffic planning and administration. Its role is to provide professional and administrative assistance to the Traffic Authority and its subordinate committees and in the co-ordination of inter-departmental activities. It also undertakes planning and research projects associated with policy development.

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 here.

# 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, 1977, 1,808 licences and 4,215 certificates were in issue as against 1,843 and 4,122 respectively on 30th June, 1976. During the year six applications for licences and 102 for certificates were refused by the Commissioner. Four applications for renewal of drivers' certificates and two for renewal of licences were refused. Two certificates were cancelled. There were 23 appeals against the refusal to grant a certificate of which 12 were upheld. Two appeals were lodged against the refusal to renew a licence, one was upheld.

**Licensing of Motor Vehicle Driving Instructors.** The Motor Vehicle Driving Instructors Act requires professional instructors engaged in teaching persons to drive motor vehicles to be licensed. Licensed driving instructors must be medically fit and highly competent drivers of good character who know the traffic laws thoroughly and are capable of imparting their knowledge and skill. Regulations under the Act require that training vehicles used by licensed instructors must be safe and properly equipped and fitted with dual footbrake and clutch pedals (if applicable). On 30th June, 1977, 1,947 licences were in issue as against 1,998 on 30th June, 1976. The discretionary powers conferred on the Commissioner by the Act were exercised again this year when 12 applicants were refused licences. One of these applicants appealed successfully to the Court. During the year four licences were cancelled. One appeal to the Court against cancellation was upheld.

**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 80km from its usual depot, to carry and complete a prescribed log book of his hours of driving and periods of rest.

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 24,644 books were issued by this Department, 21,032 going to drivers who were residents of New South Wales and 3,612 to drivers from other States. A nominal charge of \$1 per book is made to cover production costs.

**Disabled Persons' Parking Authority.** Since 1st October, 1972 the Department has administered the car parking concession provided by the Government 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, 6,594 disabled persons' parking authorities have been issued.

## STAFF

**General Employment.** Natural growth occurred in the Department's major activities, but progressive incorporation of records into the "On-line" computer system necessitated the recruitment of only a small number of additional clerical officers.

Professional and semi-professional staff were recruited. Some worked in a temporary capacity in the Traffic Accident Research Unit.

Three apprentice carpenters and one apprentice painter were also indentured to the Department during the year.

### TRAINING AND INSTRUCTION

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

- Participation of Staff Training Officers in "on the job" instructional courses.



*Staff Training Officer, Mr. Don Clarke, explaining to trainee staff the functions of a communication terminal, which provides quick visual or printed reference to the Department's computerised records system.*

- 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 the administrative staff courses at the University of New South Wales.
- Attendance of officers at residential courses in management offered by the Public Service Board.
- Sponsorship of two Departmental officers 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 for Departmental purposes 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 in country centres sponsored by the Public Service Board.
- 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 a 370 Model 145 computer.
- A course in Motor Registry procedures.

#### PERSONNEL

**Number of employees.** On 30th June, 1977, 2,712 persons were in the employ of the Department, compared with 3,085 at 30th June, 1976. The large decrease in staff numbers was caused by the transfer of 387 personnel to the Department of Main Roads on 1st July, 1976 vide the Traffic Authority Act, 1976. Details are given in Appendix 20.

The following changes were made in executive positions during the year under review.

Mr. M. J. Cahill was appointed Executive Director (Management).  
 Mr. N. C. M. Skinner was appointed Executive Director (Policy).  
 Mr. E. B. Blackhall was appointed Secretary.  
 Mr. K. D. Walsh was appointed Executive Assistant (Management).  
 Mr. K. J. Mungoven was appointed Executive Assistant (Policy).  
 Mr. P. C. Caines was appointed Chief Superintendent.

#### MEDICAL

A Medical Branch within the Department provides an authoritative basis for decision 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.

A First Aid Corps, under the supervision of the Chief Medical Officer, is active within the Department. The Corps has 202 members and during the year under review first aid classes were conducted at six major Departmental locations.

#### LAND AND BUILDINGS

The policy of replacing inadequate motor registry premises with modern offices and acquiring land for future development was maintained within the limits of the restricted finances available.

Although the limited funds curtailed the proposed capital works programme it was possible to make some reduction in the backlog of long-standing needs by the construction of new and the renovation of existing offices and acquiring land for future development in areas where the need was most pressing.

**Achievements.** During the year land was acquired at Wagga Wagga for relocation of the present Regional Office and Motor Registry and sites adjoining the Department's properties at Armidale and Beverly Hills were purchased for future extension of the yard areas at those centres. Extension of the building at Armidale is contemplated.

Construction of a new District Office and Motor Registry at Kogarah and a new Motor Registry at Wauchope were completed during the report year and work had also started on premises at Toronto and Kiama. A District Office and Motor Registry building was nearing completion at Liverpool to replace the existing Motor Registry building.

As the first stage of a programme to provide shelters for inspection pit areas at Registries where full-time Inspectors (Mechanical) are stationed, shelters have been erected at Gosford, Lidcombe and Five Dock and construction is well advanced at Maitland, Wollongong, Newcastle and Blacktown. As an interim measure until the Motor Registries can be enlarged or relocated motor vehicle hoists and shelters were installed at Wagga Wagga, Queanbeyan and Albury.

At the Department's Head Office, major alterations and additions to the motor vehicle inspection area were completed to provide a more convenient service for persons presenting motor vehicles for inspection. Modernisation of office space has taken place and large areas carpeted to improve staff working conditions and to cut cleaning costs of the Head Office complex.



*During the year motor vehicle inspection areas at the Department's Head Office and at some Motor Registries were covered for protection on wet days. Pictured is the shelter at Head Office which is the largest of its type completed.*

Work started on the installation of a no-break power system to ensure a continuous power supply to the Department's computer records system to minimise the likelihood of loss of access to the records through power failure.

**Proposed Activities.** Plans to a completed design stage were being developed at the year's end so that as soon as funds become available urgent projects can be put in hand without delay.

Proposals in this regard are the construction of a new Motor Registry at Mount Druitt and alterations to the Motor Registry at Ryde, the District Offices at Lismore and Maitland and the inspection area at Chullora Motor Registry. Priority will be given to the erection of a renewals annexe in an unused area of the yard at Blacktown Motor Registry to provide relief from the overcrowded conditions that exist at that office.

Plans are well advanced for the modernisation of the Head Office Motor Registry and other uses are planned for depots at Manly and Parramatta now temporarily occupied by staff of the Department of Main Roads.

The establishment of a Motor Registry in the Warringah district is planned to supplement the Motor Registries at Manly, Cammeray and Waitara and the needs of other suburban areas of Sydney are being examined. Land adjoining the Penrith Motor Registry for extension of the yard is being acquired and also a site at Albury for relocation of the existing Registry.

A feasibility study has commenced on the possibility of substituting "shop front" Motor Registries for present conventional Motor Registries in the Metropolitan area and to conduct vehicle inspections and driving tests only at a much smaller number of "vehicle inspection and driving test centres" strategically located in the Metropolitan area.

Building sites at Gunnedah, Coffs Harbour and Campbelltown will be acquired immediately funds become available, and other land needs have been recognised.



*The Department has various trade workshops to assist in the economic maintenance of its properties. Departmental tradesmen carry out most of the repairs and major renovations required. Pictured is the carpenters' workshop.*

## DATA PROCESSING

Storage capacity of the "On-line" computer system was increased during the report year by the installation of six IBM 3350 disk storage units each having a capacity of 317 million characters. Additionally, four of the existing IBM 3330 units were upgraded from Model I to Model II doubling their storage capacity to 200 million characters per unit. The expanded disk capacity was needed to cater for planned development of the system.

Two of the four IBM 3420 tape devices were also upgraded. This has both enhanced the speed at which disk files are copied to magnetic tape for backup purposes and reduced the number of tapes required for this operation.

In conjunction with the upgrading of disk storage units and tape devices, an additional data transfer channel was installed to provide more access paths between the central processing units and disk storage units. This action was taken to improve speed and ensure continuity of access to all disk storage units.

## 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 — 2000K main memory. IBM System 370/145 — 512K main memory.
Mass Storage	— 24 drives IBM 3300-11, 6 drives IBM 3350 magnetic disk storage — 6,702 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	— 33 IBM 3277 visual displays. — 12 Genesis G77 visual displays. — 14 IBM 3284 printer terminals.
Remote — Motor Registries	— 30 IBM 2740 communication terminals with document printing capability.
Police Department	— 8 IBM 3277 visual displays. 1 IBM 3275 visual display. 5 IBM 3284 printer terminals. 1 IBM 2740 communication terminal.

### DATA COLLECTION

4 x "G.C.S. 2100" key-disk-tape-systems — 76 visual display entry terminals.

3 Opscan model 17 document readers.

During the year the data collection system was upgraded by the installation of an additional central processing unit and by expanding the disk capacity of existing equipment.

Special switching equipment was also installed enabling peripheral equipment — tape drives, disk drives and data entry terminals — to be interchangeable, so ensuring continuous operation of the system.

### OTHER MAJOR DEVELOPMENTS

- Introduction of a system designed to permit high volume routine correspondence to be automatically processed by the computer in lieu of having to be typed. Its use offers such advantages as reduced time spent in letter production, greater accuracy and the arranging of fixed and variable data in such a manner that the finished article is personalised and of high quality.
- Preliminary work associated with converting the Traffic Conviction Records to the "On-line" computer system is well advanced and it is anticipated that the actual conversion will begin during the next report year.
- Introduction from 1st January, 1977, of a graded licence scheme for motor cyclists necessitated motor cycle data recorded on the "On-line" system being analysed to identify the capacity and stroke of individual engines.
- All registration detail on the "On-line" system was converted to reflect metric in lieu of imperial weights.
- It was also necessary to rerate, in accordance with a new metric table, vehicles subject to the payment of charges under the Road Maintenance (Contribution) Act, 1958.
- In addition, records for licensed drivers were scanned to identify and convert to metric any restriction concerning the weight of a vehicle permitted to be driven.

- A system of interactive programming through visual display screens was introduced enabling programmes to be written more quickly than was previously possible.
- Accident data for the Traffic Accident Research Unit is now stored on and processed by the "On-line" computer system.

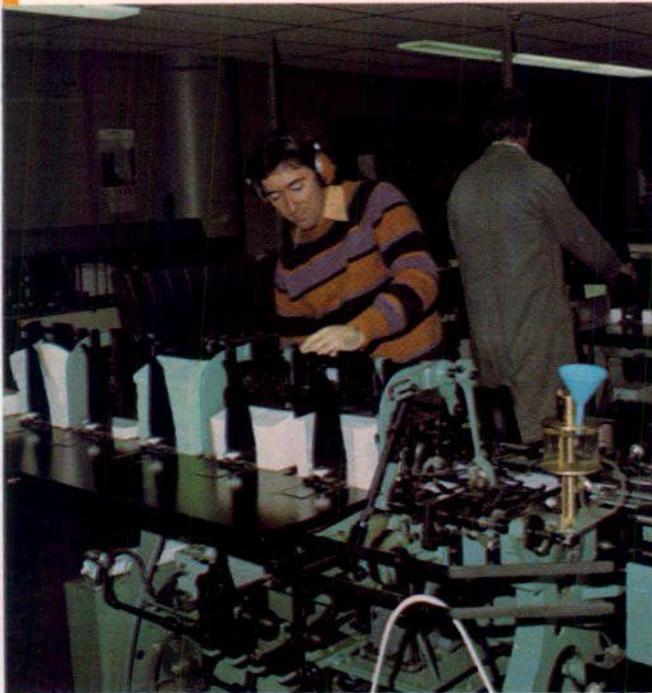
#### PROPOSED DEVELOPMENT

- Further refinement of the "On-line" system for increased operational efficiency.
- Feasibility study into development of a combined driver/rider licence scheme.
- Automatic computer processing of registration refunds.
- Study of feasibility of conversion to "On-line" processing of manual accounting functions, payroll and personnel records.
- Further expansion of "In-house" inquiry network.
- Extension of "Remote" inquiry network to service additional Motor Registries.

### STORES AND STATIONERY

The Stores Branch 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.



*LEFT: During the year outmoded mail dispatching equipment was replaced with modern machines. The machines automatically insert material into envelopes and seal them at the rate of 5,000 an hour.*

*RIGHT: The Department is self sufficient in most aspects of its day-to-day activities and has a well equipped print room which produces and prints a wide range of stationery requirements.*

#### MAIL HANDLING

During the year approximately 7.3 million items of mail were prepared by the Department for transmission to the Mail Exchange. To cope with the large volume, the preparation and enveloping of Departmental mail is almost exclusively handled by modern automatic processes.

### SOCIAL CLUB

An active Social Club with 2,200 members plays a vital role in the promotion of good staff relations. Social functions held during the year included a ball, 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.

Branches of the Club have been established in the five country regions 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 is now 4,015.



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APPENDIX 1

SUMMARY OF COLLECTIONS  
From 1st July, 1976 to 30th June, 1977

Previous Year \$		Year ended 30th June, 1977 \$
	Motor Vehicle Taxation (net) on—	
90,239,209	(a) Motor Vehicles, other than public motor vehicles in the Metropolitan, Wollongong and Newcastle Transport Districts (paid into Main Roads Funds) .....	112,056,742
940,127	(b) Public motor vehicles in the Metropolitan, Wollongong and Newcastle Transport Districts (paid into Public Vehicles Fund) .....	1,066,782
91,179,336	Total net collections of motor vehicles taxation .....	113,123,524
	Ton-mileage Charges (net) on—	
20,267,776	Commercial goods vehicles of more than four tons carrying capacity (paid into Main Roads Funds) .....	19,809,661
59,554,389	Fees for motor vehicle registration, driver and rider licences, etc. and miscellaneous collections (paid into Road Transport and Traffic Fund) .....	61,057,441
160,188,869	Insurance Premiums (net) for Government Insurance Office under Motor Vehicles (Third Party Insurance) Act, 1942 .....	175,494,311
1,946,945	Road Transport and Traffic Fund Advance Payments Account — Proportion of Fees for three year driver and rider licences .....	2,014,994
24,672,683	Ad-valorem Stamp Duty (net) on motor vehicle registrations under Stamp Duties Act, 1920, as amended (paid into Consolidated Revenue Fund) .....	41,655,824
727,425	Traffic Accident Research Account — Receipts for issue of specially made number plates .....	961,485
72,846	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) .....	75,022
610,588	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) .....	614,005
359,220,857	Total Fees, Tax, etc. ....	414,806,267
1,937,606	Sundry Contributions by Other Government Bodies .....	779,237
4,585,058	Balances on Funds brought forward .....	4,405,231
365,743,521	Total .....	419,990,735

APPENDIX 2

SUMMARY OF DISBURSEMENTS  
From 1st July, 1976 to 30th June, 1977

Previous Year \$		Year ended 30th June, 1977 \$
22,244,187	Costs of Administration—Department of Motor Transport –	
1,921,387	Salaries and Wages .....	24,608,508
	Purchase of Assets .....	3,291,630
7,494,891	Other Goods and Services .....	8,052,018
31,660,465		35,952,156
24,726,473	Recoup to Consolidated Revenue—Costs of Police Traffic Services	20,927,835
750,000	Payment towards the cost of Ambulance Services .....	750,000
25,476,473		21,677,835
5,551,457	Provision of Traffic Facilities—	
3,071,176	Traffic Control Signals .....	—
8,622,633	Signs, Roadmarkings, etc. ....	—
		—
2,160,086	Payment to Traffic Facilities Fund under Section 23 of the Traffic Authority Act, 1976 .....	10,736,250
100,000	Payments to Public Transport Commission of New South Wales— Railways Division .....	30,000
105,969,165	Payments to Roads Authorities—	
752,415	Department of Main Roads (Main Roads) .....	126,881,496
	Councils, Shires, etc. (Omnibuses Routes) .....	787,789
106,721,580		127,669,285
160,188,869	Collections received for and transmitted to—	
24,672,683	Government Insurance Office .....	175,494,311
	Stamp Duties Office .....	41,655,824
184,861,552		217,150,135
1,725,375	Road Transport and Traffic Fund Advance Payments Account 1976/77	
10,126	Transferred to Road Transport and Traffic Fund .....	2,269,945
	Refunds .....	14,150
1,735,501		2,284,095
361,338,290	Total Disbursement .....	415,499,756
4,405,231	Balances Carried Forward .....	4,490,979
365,743,521	Total .....	419,990,735

APPENDIX 5

PAYMENTS 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—	
	1976	1977
<b>METROPOLITAN TRANSPORT DISTRICT—</b>		
(a) Councils—	\$	\$
Ashfield .....	9,221	9,218
Auburn .....	11,384	9,571
Bankstown .....	35,171	36,253
Baulkham Hills .....	2,205	4,701
Blacktown .....	19,149	22,211
Botany .....	4,996	3,208
Burwood .....	9,620	9,419
● Camden .....	292	1,466
● Campbelltown .....	3,835	7,561
Canterbury .....	29,950	30,169
Concord .....	7,699	7,069
Drummoyne .....	7,068	6,633
Fairfield .....	22,439	28,288
Holroyd .....	12,896	13,448
Hornsby .....	5,731	9,858
Hunters Hill .....	2,025	2,186
Hurstville .....	14,554	14,083
Kogarah .....	8,120	8,791
Kuringai .....	8,662	10,723
Lane Cove .....	4,648	4,411
Leichhardt .....	21,578	19,635
Liverpool .....	11,303	18,992
Manly .....	6,246	6,660
Marrickville .....	15,382	15,024
Mosman .....	4,820	4,690
North Sydney .....	11,871	11,717
Parramatta .....	18,749	22,856
Penrith .....	5,199	7,772
Randwick .....	37,289	36,151
Rockdale .....	14,181	16,609
Ryde .....	12,056	14,175
South Sydney .....	8,695	7,845
Strathfield .....	6,710	6,383
Sutherland .....	11,383	16,559
Sydney .....	126,436	117,897
Warringah .....	12,753	12,306
Waverley .....	14,939	13,230
Willoughby .....	18,351	18,254
Windsor .....	645	1,038
● Wollondilly .....	124	388
● Woollahra .....	16,632	15,537
(b) Authorities—		
Public Transport Commission of New South Wales (Rail Division) .....	67	—
Department of Health .....	511	—
Necropolis Trustees (Rookwood) .....	142	634
(c) Capital Debt Reduction .....	595,727	623,619
	31,938	30,904
<b>TOTAL—METROPOLITAN</b>	<b>627,665</b>	<b>654,523</b>
<b>NEWCASTLE TRANSPORT DISTRICT—</b>		
(a) Council—		
Newcastle .....	55,875	55,600
Lake Macquarie .....	13,849	19,264
● Port Stephens .....	3,380	3,579
● Great Lakes .....	635	561
● Gloucester .....	114	—
● Maitland .....	12	114
● Cessnock .....	—	190
● Wyong .....	—	474
	73,865	79,782
(b) Capital Debt Reduction .....	2,590	3,098
<b>TOTAL—NEWCASTLE</b>	<b>76,455</b>	<b>82,880</b>
<b>WOLLONGONG TRANSPORT DISTRICT—</b>		
Councils—		
Wollongong .....	42,611	44,899
● Shellharbour .....	5,665	4,976
● Campbelltown .....	5	78
● Kiama .....	14	351
● Sutherland .....	—	82
<b>*TOTAL—WOLLONGONG</b>	<b>48,295</b>	<b>50,386</b>
<b>COMBINED GRAND TOTAL</b>	<b>752,415</b>	<b>787,789</b>

- 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 payments because buses registered in those districts operate on their roads.

APPENDIX 6

STATE TRANSPORT (CO-ORDINATION) FUND  
Statements of Receipts and Payments for the year ended 30th June, 1977

Receipts			Payments		
Previous Year		Year ended 30th June, 1977	Previous Year		Year ended 30th June, 1977
\$ 182,060	Balance brought forward from previous year .....	\$ 91,194	\$ 601,454	Contribution to Road Transport and Traffic Fund towards cost of administration .....	\$ 619,189
583,728	State Transport (Co-ordination) Act, 1931.	599,114		Distribution of revenue under Section 26(7) of the State Transport (Co-ordination) Act—	
953	Licence Fees .....	844		Public Transport Commission of New South Wales—	
582,775	Less Refunds .....	598,270		Railways Division	30,000
23,812	Miscellaneous Fees .....	22,741	100,000	Total Payments .....	649,189
3,081	Fines and Court Costs .....	1,593	701,454	Security Deposits held at 30th June .....	1,130
—	Revenue in respect of the carriage of passengers .....	—	91,194	Balance in Fund at 30th June ...	56,010
—	Less Refunds .....	—			
—	Revenue in respect of the carriage of goods .....	—			
920	Less Refunds .....	8,599			
—		Dr. 8,599			
920					
610,588	Total Receipts .....	614,005			
1,035	Security Deposits—	961			
—	Balance from previous year	169			
1,035	Receipts .....	1,130			
74	Less Refunds .....	—			
961		1,130			
793,609		706,329	793,609		706,329

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, 1977 is a correct record of transactions as shown by such accounts.

D. FAIRLIE, Auditor-General of New South Wales  
SYDNEY  
6th October, 1977

H. G. FLETCHER,  
Chief Accountant.  
12th August, 1977

APPENDIX 7

ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958

Monthly Receipts of Ton-Mileage Charges for the years ended 30th June, 1976 and 30th June, 1977

Month	Interstate Vehicles		Intrastate Vehicles		Totals	
	1976-1977	1975-1976	1976-1977	1975-1976	1976-1977	1975-1976
	\$	\$	\$	\$	\$	\$
July .....	495,545	522,678	1,332,038	1,289,864	1,827,583	1,812,542
August .....	545,570	508,520	1,146,118	1,074,014	1,691,688	1,582,534
September .....	519,147	620,101	1,225,662	1,241,150	1,744,809	1,861,251
October .....	461,720	670,994	1,075,471	1,212,523	1,537,191	1,883,517
November .....	493,341	546,179	1,374,536	1,179,118	1,867,877	1,725,297
December .....	433,255	474,556	1,087,847	1,197,100	1,521,102	1,671,656
January .....	385,805	531,771	1,184,022	1,122,877	1,569,827	1,654,648
February .....	389,545	414,872	1,179,408	1,058,487	1,568,953	1,473,359
March .....	459,665	542,474	1,343,140	1,208,912	1,802,805	1,751,386
April .....	367,453	463,359	996,095	1,040,118	1,363,548	1,503,477
May .....	458,951	489,683	1,210,298	1,186,330	1,669,249	1,676,013
June .....	448,963	477,179	1,243,013	1,253,445	1,691,976	1,730,624
(Gross) Total .....	5,458,960	6,262,366	14,397,648	14,063,938	19,856,608	20,326,304
			Less Refunds .....		46,947	58,528
			Net .....		19,809,661	20,267,776

APPENDIX 8

COSTS OF ADMINISTRATION OF THE ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958

From 1st July, 1976 to 30th June, 1977

Charged against Main Roads Fund — Special Deposits Account No. 1170.

Previous Year	Head of Expenditure	Year ended 30th June, 1977
\$		\$
2,983,773	Salaries and Wages .....	3,240,325
148,171	Payroll Tax .....	163,991
80,763	Travelling Expenses and Allowances .....	91,536
16,681	Superannuation Funds .....	14,821
198,400	Maintenance and Running of Motor Vehicles .....	136,442
169,826	Postage and Telegrams .....	187,473
44,774	Telephone Charges .....	39,244
82,372	Printing and Stationery .....	89,247
17,289	Office Stores .....	22,169
24,560	Data Processing .....	26,837
32,005	Light and Power .....	35,500
217,754	Maintenance of Buildings .....	231,279
25,295	Maintenance of Office Furniture and Machines .....	39,241
170,497	Erection of Buildings .....	138,396
140,310	Purchase of Office Furniture and Equipment .....	321,977
9,837	Purchase of Land .....	48,589
122,697	Purchase of Motor Vehicles .....	101,994
5,921	Land Radio-Telephone Communication .....	—
8,889	Legal Costs .....	5,672
12,710	Uniforms .....	15,544
1,657	Cash Security Services .....	6,098
23,639	Sundries .....	28,532
4,537,820	Total .....	4,984,907

## APPENDIX 9

CONVICTIONS UNDER ROAD MAINTENANCE (CONTRIBUTION) ACT For Year Ended 30th June, 1977					
Vehicle Classification	CONVICTIONS FOR FAIL TO:				Total Convictions
	Deliver Return	Pay Charges	Comply with Notice	Show Journey	
Intrastate .....	3,406	1,850	11	18	5,285
Interstate—N.S.W. ....	655	757	12	2	1,426
Victoria .....	988	757	—	—	1,745
Queensland .....	336	109	—	—	445
South Australia .....	1,188	340	2	—	1,530
Western Australia ....	12	—	—	—	12
A.C.T. ....	28	49	—	—	77
Northern Territory ...	3	6	—	—	9
Tasmania .....	5	—	—	—	5
Total .....	6,621	3,868	25	20	10,534

## APPENDIX 10

STATEMENT OF CONVICTIONS ON PROSECUTIONS INSTITUTED BY  
THE DEPARTMENT OF MOTOR TRANSPORT

<b>State Transport (Co-ordination) Act, 1931, as amended, and Regulations:</b>	
Operate or drive contrary to licence (taxi-cabs) .....	99
Operate or drive unlicensed public vehicle (motor lorries) .....	17
	116
<b>Transport Act, 1930, as amended, and Regulations for Public Vehicles, Metropolitan, Newcastle and Wollongong Transport Districts:</b>	
Unlicensed driver .....	6
Fail to produce licence for inspection .....	15
Fail to notify change of address .....	1
Fail to produce taxi-cab for inspection (owner) .....	11
Fail to give correct change .....	1
Fail to carry out punctually a hiring .....	14
Fail to comply with request of hirer .....	2
Fail to wait on request of hirer .....	1
Demand other than prescribed fare .....	6
Fail to set taximeter in motion .....	1
Fail to clear taximeter .....	13
Leave taxi-cab unattended .....	6
Fail to run to timetable (omnibus) .....	11
Fail to drive away from stand .....	19
Place taxi-cab on disengaged stand .....	20
Fail to display vacant sign .....	13
Fail to obscure vacant sign or extinguish light .....	1
Fail to accept hiring .....	40
Fail to occupy first position on stand .....	1
Fail to occupy correct position on stand .....	2
Fail to search taxi-cab for lost property .....	1
Fail to return lost property .....	3
Tout for hiring .....	2
Stand at place other than public stand .....	1
Leave driving seat without reasonable excuse .....	3
Multiple hire .....	6
Permit person to be carried without consent of hirer .....	1
Leave taxi-cab to tout for passengers .....	11
Attract notice by calling .....	11
Fail to stop for inquiry by authorised officer .....	2
Fail to furnish information to authorised officer .....	3
Driver not clean and tidy .....	4
Incivility .....	11
Fail to comply with reasonable requirement of passenger .....	2
	245
<b>Motor Traffic Act, 1909, as amended, and Regulations:</b>	
Unlicensed driver .....	17
Drive unregistered vehicle .....	82
Drive during period of disqualification .....	1
Transfer plate to another vehicle .....	7
Not have half-hour rest period (motor lorry) .....	4
Drive for more than 12 hours in preceding 24 hours (motor lorry) ..	4
Not have five hours' rest in preceding 24 hours (motor lorry) .....	2
Fail to produce licence for inspection .....	2
Fail to stop vehicle when signalled .....	2
Fail to notify disposal of vehicle .....	152
Fail to apply for transfer .....	357
Drive vehicle without registration label .....	1
Permit vehicle to be driven without registration label .....	1
Drive vehicle with registration label issued in respect of another vehicle .....	5
Fail to drive into checking station .....	9
Vehicle and equipment exceed length of 36 feet .....	2
Vehicle and equipment exceed length of 50 feet .....	98
Vehicle and equipment exceed length of 55 feet .....	11
Vehicle and equipment exceed width .....	27
Vehicle and equipment exceed height .....	21
Not have name and address on motor lorry .....	4
Drive vehicle whilst drawing more than one other vehicle .....	1
Motor lorry carry wool more than three tiers high .....	1
Exceed aggregate weight .....	16
Not have tare and aggregate weight displayed .....	3
Fail to carry log book .....	73
Fail to carry completed log book .....	104
	1,007
<b>Road Maintenance (Contribution) Act, 1958:</b>	
Omit item from record .....	20
Fail to furnish record .....	6,621
Fail to pay charges .....	3,868
Fail to furnish record (Director) .....	19
Fail to pay charges (Director) .....	6
	10,534
<b>Summary Offences Act, 1970:</b>	
Use unseemly words .....	2
	2
<b>Motor Vehicles Taxation Management Act .....</b>	
	3
	3
<b>TOTAL</b>	<b>11,907</b>

APPENDIX 11

MOTOR REGISTRIES IN OPERATION AS AT 30TH JUNE, 1977

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

Registries shown in capital letters are conducted by officers of the Department of Motor Transport. The remainder are conducted by Police in conjunction with other duties. Motor Registries conducted by the Department total 70 (excluding the Motor Registry Section at Head Office) whilst Motor Registries conducted by the Police total 179.

APPENDIX 12

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

District Motor Registry	Year ended 30th June —	
	1976	1977
	\$	\$
Head Office (Motor Registry Section) .....	22,682,581	26,476,206
Albury .....	3,394,708	4,100,572
Armidale .....	1,990,789	2,528,996
Bathurst .....	2,206,641	2,647,489
Bega .....	1,405,798	1,672,266
Beverly Hills .....	6,993,870	9,019,274
Blacktown .....	7,284,757	8,587,596
Broken Hill .....	2,065,073	2,449,942
Cammeray .....	10,594,620	12,892,980
Campbelltown .....	4,124,645	5,104,680
Casino .....	1,162,374	1,344,211
Cessnock .....	1,765,314	2,115,032
Charlestown .....	5,162,015	5,999,299
Chullora .....	11,075,466	12,721,808
Coffs Harbour .....	2,203,813	2,697,577
Cooma .....	1,050,146	1,256,603
Cootamundra .....	1,279,901	1,551,286
Cowra .....	1,197,007	1,455,017
Deniliquin .....	1,576,587	1,878,715
Dubbo .....	3,512,593	4,286,972
Fairfield .....	6,923,847	8,346,046
Five Dock .....	11,731,191	13,438,803
Forbes .....	985,572	1,211,671
Glen Innes .....	871,423	1,033,572
Gosford .....	5,047,312	5,990,327
Goulburn .....	2,510,331	2,996,410
Grafton .....	2,013,992	2,355,421
Griffith .....	1,940,013	2,323,770
Gunnedah .....	1,265,927	1,533,934
Inverell .....	1,436,469	1,689,856
Katoomba .....	1,107,024	1,303,882
Kempsey .....	1,505,205	1,828,354
Kiama .....	1,473,605	1,732,966
Kogarah .....	7,428,330	8,422,524
Leeton .....	1,232,630	1,478,433
Lidcombe .....	9,389,143	11,093,560
Lismore .....	3,430,157	3,912,919
Lithgow .....	1,303,585	1,525,531
Liverpool .....	8,389,551	9,753,087
Maitland .....	3,035,152	3,489,354
Manly .....	9,568,058	11,249,625
Miranda .....	8,463,135	9,919,992
Mittagong .....	1,572,802	1,849,386
Moree .....	1,189,708	1,446,066
Mudgee .....	1,107,153	1,354,301
Murwillumbah .....	1,047,088	1,223,828
Muswellbrook .....	1,428,505	1,661,680
Narrabri .....	1,025,533	1,339,522
Newcastle .....	10,255,228	11,813,481
Nowra .....	2,747,360	3,222,870
Orange .....	2,786,333	3,274,230
Parkes .....	1,348,401	1,622,470
Parramatta .....	15,005,837	17,545,127
Penrith .....	6,283,190	7,936,272
Queanbeyan .....	2,099,435	2,229,875
Raymond Terrace .....	1,577,473	1,974,536
Richmond .....	2,661,731	2,862,731
Ryde .....	8,339,348	9,692,341
Singleton .....	1,031,359	1,236,769
Tamworth .....	3,797,185	4,331,803
Taree .....	2,929,568	3,349,468
Toronto .....	2,163,493	2,579,026
Tumut .....	957,073	1,126,327
Tweed Heads .....	976,148	1,083,569
Wagga Wagga .....	4,327,097	5,003,029
Waitara .....	7,875,684	9,233,707
Wauchope .....	1,559,569	1,945,632
Wellington .....	638,986	754,651
Wollongong .....	12,665,493	14,670,299
Wyong .....	2,351,349	2,745,087
Young .....	1,125,068	1,340,862
<b>TOTAL</b>	<b>286,653,547</b>	<b>337,865,503</b>

Most Registries are at Police Stations but all Registries 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. They attend to at least 95% of Motor Registry business.

APPENDIX 13

MOTOR VEHICLE REGISTRATIONS CURRENT, 1910 to 1977

	Public Vehicles Metropolitan, Newcastle and Wollongong*			Other Vehicles $\phi$			Traders' plates	All Vehicles
	Cabs	Buses	Private <sup>†</sup> Hire Cars	Cars	Lorries $\Delta$	Cycles		
As 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
As 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

\* Wollongong included from 1st July, 1957

† Private hire cars included in cars before June, 1944

‡ Total figure only available

$\phi$  Includes country public vehicles

$\Delta$  Includes 8,913 tractors and 385,104 trailers

|| Pre-war peak

APPENDIX 14

BRAND NEW MOTOR VEHICLES REGISTERED, 1958 to 1977

Year ended 30th June	Passenger Vehicles	Goods Vehicles	Motor Cycles	Total	Variation (Percentage)
1958 .....	57,423	38,047	3,112	98,582	up ..... 16.7
1959 .....	58,525	46,282	2,690	107,497	up ..... 9.0
1960 .....	69,637	56,309	2,211	128,157	up ..... 19.2
1961 .....	69,074	55,105	2,030	126,209	down ..... 1.5
1962 .....	67,884	52,298	1,389	121,571	down ..... 3.6
1963 .....	82,930	61,071	1,828	145,829	up ..... 19.9
1964 .....	93,058	67,082	1,912	162,052	up ..... 11.1
1965 .....	98,272	74,360	2,933	175,565	up ..... 8.3
1966 .....	91,467	66,904	3,611	161,982	down ..... 7.7
1967 .....	94,376	67,850	6,027	168,253	up ..... 3.9
1968 .....	114,840	69,022	10,366	194,228	up ..... 15.4
1969 .....	119,561	70,648	11,885	202,094	up ..... 4.1
1970 .....	133,993	75,327	12,145	221,465	up ..... 9.6
1971 .....	137,214	74,215	17,058	228,487	up ..... 3.2
1972 .....	136,614	72,858	20,151	229,623	up ..... 0.5
1973 .....	140,838	84,938	23,772	249,548	up ..... 8.7
1974 .....	159,359	88,214	30,658	278,231	up ..... 11.5
1975 .....	167,277	87,087	20,825	275,189	down ..... 1.1
1976 .....	129,431	90,482	17,183	237,096	down ..... 13.8
1977 .....	130,911	102,444	15,982	249,337	up ..... 5.2
<b>TOTAL .....</b>	<b>2,152,684</b>	<b>1,400,543</b>	<b>207,768</b>	<b>3,760,995</b>	

APPENDIX 15

DRIVERS' AND RIDERS' LICENCES

Table 1—Licences in Issue at Intervals Since 1910

As at 31st December —	Number	As at 30th June —	Number	As at 30th June —	Number
1910	5,471	1951	748,343	1964	1,526,810
1911	8,840	1952	827,355	1965	1,608,218
1916	32,000	1953	870,048	1966	1,668,941
1921	68,653	1954	914,239	1967	1,763,786
1926	225,908	1955	999,751	1968	1,829,599
1931	313,327	1956	1,048,901	1969	1,907,877
1936	380,461	1957	1,091,467	1970	2,048,789
1940	*474,881	1958	1,149,472	1971	2,155,239
1941	446,639	1959	1,227,564	1972	2,222,510
1946	518,644	1960	1,275,245	1973	2,298,794
		1961	1,358,822	1974	2,390,624
		1962	1,419,666	1975	2,532,196
		1963	1,450,842	1976	2,634,039
				1977	2,743,891

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

Table 2—Dissection of Licences by Type

Class or Type	As at 30th June—	
	1976	1977
Class 1 .....	2,009,659	2,078,202
Class 2 .....	5,513	5,795
Class 3 .....	293,278	304,515
Class 4 .....	31,593	33,241
Class 5 .....	92,167	98,440
Taxi-cab driver (Transport Districts) .....	20,827	21,645
Motor cycle rider .....	181,002	202,053
*TOTAL	2,634,039	2,743,891

\* Provisional Licences—this total includes these licences, the conditions applicable to which are described below.

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 2 tons 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 tons 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 omnibuses, 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 tons 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 tons unladen towing pole or jinker trailers or load-carrying trailers having more than one axle), and all other types of motor vehicles excepting public passenger motor vehicles and motor cycles.

*Provisional:* Generally Provisional licences are issued to persons making their first application for a licence to drive as described under Class 1 above or to ride a motor cycle. They impose special obligations to display "P" signs and restrict speed to no more than 80 km/h. Offences for which Provisional licences may be cancelled are: Drive negligently, exceed speed limit, not stop after an 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. The minimum age for a Class 1 licence or cycle rider's licence is 17, and applicants must pass an oral test of knowledge of the traffic regulations in addition to driving and eyesight tests.

Applicants for all other types of licences must have held a driving licence for at least 12 months previously. The minimum age for Class 3 licences is 18. For other licence classes the minimum age is 21.

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	Condition- ally
Drive whilst under influence .....	1,166	54	—	226	98	356	150	109	134	93	1,166	93	11	2	—
Exceed Prescribed concentration of alcohol .....	15,043	1,092	—	2,049	937	5,939	2,391	1,572	1,459	696	15,043	1,140	9	16	11
Refuse breath analysis test .....	318	15	—	51	30	95	33	37	46	26	318	49	—	1	—
Drive in manner or at speed dangerous .....	1,661	26	—	463	73	311	231	213	278	92	1,661	242	13	—	—
Not stop after injury accident Sec. 8(1) .....	110	2	—	13	4	28	25	20	17	3	110	5	—	—	—
Drive whilst disqualified ★ .....	1,491	8	1,003	—	—	7	8	120	184	169	1,491	213	6	—	—
Culpable driving .....	95	—	—	45	17	3	—	1	10	19	95	4	—	—	—
By negligent act cause grievous bodily harm ...	10	—	—	2	3	2	—	—	2	1	10	—	—	—	—
Manslaughter .....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL .....	19,894	1,197	1,003	2,849	1,162	6,741	2,838	2,072	2,130	1,099	19,894	1,746	39	19	11

\* 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 by Court		
		Con- victed	Discharged Section 556A *	Suspension or Disqualification Ordered
Exceed speed limit .....	151,726	22,985	665	341
Negligent driving .....	18,909	6,209	496	405
Not stop after accident (Section 8(3) or 8(4))	4	974	56	191
Other offences (Cross unbroken centre line, etc.)	70,606	24,168	951	1,407
<b>TOTAL</b>	<b>241,245</b>	<b>54,336</b>	<b>2,168</b>	<b>2,344</b>

Appeals to higher Courts against suspensions or disqualifications were heard in 460 cases of which 87 were allowed and 373 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* .....	11,050	—
Points System* .....	8,974	—
Conduct and Habits .....	26	182
Physical Disabilities .....	630	339
Other Grounds .....	1,435	460
<b>TOTAL</b>	<b>22,115</b>	<b>981</b>

There were 3,334 appeals to Courts of Petty Sessions in respect of the abovementioned suspensions and cancellations 618 were allowed and 2,716 dismissed. In respect of refusals there were 214 appeals and 57 were allowed and 157 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

<b>Points System</b>	
Licences suspended .....	86
Licences cancelled .....	8,888
<b>Provisional Licence Scheme</b>	
First year provisional licences cancelled .....	9,684
Subsequent first year provisional licences cancelled .....	1,301
Other than first year provisional licences cancelled .....	65
<b>TOTAL</b>	<b>20,024</b>

Further details are shown in Appendix 15.

A total of 20,316 licences were suspended or cancelled last year.

APPENDIX 17

**TWO-WAY RADIO TAXI-CABS AND PRIVATE HIRE CARS**

**Part 1. Metropolitan, Newcastle and Wollongong Transport Districts—number and percentage of radio-equipped vehicles**

Year	Metropolitan		Newcastle		Wollongong	
	Taxicabs	Private Hire Cars	Taxicabs	Private Hire Cars	Taxicabs	Private Hire Cars
1977	3,346 (98.44%)	176 (72.73%)	129 (100%)	10 (76.92%)	116 (99.15%)	2 (40%)
1976	3,345 (98.35%)	176 (78.57%)	129 (100%)	10 (76.92%)	116 (99.15%)	2 (33.33%)
1975	3,216 (98.0%)	177 (79.0%)	126 (100%)	10 (76.92%)	116 (99.15%)	2 (33.33%)
1974	3,151 (97.5%)	176 (78.9%)	126 (100%)	10 (76.92%)	116 (99.15%)	2 (28.57%)
1973	3,012 (97.3%)	172 (77.5%)	122 (100%)	11 (78.6%)	116 (99.15%)	2 (22.22%)
1972	2,947 (95.28%)	174 (75.79%)	122 (100%)	11 (78.6%)	115 (99.14%)	2 (22.29%)
1971	2,915 (94.4%)	185 (74.6%)	122 (100%)	11 (78.6%)	115 (99.14%)	1 (11.11%)
1970	2,845 (93.3%)	181 (73.3%)	116 (100%)	11 (78.6%)	115 (99.14%)	1 (11.11%)
1969	2,758 (91.4%)	171 (69.5%)	116 (100%)	11 (78.6%)	113 (97.4%)	2 (16.7%)
1968	2,656 (90.3%)	169 (69.3%)	115 (100%)	11 (78.6%)	112 (97.4%)	2 (16.7%)
1967	2,615 (89.8%)	127 (52.0%)	114 (100%)	12 (80.0%)	112 (97.4%)	2 (16.7%)
1966	2,575 (88.8%)	133 (52.2%)	114 (100%)	12 (80.0%)	115 (99.1%)	2 (16.7%)
1965	2,514 (86.6%)	133 (52.5%)	107 (100%)	12 (75.0%)	115 (99.1%)	2 (16.7%)
1964	2,188 (82.9%)	133 (52.5%)	99 (100%)	8 (53.3%)	114 (98.3%)	2 (12.5%)
1963	2,054 (77.4%)	132 (52.8%)	99 (100%)	8 (57.1%)	115 (99.1%)	2 (25.0%)
1962	1,953 (74.6%)	144 (56.9%)	91 (91.9%)	7 (46.6%)	112 (96.5%)	4 (80.0%)
1961	1,699 (65.2%)	138 (53.5%)	82 (82.8%)	7 (46.6%)	95 (95.0%)	3 (20.0%)
1960	1,593 (61.8%)	122 (48.4%)	82 (84.5%)	7 (43.7%)	95 (95.0%)	3 (42.9%)

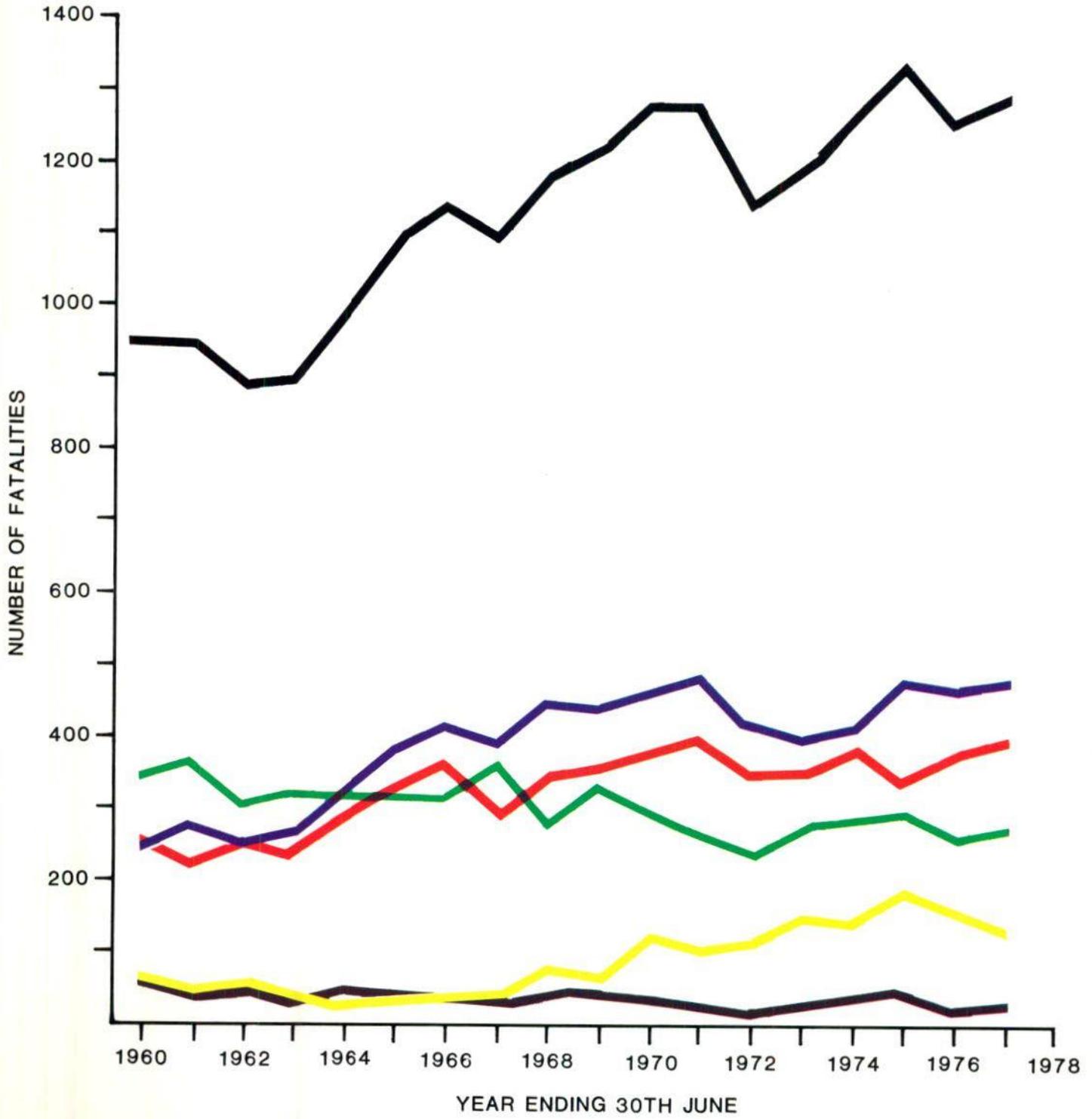
**Part 2. Country Districts— cities and towns with radio-equipped vehicles**

Two-way radio service is provided in the 102 centres named below.

Albury	Dubbo	Leeton	Queanbeyan
Alstonville	Eden	Leura	Quirindi
Armidale	Forbes	Lismore	Raymond Terrace
Ballina	Glenbrook	Lithgow	Shellharbour
Barham	Glen Innes	Maclean	Singleton
Bateman's Bay	Gosford	Merimbula	South Grafton
Bathurst	Goulburn	Maitland	Springwood
Bega	Grafton	Milton	Tamworth
Blaxland	Grenfell	Mittagong	Taree
Blayney	Greta	Moama	The Entrance
Bourke	Griffith	Moree	Thirlmere
Bowral	Gundagai	Morisset	Toukley
Branxton	Gunnedah	Morpeth	Tumut
Broken Hill	Guyra	Moruya	Tweed Heads
Byron Bay	Harden-Murrumburrah	Moss Vale	Ulladulla
Camden	Hay	Mudgee	Wagga Wagga
Casino	Inverell	Murwillumbah	Warrimoo
Cessnock	Junee	Muswellbrook	Wauchope
Coffs Harbour	Kandos	Nambucca Heads	Wellington
Condobolin	Katoomba	Narrabri	Weston
Cooma	Kempsey	Narrandera	Woy Woy
Coonabarabran	Kiama	North Haven	Wyong
Cootamundra	Kingscliff	Nowra	Yass
Corowa	Kurri Kurri	Orange	Young
Cowra	Kyogle	Parkes	
Deniliquin	Laurieton	Port Macquarie	

# 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 18 (Continued)

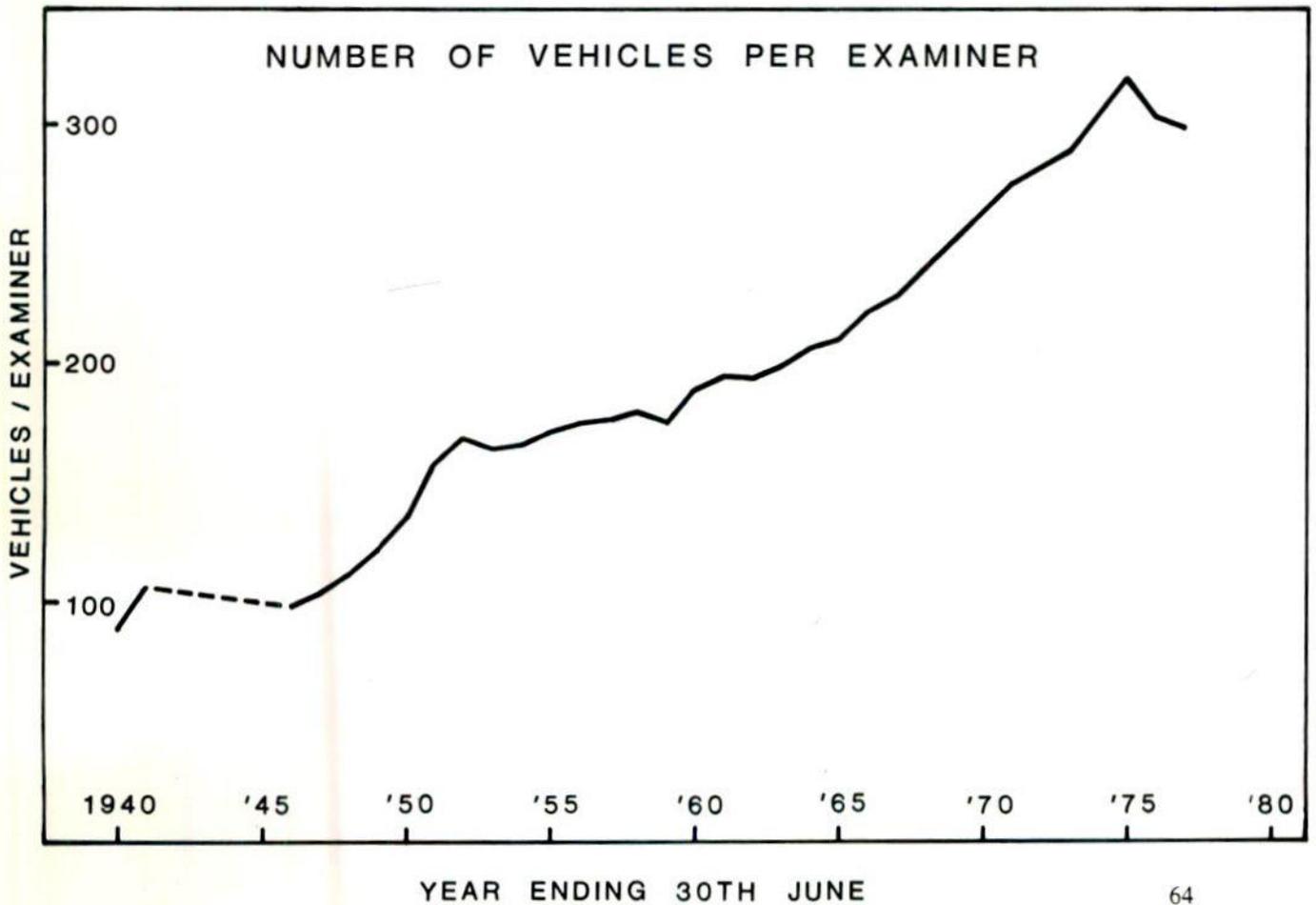
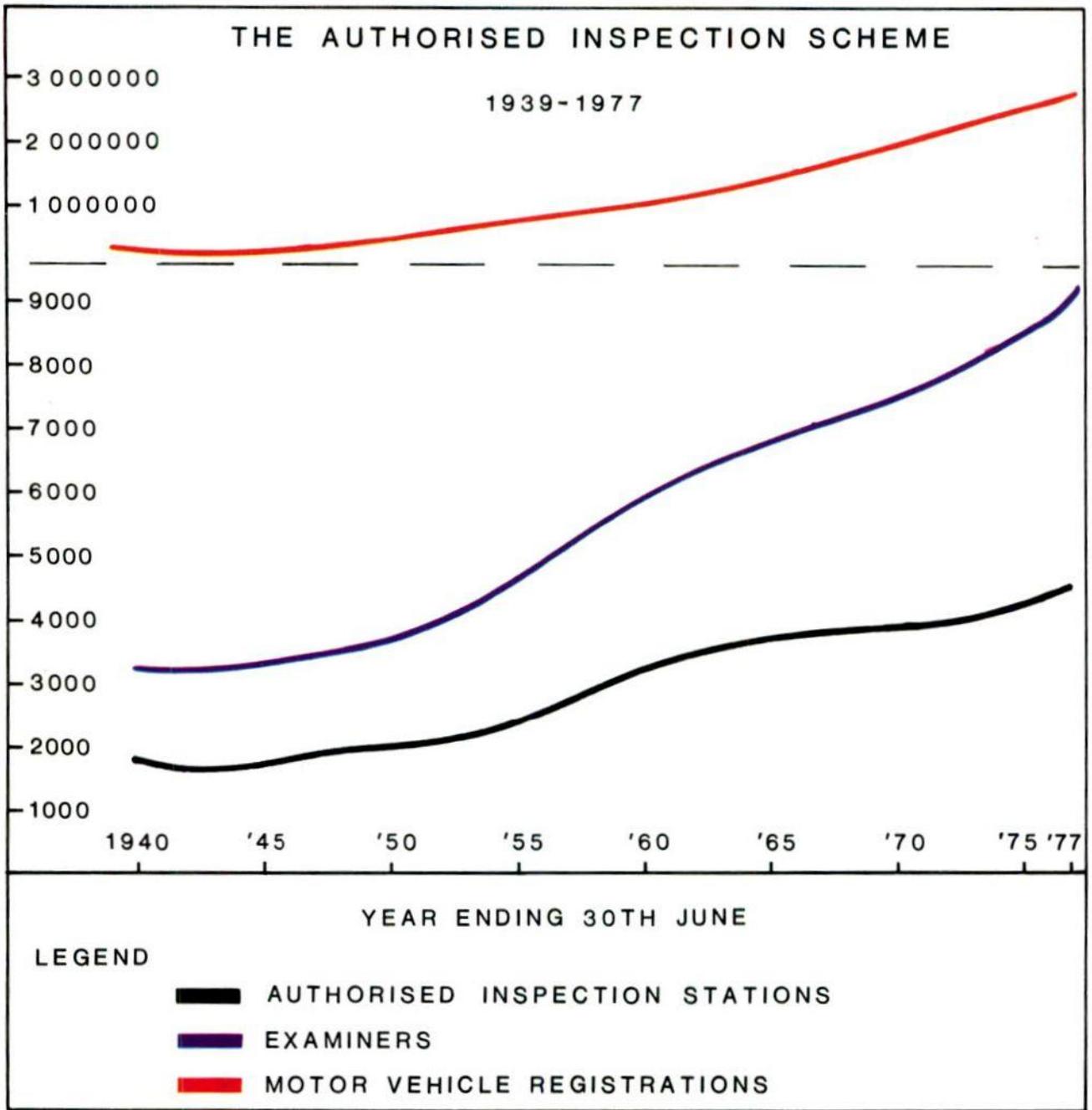
TABLE 1: Fatal traffic crashes in NSW for the year ending 30th June, 1977. Time of day, day of week and type of first impact of the crash.

TYPE OF FIRST IMPACT	DAY OF WEEK	TIME OF DAY									TOTAL
		12-3a.m.	3-6a.m.	6-9a.m.	9-12a.m.	12-3p.m.	3-6p.m.	6-9p.m.	9-12p.m.	Not Stated	
VEHICLE-VEHICLE	SUN	15	3	1	10	9	11	17	5	0	71
	MON-FRI	15	8	30	33	28	63	51	51	0	279
	SAT	14	5	5	15	12	18	11	10	0	90
SINGLE VEHICLE	SUN	11	6	4	3	11	18	10	10	2	75
	MON-FRI	26	17	25	17	20	29	27	61	2	224
	SAT	21	11	2	7	8	14	10	15	3	91
VEHICLE-PEDESTRIAN	SUN	5	0	0	3	2	2	9	3	0	24
	MON-FRI	7	3	9	22	17	52	47	34	2	193
	SAT	3	1	0	2	3	2	16	10	1	38
VEHICLE-PARKED VEHICLE/OTHER	SUN	2	1	0	1	0	0	0	0	0	4
	MON-FRI	3	1	4	0	2	2	6	5	0	23
	SAT	0	1	1	0	1	1	0	1	0	5
TOTALS	SUN	33	10	5	17	22	31	36	18	2	174
	MON-FRI	51	29	68	72	67	146	131	151	4	719
	SAT	38	18	8	24	24	35	37	36	4	224
GRAND TOTALS		122	57	81	113	113	212	204	205	10	1,117

TABLE 2: Deaths from traffic crashes in NSW for year ending 30th June, 1977. Age, sex and class of road user killed.

CLASS OF ROAD USER	SEX	AGE												Unknown	TOTAL
		0-2	2-6	7-12	13-16	17-20	21-24	25-29	30-39	40-49	50-59	60-69	70+		
VEHICLE DRIVERS	M	0	0	0	6	76	51	51	64	48	50	31	19	4	400
	F	0	0	0	0	7	15	8	17	10	6	8	0	0	71
	TOTAL	0	0	0	6	83	66	59	81	58	56	39	19	4	471
VEHICLE PASSENGERS	M	5	11	8	17	51	26	18	14	15	12	6	7	5	195
	F	4	8	7	18	27	14	11	12	13	36	18	20	7	195
	TOTAL	9	20*	15	35	78	40	29	26	28	48	24	27	12	391*
MOTOR CYCLISTS	M	0	0	0	5	43	33	17	5	4	3	0	0	0	110
	F	0	0	0	0	2	0	0	1	0	0	0	0	0	3
	TOTAL	0	0	0	5	45	33	17	6	4	3	0	0	0	113
MOTORCYCLE PASSENGERS	M	0	0	0	1	5	6	1	0	0	0	0	0	0	13
	F	0	0	0	0	1	1	0	0	0	0	0	0	0	2
	TOTAL	0	0	0	1	6	7	1	0	0	0	0	0	0	15
PEDESTRIANS	M	3	16	13	7	7	9	6	18	12	34	35	26	5	191
	F	2	14	5	3	2	3	2	4	3	5	8	25	1	77
	TOTAL	5	30	18	10	9	12	8	22	15	39	43	51	6	268
PEDAL CYCLISTS	M	0	1	6	5	2	0	0	0	1	0	4	2	0	21
	F	0	0	0	1	1	0	0	0	0	0	0	0	0	2
	TOTAL	0	1	6	6	3	0	0	0	1	0	4	2	0	23
OTHERS	M	1	1	0	1	0	0	0	0	0	0	0	0	0	3
	F	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1	1	0	1	0	0	0	0	0	0	0	0	0	3
TOTAL	M	9	29	27	42	184	125	93	101	80	99	76	54	14	933
	F	6	22	12	22	40	33	21	34	26	47	34	45	8	350
GRAND TOTAL		15	52*	39	64	224	158	114	135	106	146	110	99	22	1,284*

\* Includes one unknown sex.



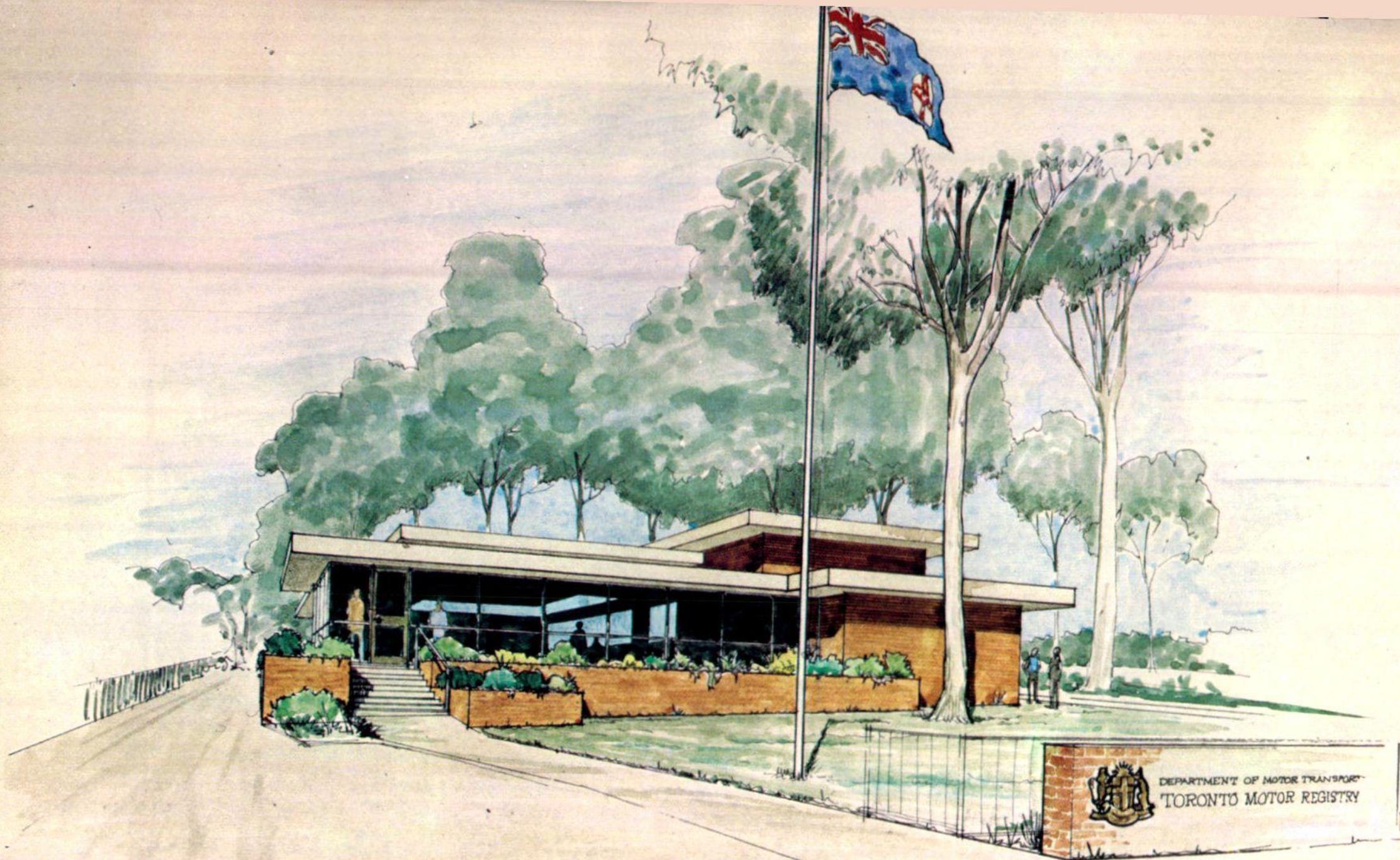
APPENDIX 20

STAFF EMPLOYED

	On 30th June			
	1974	1975	1976	1977
METROPOLITAN—				
Males .....	1,705	1,803	1,863	1,532
Females, Full-time .....	645	630	681	665
Females, Part-time .....	163	152	36	32
	2,513	2,585	2,580	2,229
NEWCASTLE—				
Males .....	70	57	56	39
Females, Full-time .....	32	36	41	39
Females, Part-time .....	2	2	3	4
	104	95	100	82
REST OF STATE—				
Males .....	294	305	313	312
Females, Full-time .....	100	95	90	86
Females, Part-time .....	2	3	2	3
	396	403	405	401
TOTALS—				
Males .....	2,069	2,165	2,232	1,883
Females, Full-time .....	777	761	812	790
Females, Part-time .....	167	157	41	39
	3,013	3,083	3,085	2,712*

NOTE: Wages Staff (included in the foregoing figures) totalled 251 (233 males and 18 females) on 30th June, 1974, 265 (245 males and 20 females) on 30th June, 1975 and 269 (249 males and 20 females) on 30th June, 1976. The corresponding figures for 1977 were 82 (62 males and 20 females).

\*Reflected in the reduced total are 387 staff (384 males and 3 females) of the Traffic Planning and Management Branch transferred to the Department of Main Roads on 1st July, 1976 under the provisions of the Traffic Authority Act, 1976.



**PROPOSED MOTOR REGISTRY FOR TORONTO**

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

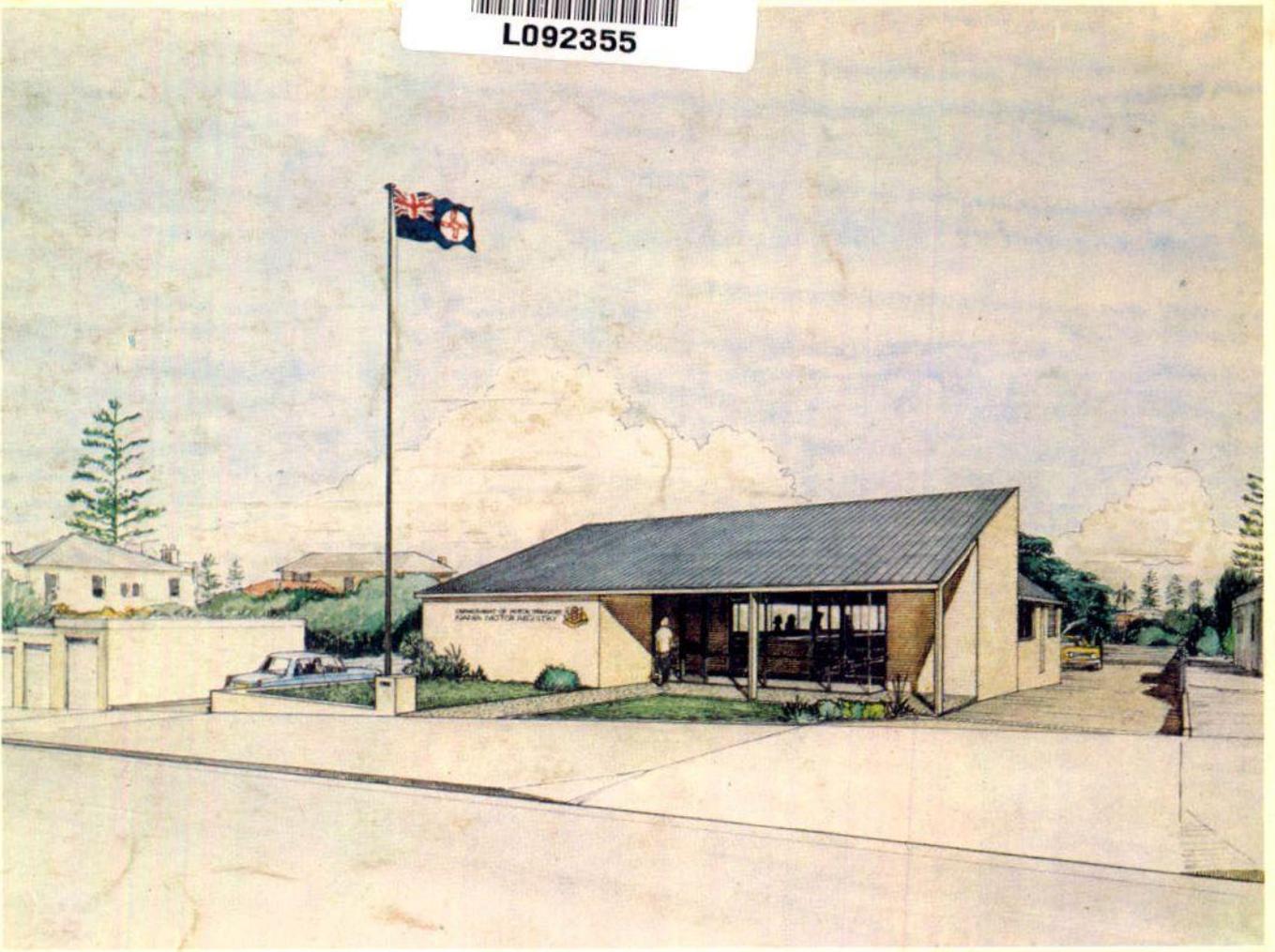
On 1st January, 1910 registration of road motor vehicles and the licensing of their drivers became compulsory. The administrative duties necessary in this respect were carried out by the Police Department which already had traffic responsibilities associated with the control of pedestrians, bicycles and animal drawn vehicles. By the end of 1910, 4,374 vehicles were registered and 5,471 drivers licensed.

By 1930 the increasing numbers of vehicles and drivers and the growing complexity of transport administration necessitated the establishment of a new Department — the Department of Road Transport and Tramways — which took over vehicle registration and driver licensing work from the Police Department and the operation of tram services from the Railways Department, administered new legislation related to the control of commercial road transport, and also established the Government-operated bus services. Further diversification of road transport regulations and enormous increases in vehicle registrations and drivers' licences in the post-war period led to the separation of these and all regulatory functions from the work of actually operating the Governments' bus and tram services and an independent Department, now the Department of Motor Transport, was formed on 1st June, 1952.

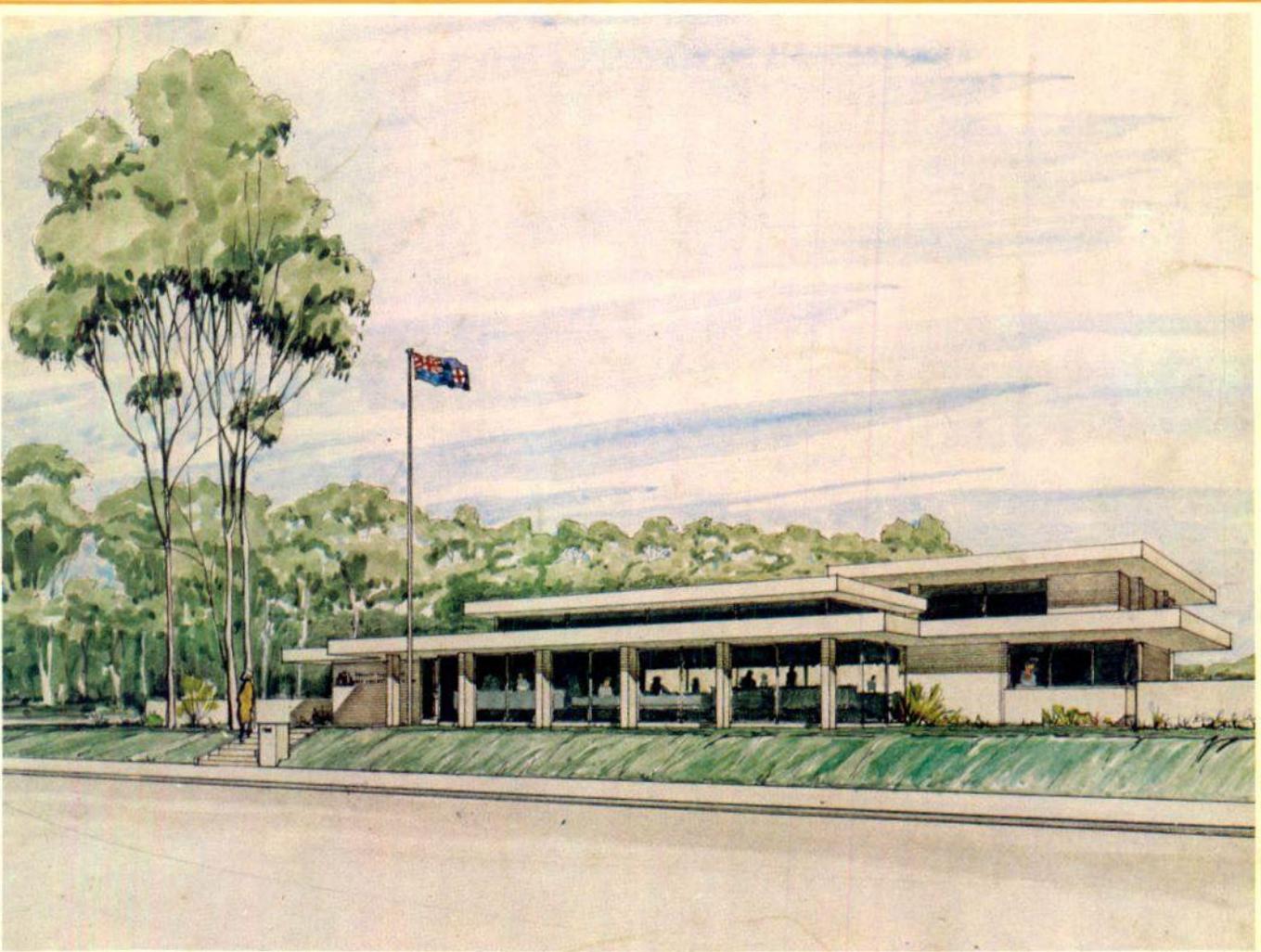
By June 30th, 1977, the number of vehicles registered had risen to 2,706,742 and the number of drivers' licences in issue to 2,743,891.



L092355



**PROPOSED MOTOR REGISTRY FOR KIAMA**



**PROPOSED MOTOR REGISTRY  
FOR MOUNT DRUITT**