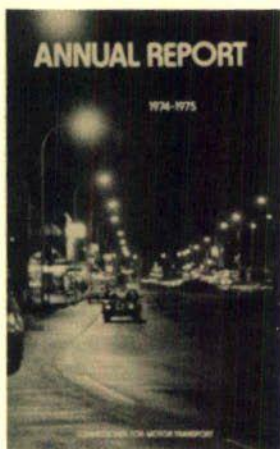


ANNUAL REPORT

1974~1975



COMMISSIONER FOR MOTOR TRANSPORT



THE FRONT COVER PICTURE shows the co-ordinated traffic signal system on Pittwater Road, the main road through Sydney's northern beach suburb of Dee Why. The system was one of three commissioned during the year, bringing the total of co-ordinated systems in service to fourteen.

Planning is well advanced in the development of new equipment to enable wide-area traffic control strategies to be implemented at lower cost than previously possible. The new equipment will allow existing co-ordinated systems to be linked by special Post Office telephone lines to strategically located regional computers, thus obviating the need for expensive cable laying work. It will then become possible to expand computer control over a wider spread of intersections where co-ordination of traffic movements is desirable.



THE MAP ABOVE shows the location of Departmental Motor Registries throughout the State together with Regional Boundaries and Headquarters. The decentralised Regional administrative structure began in 1966 to provide residents of the areas with Departmental representation at executive level. Each region is under the control of a Regional Superintendent who is responsible for the implementation of policy and control of all Departmental activities within the region.

Since 1966, thirty new motor registry buildings have been constructed as part of a continuing programme to provide adequate modern premises for the public. During the year under review Motor Registry premises at Nowra and Kempsey were substantially enlarged and modernised and work began on the construction of a building at Cammeray to accommodate a Motor Registry and District Office.

THE PHOTOGRAPHS AT RIGHT show views of the renovated Motor Registry at Nowra.



ANNUAL REPORT

of the
**COMMISSIONER FOR
MOTOR TRANSPORT**
NEW SOUTH WALES





The Hon. the Minister for Transport and Highways,
Parliament House,
SYDNEY, N.S.W. 2000

Sir,

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, 1975.

The report is grouped in sections according to the nature of the work reviewed. Continuing policies and established practices are described in detail within each section to allow a better understanding of the year's activities. Explanatory information and supporting statistics are included.

My predecessor, Mr. D.R. Coleman, retired on 14th February, 1975 upon reaching the statutory retiring age after a career of almost 49 years in the service of the State. In 1926, he joined the staff of the Traffic Branch of the Police Department which was then this State's motor vehicle administering authority and was appointed Commissioner for Motor Transport on 12th August, 1964. Mr Coleman's great service to the public of New South Wales was recognised in January, 1974 when he was awarded the Imperial Service Order by Her Majesty, the Queen. I feel sure that you would agree that appreciation of Mr. Coleman's meritorious service should be placed on permanent record.

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

Yours faithfully,

Commissioner.

**The Department's
PRINCIPAL OFFICERS**

Commissioner for Motor Transport

W. BUTLER, F.C.I.T.

Assistant Commissioner for Motor Transport

F. J. McGUINNESS

Chief Accountant

L. T. Williams
A.A.S.A.

Administrator

M. J. CAHILL

Registrar of Motor Vehicles

K. D. WALSH
M.C.I.T.

Chief Engineer

R. A. FRENCH
A.S.T.C. (Hon.), M.I.E. Aust.

Chief Superintendent

J. E. BECKETT

Secretary

N. C. M. SKINNER

*Executive Director of
Traffic Safety*

J. M. HENDERSON
M.A., M.B., B. Chir.

Chief Traffic Planner

H. L. CAMKIN
B.E. Dip., T. & C.P., M.I.E. Aust., F.C.I.T.

Staff Manager

J. C. GREGAN

*Metropolitan
Regional Superintendent*

N. T. HOOKEY

Stores Manager

R. A. LENDICH

*Superintendent,
Hunter Regional Branch*

G. J. SNEDDON

Solicitor

F. ADAMS
B.A. LL.B.

*Superintendent,
Western Regional Branch*

R. P. FREEMAN

*Superintendent,
South Eastern Regional Branch*

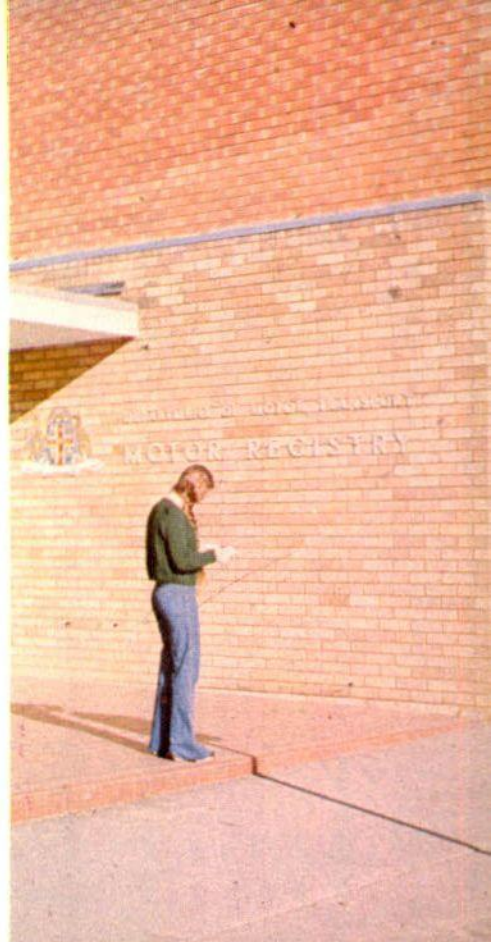
C. J. O'DEA

*Superintendent,
Southern Regional Branch*

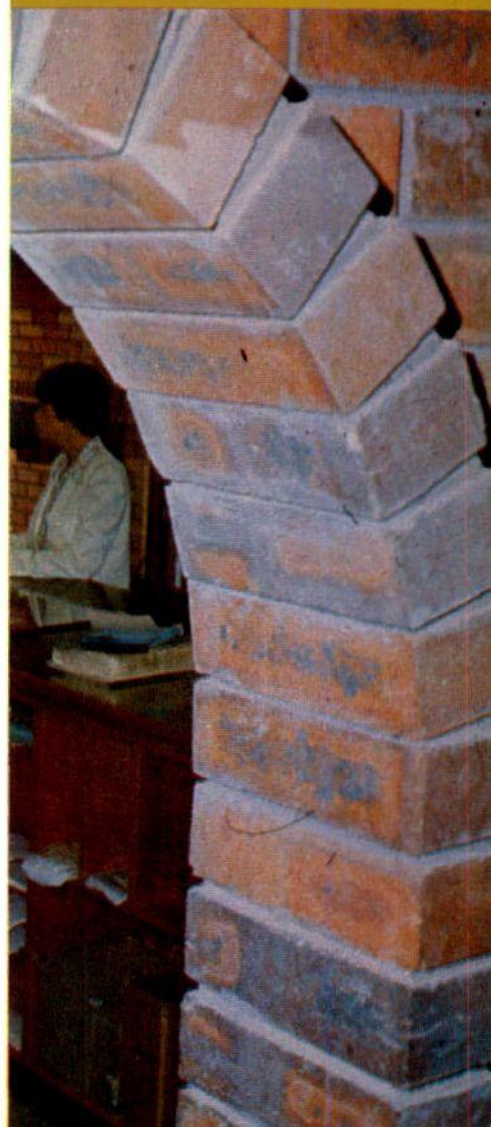
S. A. PREECE

*Superintendent,
Northern Regional Branch*

L. M. DUGGAN



1974
1975



STATISTICS

FINANCIAL

	1974-1975 \$		Variation \$
Receipts—			
Motor Vehicle Registration Tax	88,843,381	up	5,310,140
Fees (registrations, licences, etc.)	49,850,730	up	15,239,785
Ton Mileage Charges (heavy lorries)	20,769,492	up	1,039,702
Third Party Insurance premiums	99,616,447	up	30,649,364
Fees and Charges — State Transport (Co-ordination) Act	617,465	down	2,581,298
Stamp Duty (vehicle registrations)	8,398,499	up	1,246,394
Proportion of Fees for three year drivers' and riders' licences	2,629,735	up	1,788,202
Receipts for issue of specially made number plates	583,825	up	136,475
Sundry	1,389,460	up	182,903
TOTAL	272,699,034	up	53,011,667
Payments—			
Cost of Traffic Police	20,485,955	up	5,055,851
Administrative costs, Department of Motor Transport	27,364,189	up	7,001,940
Traffic Facilities	8,255,858	up	2,310,487
Funds provided for roads — Councils, etc.	756,519	down	15,571
Department of Main Roads	104,756,402	up	5,433,332
Collected for and remitted to — Government Insurance Office	99,616,447	up	30,649,364
Stamp Duties Office	8,398,499	up	1,246,394
Payments to Public Transport Commission	500,000	down	800,540
Proportion of fees for three year drivers' and riders' licences — 1974/75 — Transferred to the Road Transport and Traffic Fund ..	811,984	down	126,748
Payment toward the cost of Ambulance Services	750,000	—	—
TOTAL	271,695,853	up	50,754,509

VEHICLES AND DRIVERS

Registrations in force (on June 30)	2,551,559	up	125,481
Brand-new vehicles registered	275,189	down	3,042
Driving licences (all types) in force (on June 30) ..	2,532,196	up	141,572

TRAFFIC FACILITIES

Traffic control light installations — completed during this year	124	up	28
taken out of service	7	down	1
total in service	1,157	up	117
Expenditure this year (incl. maintenance) ..	\$6,285,439	up	\$1,957,635
Other facilities — completed this year	27,581	up	6,581
Expenditure this year	\$1,970,419	up	\$352,852
Total expenditure for year	\$8,255,858	up	\$2,310,487

TRAFFIC ACCIDENTS

Persons killed	1,314	up	59
----------------------	-------	----	----

STAFF AND PREMISES

Total staff	3,083		
New Registries appointed	Nil	—	—
Total Motor Registries in operation	249	—	—
New Registry premises completed this year ..	Nil	down	3

EVENTS

1969-70

Total Licences in issue pass the two million mark while vehicle registrations approach two million, taking total income to record level. Traffic accident research projects of a statistical nature completed by the Traffic Accident Research Unit with further and more comprehensive projects planned as deliveries of scientific testing equipment are made. Department takes over five more Motor Registries from Police freeing them for law enforcement duties. Four new Motor Registry buildings completed and construction begun on four more. Traffic accident fatality rate per 10,000 vehicles falls.

1970-71

Total number of vehicles registered passes 2,000,000 bring revenue to new record level of \$147,840,510. Reduction in traffic accident fatalities and injuries. Four Motor Registries constructed, three taking over registry work from Police freeing them for other duties. Traffic Safety Act assented to in November, 1970. Renewals Payment Office opened in Government Insurance Office.

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.

REVIEW OF THE PREVIOUS FIVE YEARS

PRINCIPAL STATISTICS AND MAIN EVENTS — 1969-70 TO 1974-75

1973-1974 \$	1972-1973 \$	1971-72 \$	1970-71 \$	1969-70 \$
83,533,241	78,282,361	57,592,351	41,297,674	39,186,307
34,610,945	32,999,324	24,996,268	18,351,877	17,196,128
19,729,790	18,315,937	17,686,958	16,841,326	15,872,005
68,967,083	64,878,173	62,155,832	59,735,414	56,858,080
3,198,763	6,480,827	6,087,009	5,638,429	5,227,700
7,152,105	6,013,210	5,398,148	4,980,715	4,717,682
841,533	781,918	1,098,463	353,152	369,604
447,350	319,950	218,100	158,575	161,100
1,206,557	600,977	698,927	483,348	296,993
219,687,367	208,672,677	175,932,056	147,840,510	139,885,599
15,430,104	16,400,000	13,422,404	8,644,541	8,226,010
20,362,249	19,298,879	14,284,749	12,409,291	10,973,856
5,945,371	4,590,659	3,439,462	3,415,124	2,705,662
772,090	708,968	567,715	500,103	550,626
99,323,070	92,680,138	72,364,871	55,519,339	52,640,914
68,967,083	64,878,173	62,155,832	59,735,414	56,858,080
7,152,105	6,013,210	5,398,148	4,980,715	4,717,682
1,300,540	800,972	3,001,268	2,001,395	1,802,430
938,732	725,954	362,204	576,550	393,394
750,000	750,000	350,000		
220,941,344	206,846,953	175,346,653	147,782,472	138,868,654
2,426,078	2,328,037	2,208,216	2,099,831	1,974,376
278,231	249,548	229,623	228,487	221,465
2,390,624	2,298,794	2,222,510	2,155,239	2,048,789
96	83	57	58	75
8	1			
1,040	952	870	816	764
\$4,327,804	\$ 3,153,334	\$ 2,301,906	\$ 2,437,033	\$ 1,887,752
21,000	22,565	14,213	13,903	13,834
\$1,617,567	\$ 1,422,325	\$ 1,137,556	\$ 978,091	\$ 817,910
\$5,945,371	\$ 4,575,659	\$ 3,439,462	\$ 3,415,124	\$ 2,705,662
1,255	1,181	1,137	1,264	1,267
3,013	3,006	3,010	2,869	2,639
Nil	Nil	Nil	Nil	1
249	249	253	256	257
3	5	Nil	4	4

EVENTS

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.

1972-73

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.

1973-74

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

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 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 \$272,699,034 which was \$53,011,667 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 \$271,695,853 disbursed during the year are

	\$
● Road Authorities (Principally the Department of Main Roads)	105,512,921
● Government Insurance Office — Third Party Premiums collected	99,616,447
● Stamp Duties Office — Ad-valorem stamp duty on certain registration certificates	8,398,499
● Police Services (Traffic and Motor Registry duties)	20,485,955
● Public Transport Commission of New South Wales (Rail Division) — From collections from operators of competitive road journeys	500,000
● This Department's cost of operation and administration	35,620,047

Included in the Department's costs of administration is an amount of \$8,255,858 expended on the installation and maintenance of traffic facilities. 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)	64,138,597	
Tax Levy	23,741,257	
	<hr/>	
Total Tax revenue	87,879,854	
Less — Administrative costs (Road Maintenance) . .	3,892,944	
		\$
Net tax proceeds		83,986,910
Ton-mileage charges (after Refunds)		20,769,492
TOTAL (paid to Main Roads Fund)		104,756,402

Tax revenue and ton-mileage charges were higher than last year by 6.44% and 5.27% respectively. 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.
- Installation and maintenance of traffic facilities.

RESULTS FOR THE YEAR

RECEIPTS

	\$	
Registration, Licence and other fees	48,126,211	
Commission (on G.I.O. third party insurance premiums)	1,290,579	
Sundry	1,609,929	
TOTAL	51,026,719	

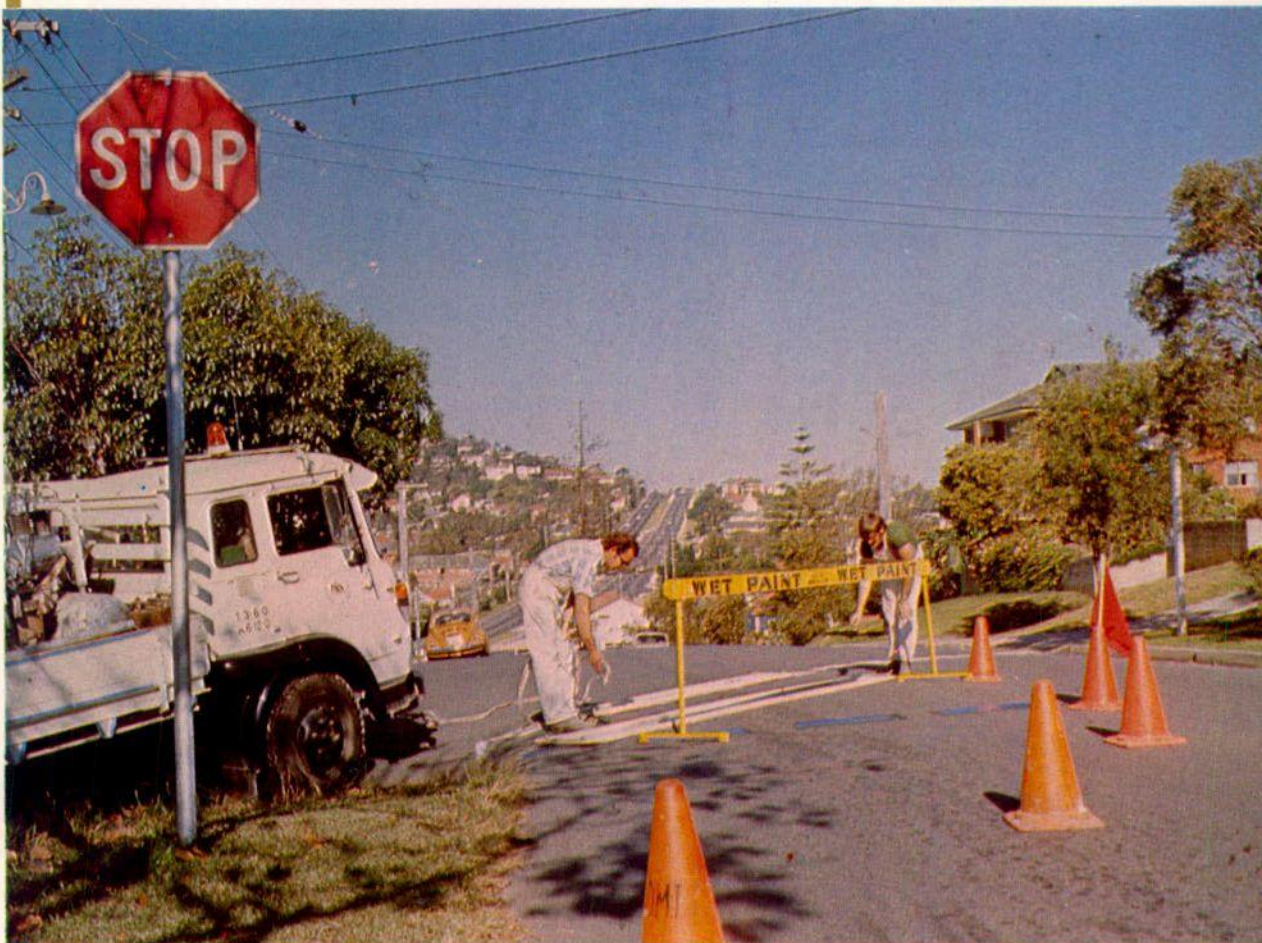
PAYMENTS

	\$
Administrative Costs (Department of Motor Transport)	21,615,283
Police Services (traffic and motor registry duties)	20,485,955
Traffic Facilities	7,004,168
Purchase of assets (land, building, etc)	1,171,313
Payment towards the cost of Ambulance Services	750,000
TOTAL	51,026,719

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.
2. **Cost of Police Services** — It was possible to pay \$20,485,955 from the Road Transport and Traffic Fund towards the agreed cost of Police Services (\$21,974,697) for 1974-75.



This year just over \$7,000,000 was provided from the Road Transport and Traffic Fund toward the cost of traffic facilities. These facilities included traffic signals, sign-posting, and road markings. Here, Departmental painters adjust roadmarkings following the introduction of amended "Stop Sign" regulations.

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 the 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.
- Payments towards the cost of traffic signals of amounts received as registration tax on public vehicles other than buses. As regards other amounts spent on traffic signals see Note below.

RESULTS FOR THE YEAR

RECEIPTS	\$
Tax (buses)	687,102
Tax (other vehicles)	276,424
Service licence fees	71,918
Contribution by Australian Government — Minor Improvements for Traffic Engineering and Road Safety	726,066
TOTAL ..	1,761,510
PAYMENTS	
Capital debt reduction (bus services — Public Transport Commission)	35,939
Assistance to road authorities	720,580
Traffic signals	1,251,689
TOTAL ..	2,008,208

A balance of \$1,083,502 brought forward from 1973-74 was held in the Fund at the start of the year, and a balance of \$836,804 remained as at 30th June, 1975. An audited detailed statement which contains corresponding figures for last year appears as Appendix 4.

NOTE

Other Traffic Signals Expenditure — The amounts available each year from this Fund for traffic signals, have for some years fallen far short of that needed for signal work on the current scale and the Road Transport and Traffic Fund has provided most of the money for this purpose.

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 later 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 Fund.

RESULTS FOR THE YEAR

RECEIPTS

	\$
Fees	602,623
Charges (goods)	2,338
Charges (passengers)(Refund)	126
Other (mostly penalties)	12,630
TOTAL ..	617,465

PAYMENTS

Contribution to Road Transport and Traffic Fund towards costs of Administration	597,445
Payment to Public Transport Commission (Railways Division) under Section 26 (7) of The State Transport (Co-ordination) Act	500,000
TOTAL ..	1,097,445

A balance of \$662,040 brought forward from 1973-74 was held in the Fund at the start of the year; and a balance of \$182,060 remained as at 30th June, 1975. 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:

- 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.
- 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 in this State for Intrastate usage		Vehicles Registered in other States and Registered in this State for Interstate usage only		Total Charges received (gross) \$
	Charges received \$	% of total	Charges received \$	% of total	
1975	14,448,311	69.4	6,375,451	30.6	20,823,762
1974	12,964,844	65.6	6,807,010	34.4	19,771,854
Variation	up 1,483,467 (11.4%)		down 431,559 (6.3%)		up 1,051,908 (5.3%)

Appendix 7 shows receipts month by month and the net receipt after deducting refunds.

ADMINISTRATIVE COSTS

Year ended 30th June	Cost	As % of Collections
	Total amount \$	
1975	3,892,944	18.69
1974	2,969,648	15.02

Appendix 8 gives details under a range of expenditure headings.

Policy Developments and Legal Activities

CONTINUING POLICIES

References to established policies applicable to particular activities which continued without substantial change are included in the individual sections of this report dealing with such activities — for example, policies dealing with premises and equipment are mentioned in the section headed Other Functions, Staff, Premises and Equipment 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 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. In addition, progress was made on other policy questions such as the conversion to metric terms of various weights and measures provided for in the various Acts and Regulations administered by the Department.

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

INTERNATIONAL TRAINING SCHEMES

The Department continued to arrange programmes for broadening the knowledge of Fellows who are studying in Australia under various international training schemes.

During the report year, two Colombo Plan Fellows, one from Thailand and the other from Malaysia, were given an insight into the Department's activities. Of particular interest to both Fellows was the control of operations of taxi-cabs, omnibus and tourist vehicle services; the checking of heavy lorries at Departmental Checking Stations; the testing of applicants for licences to drive motor vehicles and the procedures for the collection of road maintenance charges from owners of heavy commercial goods vehicles.

One Fellow from Papua New Guinea was given practical training in the supervision of public weighbridges, the enforcing of load limits and the licensing and control of omnibuses and taxi-cabs.

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, particularly those associated with traffic control and safety, received publicity.

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 view 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 Chairman is the Australian Minister for Transport and the respective State Ministers for Transport are members.

This Year's Meetings. The Council held its 43rd Meeting on 5th July, 1974 in Darwin and 44th Meeting on 28th February, 1975 in Sydney. 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 transport assistance to the States, air transport, safety standards, emissions from motor vehicles, design rules and regulations, imported vehicles, defects in vehicles, inspection of omnibuses, uniformity in road traffic legislation and road safety publicity.

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 and the Advisory Committee on Road User Performance and Traffic Codes. 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 Australian 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, Australian Department of Transport, the Australian Road Research Board, the Conference of State Traffic Control Engineers, the Federal Chamber of Automotive Industries, the National Health and Medical Research Council, the Institute of Engineers of Australia and the Standing Committee of Advisers.

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.

Advisory Committee on Road User Performance and Traffic Codes. At its meeting in July, 1974, the Australian Transport Advisory Council revised the terms of reference of this Committee, which had originally been established to review and advise on the ways of achieving improvement in road user performance and advise on the uniform National Road Traffic Code.

The Committee's additional functions are to initiate, review and develop means of assessing driver performance and to advise on uniform codes covering traffic laws, driver licensing and traffic management.

Meetings were held in Brisbane in October, 1974, Canberra in April, 1975, and in Sydney in May, 1975.

As well as considering the various obligations on drivers, the Committee reviewed in detail the rules applying at intersections. This included consideration of the introduction of a major/minor road system, the extension of priority roads, a special rule for T-intersections and

the use of roadmarkings instead of signs to indicate priority. The Committee's report on intersection rules will be submitted to the Australian Transport Advisory Council.

CONFERENCE OF STATE 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 25th Conference was held in Hobart in April, 1975. Matters discussed included a wide range of items relating to passenger transport services and the carriage of goods by road, road maintenance charges and new legislation introduced by the various authorities since the previous meeting.

TRAFFIC ADVISORY COMMITTEE

Since its inception in 1964, the Traffic Advisory Committee has continued to actively pursue its charter to advise the Minister for Transport and Highways regarding any traffic matters which the Minister may refer to it. Furthermore, the Committee may of its own motion examine any matter pertinent to the movement of traffic which is considered to warrant investigation. Its principal function is to formulate plans to relieve traffic congestion and promote the free movement of traffic. The Committee comprises the Commissioner for Motor Transport (Chairman), the Commissioner (Bus Division) Public Transport Commission of New South Wales, the Commissioner for Main Roads, the Commissioner of Police and a Commissioner of the New South Wales Planning and Environment Commission. In addition, the Committee may co-opt any other authority as may be necessary from time to time for example a City, Municipal, or Shire Council in relation to a matter affecting its area.

Features of the year's activities included:

- Significant progress on the priority road and clearway systems.
- Analysis of the likely impact of major development proposals and advice given to the Planning and Environment Commission and local government authorities thereon.
- Advice to the Superintendent of Traffic and local government authorities on projected road closures.
- Introduction of an experimental transit lane along the main road from Balgowlah to Cremorne.

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 a further review of taxi-cab fares in the three Transport Districts resulting in increases in hiring charges for taxi-cabs. The increased fares were introduced on 1st September, 1974 and 1st March, 1975.

A continuing function of the Council is to ensure that services by taxi-cabs are adequate to meet public needs. Resulting from recommendations of the Council 40 additional taxi-cabs were licensed to provide improved facilities in the City of Sydney area. Shortly before the close of the year, Council's recommendation that an additional 128 taxi-cabs be licensed to operate in other areas of the Metropolitan Transport District was accepted by the Commissioner for early implementation.

TRAFFIC SAFETY COUNCIL

The council comprises the Commissioner for Motor Transport as Chairman and eight members appointed by the Governor under the provisions of the Traffic Safety Act as representatives of various community sectors. Its function is to advise the Commissioner in the discharge of his traffic safety responsibilities.

PUBLICITY ADVISORY COMMITTEE FOR EDUCATION IN ROAD SAFETY

This is a Committee comprising representatives of each State traffic safety education authority and the Australian 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 Australian Government funds.

PARKING ADVISORY COMMITTEE

Functions. Under the Local Government Act, Parking Advisory Committees have been appointed, at the request of the individual Councils concerned, for a number of areas with special traffic and parking problems. Their function is to provide a means of regular discussion and exchange of viewpoints between Councils and the State Government authorities specially concerned with road traffic and transport — that is, this Department, the Police and, where Government bus services may be affected, the Public Transport Commission (Bus Division).

The Parking Advisory Committee for the City of Sydney (constituted in 1954) was the first committee appointed. Other Parking Advisory Committees which have functioned for some time are those for the cities of Newcastle, Wollongong and Tamworth and the Municipalities of North Sydney, Manly, Woollahra, Waverley, Burwood and Strathfield. During the year a Parking Advisory Committee was formed in Gosford.

Having regard to the demands of moving traffic, the Committees allocate kerbspace in streets equitably between the various types of kerbspace users.

Under the Local Government Act each Parking Advisory Committee is required to submit its own annual report. Their activities, therefore, are not detailed here.

This Department's Role. The Department continued to contribute to the work of Parking Advisory Committees by participating in formulating policy and in providing and erecting signs to give effect to Committee decisions.

URBAN REGIONAL TRANSPORT ADVISORY COMMITTEE

The Committee comprises the Chief Commissioner, Public Transport Commission (Chairman), 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, Ministry of Transport and Highways.

The Committee's function is to assist in the co-ordination of urban transportation planning with land-use planning in the State of New South Wales, to identify and advise ways and means of ensuring optimum and efficient use of existing and future transport modes, systems and corridors, and to undertake any tasks allocated from time to time.

It reports directly to the Minister for Transport and Highways.

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 Assistant Commissioner for Motor Transport (Chairman), the Metropolitan Regional Superintendent of the Department of Motor Transport, two representatives of the Bus Proprietors Association (N.S.W.) and an officer of the Transport Workers Union who represents employees of the private omnibus industry. Meetings of the Committee were held as necessary from time to time during the report year.

Further information about the operation of private bus services appears later in the section headed Commercial Transport Services.

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 amounts of subsidy paid by the Government did not adequately compensate them for revenue losses from concession fares for pensioners. The members are the 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 two occasions during the report year to examine 26 applications — involving 45 services. Arising from the Committee's recommendations, increases in individual subsidies were granted in respect of 36 services, whilst in five cases the Committee requested that further information be supplied. Of the remaining applications subsidies were reduced in respect of three services whilst one service did not warrant an increase in subsidy.

TOURIST VEHICLE ADVISORY COMMITTEE

Since its formation in March, 1967, the Tourist Vehicle Advisory Committee has continued to function as required to advise the Commissioner on matters of policy regarding the operation of tourist vehicle services. Matters referred to the Committee include proposals for new or altered tours and the question of licensing additional tourist vehicles.

Members of the Committee are the Assistant Commissioner for Motor Transport (Chairman), the Manager of Tourist Services, Department of Tourism and a representative of tourist vehicle operators.

NEW LEGISLATION

Motor Dealers Act, 1974. This Act, which was assented to on 6th May, 1974, is administered by the Consumer Affairs Bureau.

Provisions of the Act which were proclaimed to commence on 1st May, 1975, require the licensing, by 1st August, 1975, of dealers in new and second-hand motor vehicles, vehicle wreckers and persons carrying on a prescribed business such as selling spare parts.

Consequently, the Second-hand Motor Dealers Act, 1956, administered by the Department of Motor Transport, will be repealed from 1st August, 1975.

Other provisions of the Motor Dealers Act to be proclaimed later require the display on vehicles offered for sale of information relating to the vehicle, and require dealers to give warranties which vary according to whether a vehicle is new or second-hand and, in the latter case, depending on the price paid.

Motor Traffic and Transport (Further Amendment) Act, 1974 — Increases in Fees. Fees payable to the Department were increased from 1st November, 1974 by this Act, which was assented to on 10th October, and by amendments effected on 25th October to the Regulations under the Motor Traffic Act; Motor Vehicles (Third Party Insurance) Act; Second-hand Motor Dealers Act; Motor Vehicle Driving Instructors Act; Tow-truck Act; and Transport Act.

Included are increases in the fees for a driver's licence from \$6 to \$10 per annum; rider's licence from \$5 to \$8 per annum; vehicle registration from \$6 to \$10; learner's permit from \$3 to \$5; motor vehicle driving instructor's licence and tow-truck operator's licence from \$8 to \$12.

NEW REGULATIONS

Property Damage Insurance Cover. On 12th July, 1974, the Public Vehicles Regulations were amended to provide for extension of the compulsory third party property damage insurance cover on omnibuses, taxi-cabs and private hire cars to apply to use anywhere in Australia. Previously, the coverage was restricted to use in New South Wales.

Standing Restrictions. The Motor Traffic and General Traffic Regulations were amended on 26th July, 1974 to remove the general restriction on vehicles standing opposite the entrance to any street and to provide that it is an offence for a vehicle to stand across a marked footcrossing, as well as within 20 feet on the approach thereto.

The Regulations were also amended on 7th March, 1975 to repeal the general prohibition on the standing of vehicles within 100 feet on the approach side of traffic signals, because it is the practice to provide "No Standing" signs at all these locations.

Altered Meaning of "Stop" Signs. Amendments to the Motor Traffic and General Traffic Regulations on 2nd August, 1974 require the driver of a vehicle facing a "Stop" sign at an intersection to stop his vehicle and to give way to any other vehicle with which his vehicle might collide.

The amendments also provide that the obligation on the driver of a vehicle to give way to a vehicle on his right at an intersection does not apply when that driver is proceeding through the intersection pursuant to a green or amber traffic light signal, or where the vehicle on the right is facing or has passed a "Stop" or a "Give Way" sign.

Increases in Third Party Insurance Premiums. The Motor Vehicles (Third Party Insurance) Regulations were amended on 30th August, 1974 and 6th June, 1975 to increase the maximum rates of premium payable in respect of third party policies commencing on and after 1st October, 1974 and 1st July, 1975 respectively.

Increased Taxi-cab Charges. Amendments to the Public Vehicles Regulations on 30th August, 1974 and 28th February, 1975 increased, from 1st September, 1974 and 1st March, 1975, respectively, the charges for taxi-cabs operating within the Metropolitan, Newcastle and Wollongong Transport Districts.

As a result of these increases, the rates are — 30 cents flag fall; 35 cents per mile; \$4.80 per hour waiting time; 30 cents booked hiring charge; and a luggage rate of 10 cents for each 56 lbs. or part thereof in excess of 56 lbs., with a maximum of 50 cents.

Australian Design Rules. On 11th October, 1974, the Motor Traffic Regulations were amended to require new motor vehicles to comply with further Australian Design Rules for Motor Vehicle Safety.

The amendments provide that, for cars, derivatives (station waggon, utilities and panel vans) and multi-purpose vehicles (such as Landrovers) manufactured from 1st January, 1975 and other vehicles manufactured from 1st July, 1975, Design Rule Number 4B for seat belts applies instead of Design Rule Number 4A. For cars, derivatives and multi-purpose vehicles manufactured from 1st January, 1976 and other vehicles manufactured from 1st July, 1976, Design Rule Number 4C for seat belts will apply.

Design Rule Number 22A, specifying revised requirements for head restraints, applies to cars, derivatives and multi-purpose vehicles manufactured from 1st January, 1975. Design Rule Number 27A, defining revised levels for vehicle emission control, applies to every car and derivative equipped with a petrol-driven engine which has a displacement of at least 850 millimetres, manufactured from 1st July, 1976.

The following new Design Rules were incorporated in the Regulations —

Number 29, which specifies the strength of side doors for cars manufactured after 1st January, 1977.

Number 30, which specifies limits on smoke emitted from the exhausts of diesel-engined motor vehicles manufactured from 1st July, 1976.

Number 31, which covers hydraulic service brakes in motor cars manufactured after 1st January, 1977.



To assist commuters through Sydney's northern suburbs between Balgowlah and Cremorne, the kerb-side city bound lane has been designated a "Transit lane" during the morning peak period. The picture shows the "Transit lane" at the northern approach to the Spit bridge.

Transit Lanes. On 8th November, 1974, the Motor Traffic Regulations were amended to provide for the display of "Transit Lane" signs to restrict vehicles which may drive in the kerbside lane, during the times shown on the sign, to a vehicle carrying three or more persons (including the driver), a bus, a taxi-cab, a private hire car, a vehicle turning left at or before the next intersection or an emergency vehicle.

In addition, the only motor vehicles which may stop in the kerbside lane during such times are a bus while at a bus stop, a taxi-cab or private hire car while picking up or setting down a passenger, or an emergency vehicle.

Elimination of Fixed Hiring Charge for Certain Motor Vans. The Public Vehicles Regulations were amended on 7th February, 1975 to eliminate the fixed hiring charge for light motor vans which operate for the conveyance of luggage from wharves in the City of Sydney or from Central Railway Station. Such vans are now subject only to the general provision of the Regulations which requires, prior to the commencement of a hiring of a van, quotation by the owner or driver of the fare to be charged and acceptance thereof by the hirer.

Use of Heavy Motor Lorries on Certain Sections of Highways. Amendments to the Motor Traffic Regulations on 7th March, 1975 eased the restriction which previously prohibited the use of certain sections of the Princes, Hume, Great Western and Pacific Highways between 3 p.m. and 7 p.m. on any Sunday or public holiday by a heavy motor lorry (or combination of motor lorry and trailer) proceeding towards Sydney.

The amendments provide for the restriction to apply only on the last day of each weekend except that on the Great Western Highway, between Prospect and Parramatta, the restriction applies only on the last day of a long weekend.

Operation of Tow-trucks. Amendments to the Tow-truck Regulations effected on 7th March, 1975 required that, from 1st June, 1975, a tow-truck may not be driven on a public street unless the name of the holder of the tow-truck licence and the number of that licence are printed on the right-hand side of the vehicle, in block letters and figures at least 50 millimetres high. Provision was also made for any person who is driving a tow-truck solely for a purpose connected with its maintenance, repair or testing to be exempted from holding a driver's certificate.

Penalties for Registration Label Offences. An amendment to the Motor Traffic Regulations on 14th March, 1975 reduced the penalty under the traffic infringement notice scheme for displaying a mutilated, expired or incorrect registration label or one in which the particulars are not clearly visible from \$10 to \$6, to be consistent with the penalty prescribed for an offence of not having a registration label affixed.

Carriage of Third Party Patients by Ambulance. The Motor Vehicles (Third Party Insurance) Regulations were amended on 14th March, 1975 to bring up-to-date the amounts payable in respect of ambulance services for third party patients.

Affixing of Registration Labels. The Motor Traffic Regulations were amended on 24th April, 1975 to permit a registration label to be affixed to the top left-hand corner of the interior of the windscreen of a motor vehicle. Previously, the Regulations provided that a registration label should only be affixed near the bottom left-hand corner of the windscreen or on the ventilation window on the left-hand side of the vehicle.

Exemption from the Display of Registration Labels. On 16th May, 1975 the Motor Traffic Regulations were amended to provide for exemption from the display of registration labels on trailers and items of plant owned by Government departments and instrumentalities and city, municipal, shire and county councils; and on buses operated by the Public Transport Commission.

Vehicle Construction and Equipment. There have been a number of amendments affecting vehicle construction and equipment. These provide that —

elevated flashing turn signal lamps, brake lamps and reflectors may be fitted to a tow-truck;

the roof light on a taxi-cab must be extinguished when the roof sign is displaying the words "Not For Hire";

clearance lamps at the front of a motor lorry may be mounted on the external rear vision mirrors or mirror supports;

emergency vehicles (such as ambulances and tow-trucks) may be equipped with more than one flashing warning lamp, provided that at least one of the lamps is mounted on top of the vehicle;

at least one rear vision mirror must be fitted to the exterior of each side of a motor vehicle (other than a station waggon) designed for the carriage of goods; vehicles designed to carry eight or more passengers; vehicles towing trailers of greater width than the hauling vehicle; and vehicles where the driver cannot obtain a clear view to the rear from an interior mirror.

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, in comparison with previous years, few appeals against such convictions to superior Courts.

A large number of actions were taken in the civil jurisdiction of Courts of Petty Sessions and the District Court, Sydney, to recover monies due to the Department under the Road Maintenance (Contribution) Act, 1958, the State Transport (Co-ordination) Act, 1931, and the Motor Traffic Act. Judgements so obtained were enforced both within and outside the State.

There was a further increase of approximately 33% in the number of appeals to Courts of Petty Sessions throughout the State against the decision of the Commissioner to cancel, suspend, or refuse licences under the Motor Traffic Act and the Transport Act. This increase reflects both the heightened activity of the Department concerning the review of licences and the larger number of licensees. 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 country cities and towns. Where refusal of a licence was based on failure to pass a driving test, the Departmental examiner who conducted the test attended Court to give evidence and was available for cross-examination by the appellant or his legal representative.

A number of appeals against the decisions of the Commissioner made under the Tow-truck Act, 1967 and the Second-hand Motor Dealers Act were also heard in Courts of Petty Sessions.

Road Maintenance (Contribution) Act. The number of convictions 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, increased by approximately 30% during this year. In appropriate cases, the liability of directors of companies which had failed to carry out such requirements was enforced by prosecution of such directors.

State Transport (Co-ordination) Act. The large fall in the number of convictions for offences under this Act reflects the decision of the Government to suspend the operations of those of its provisions relating to the collection of revenue. There was still, however, a comparatively small number of convictions for either operating or driving a commercial goods vehicle contrary to the terms of the licence issued under the Act, and a number of convictions, equal to those for the previous year, for operating or driving a taxi-cab contrary to the provisions of its licence.

Transport Act, 1930. There were 190 convictions for offences under this Act, an increase of about 40% on the previous year. There was an increase in the number of convictions for incivility towards passengers and intending passengers in taxi-cabs and marked increases for failing to accept a hiring and for failing to carry out a hiring punctually.

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, 1975 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, 1975 motor vehicle registrations had risen to a further record level of 2,551,559 — 125,481 (5.2%) more than the previous year.

Brand-New Vehicles. Registrations of brand-new vehicles in New South Wales totalled 275,189 this year as against 278,231 last year — a decrease of 3,042 (1.1%).

Drivers' Licences. On 30th June, 1975 total driving licences — vehicle drivers and cycle riders — numbered 2,532,196 an increase of 141,572 (5.9%).

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.

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. 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.

Conditions for the issue of plates are set out on specially printed application forms which emphasise that requests for particular number combinations cannot be met. The applica-

tion forms are available, and may be lodged, at any Motor Registry. A stock of the black and white number plates is available at the Department's Head Office and applications lodged at Rosebery for such number plates can be dealt with immediately. Applications received from other Motor Registries are processed with a minimum of delay.

The scheme has proved quite popular amongst motorists and there were 23,353 applications received during the report year. The revenue — \$583,825 — derived from the issue of the plates was used to offset the operating costs of the Department's Traffic Accident Research Unit.

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.

MOTOR REGISTRIES

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

Registry Operations, Number and Location. At the majority of country Motor Registries the work is handled by Police in conjunction with their normal Police duties. However, at most larger country centres and in a number of suburbs of Sydney separate offices, manned by officers of this Department, have been established and these provide local facilities for completing a wider variety of transactions between motorists and the Department. The Registries conducted by the Department's own staff deal with at least 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 3,015,299 an increase of 247,565 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, Phillip Street, have continued to provide a convenient facility for motorists to renew vehicle registrations and driving licences in the inner City area. 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	
	1974	1975	1974	1975
N.R.M.A. Building	93,057	101,558	\$3,503,646	\$4,570,450
G.I.O. Building	41,029	51,564	\$1,536,596	\$2,400,335

Another Renewals Payments Office is situated in the Roselands Regional Shopping Centre and this provides a convenient service to motorists visiting the Centre. Registration and Licence renewals effected during the year totalled 58,685 and a total of \$2,712,701 was collected compared with 52,312 transactions and \$1,964,573 for the previous year.

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. To meet the increase in work additional staff was provided at a number of Motor Registries during the year.

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 30 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, 1975 authorised insurers numbered 15 compared to 38 on 30th June, 1974.

Role of Government Insurance Office. The Government Insurance Office of N.S.W. continued to conduct the great bulk of compulsory third party insurance (approximately 97.7% compared to 97.9% 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 \$99,616,447 a rise of \$30,694,732 on last year. Commission received in this connection and credited to the Road Transport and Traffic Fund totalled \$1,290,579.

Premium Rates. Premium rates for the various types of vehicles are prescribed by regulation under the Act. Following a recommendation by the Premiums Advisory Committee on which are representatives of this Department and the Government Insurance Office and other insurers, private and commercial road users and motor cyclists, with the Government Actuary as Chairman, premium rates were increased generally commencing on 1st October, 1974. The previous increase was in 1968. Amendments to the Regulations were also gazetted during the report year, for a further increase in premium rates to commence on 1st July, 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 rose to 323,975 as against 310,071 for the previous year. In 238,277 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 21,957 which is 1,312 more than in 1973-74.

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 23,571 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. 1,614 offenders were discharged under Section 556A of the Crimes Act without conviction. Of the 21,957 cases in which convictions were recorded, the statutory automatic period of disqualification operated in 6,328 instances but in the remaining 15,629 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 187 drivers out of the 1,801 brought before them on such charges as compared with 160 drivers out of a total of 1,868 last year.

Section 556A of the Crimes Act was applied by the Courts to discharge without conviction 1,348 drivers brought before them on charges of exceeding the prescribed concentration of alcohol. 17,208 drivers were brought before the Courts on such charges.

There were also 3,499 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 applicant's fitness in view of previous conduct or habits. A total of 125,348 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. The system began on 1st March, 1969, and offences prior to that date were disregarded. 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 where a driver accumulates a total of nine or more points within a period of two years, consideration is given to licence suspension or cancellation.

The total number of licences suspended and cancelled by the Commissioner under the Points System and Provisional Licence Scheme has shown an increase again during the year under review. Particulars of licences suspended and cancelled during the year are shown in Appendix 16.

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, Gosford, Wyong, Maitland, Cessnock, Nowra and Kiama was transferred, in stages, from the Police Department to the Department of Motor Transport. During the report year testing at Wagga Wagga and Albury was also taken over from the Police Department. The number of Driver Testing Centres conducted by the Department is 31 and the number of Driver Examiners, employed by the Department, is 86.

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 had been designed to reduce or eliminate wasteful competition including competition with State-owned train and bus services but, as described later in this section, major changes in the policy were implemented during the year ended 30th June, 1974.

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 —

The general policies and practices which were followed in the administration of this Act over the years are described hereunder —

Licences under the Act conferred a general authority to convey goods on all journeys (irrespective of distance) which did not compete with the Railways, and on com-

petitive journeys up to 50 miles. Licences also authorised the conveyance of fresh fruit and/or fresh vegetables on competitive journeys up to 200 miles.

Permits for journeys not authorised by licence were issued upon payment of charges, where appropriate, for most classes of goods, but permits were not granted for the carriage of certain commodities for which special arrangements had been made by the Public Transport Commission (Rail Division). Examples of these were beer from Sydney breweries and wool.

The maximum charge — 2.5 cents per ton per mile calculated on the aggregate of the load capacity and 50% of the tare of the vehicle — was imposed for competitive journeys unless special features, principally unsuitability for rail transport, warranted some reduction or exemption.

Change in Policy. As reported last year, in keeping with a Government decision to progressively abolish all embargoes and charges on the carriage of goods by road, all remaining charges and embargoes were waived from 1st January, 1974. Since that date, owners of all licensed goods vehicles have been able to carry goods throughout the State without a permit and free from any restrictions under the Act.

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 2,350 at 30th June, 1974 to 2,277 as at 30th June, 1975 and the number of vehicles concerned decreased from 17,266 to 16,160. The number of vehicles covered by quarterly "arrangements" — applicable mainly to primary producers' vehicles — increased during the period under review from 12,887 to 13,729.

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 2,651,095 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.

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			
1973-1974	423,413	499,057	922,470
1974-1975	405,263	533,194	938,457
2. Tonnages (Estimated)			
1973-1974	4,786,713	3,903,829	8,690,542
1974-1975	4,405,903	4,146,635	8,552,538

RESULTS THIS YEAR — (1) State Transport (Co-ordination) Act. As reported earlier in this section charges under the Act were discontinued as from 1st January, 1974.

RESULTS THIS YEAR — (2) Road Maintenance (Contribution) Act.

As at, or for year ended 30th June	N.S.W. Intrastate		Interstate		Total	
	Liabe vehicles recorded	Charges received \$	Liabe vehicles recorded	Charges received \$	Liabe vehicles recorded	Charges received \$
1975	47,266	14,448,311	9,758	6,375,451	57,024	20,823,762
1974	46,405	12,964,844	12,520	6,807,010	58,925	19,771,854
Receipts month by month — as well as net receipts (after refunds) — appear in Appendix 7.						

"Arrangement" cases

	No. in force	Vehicles covered	Charges paid
1975	2,277	16,160	\$8,610,527
1974	2,350	17,266	\$7,743,831

The charges paid are included in the total shown in the previous table. These figures do not include primary producers' vehicles (12,116 this year, 11,054 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 appointed 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 \$38,918, the fees for the individual services varying from \$1,075 to \$3. Service licence fees for Government transport operations were \$33,000 (Metropolitan).

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 \$687,102 compared with last year's figure of \$696,373.

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 \$323,999.

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 the 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 whilst more detailed particulars appear in Appendix 17.

Variations in Services. Metropolitan Transport District — As in past years services were provided to new schools and new areas and in other cases existing services were extended or diverted to meet developments. The most important of such recent variations was the introduction of a new service (Route 203) Berrilee — Arcadia — Galston to Pennant Hills due to the termination of the Hornsby to Galston via Galston Gorge service.

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 four such services in the Metropolitan Transport District.

Fares. Approval was given for a general fare increase, applicable as from 1st October, 1974 which was designed to offset an increase of about 17½% in operational costs throughout the bus industry since the previous increase in February, 1974.

Approval was given to further fare increases effective from 1st February, 1975 to offset an increase of about 20% in operational costs, principally in wages and salaries throughout the bus industry subsequent to the increases authorised in October, 1974.

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



The operations of private bus services are checked on a routine basis by Departmental Inspectors. Here, an Inspector checks a routed timetabled service. Services are reviewed regularly, and if necessary, operations are altered to meet changing circumstances.

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.

Trading Experience of Operators. Returns submitted by operators pursuant to law provide detailed statistics as to the number of passengers carried, financial results and plant and personnel involved. Returns cover the twelve months ending 31st March each year. Full information appears in Appendix 17 but the following table presents some statistical highlights.

SUMMARY OF BUS STATISTICS (AS AT OR IN THE YEARS ENDED JUNE, 1974 and 1975)

Buses in Service				
	Metropolitan	Newcastle	Wollongong	Total
1975	1,419	148	210	1,777
1974	1,387	143	215	1,745
Variation	up 32	up 5	down 5	up 32
Service Licences				
1975	204	23	24	251
1974	203	23	24	250
Variation	up 1	No change	No change	up 1
Revenue Derived by Department				
	\$	\$	\$	\$
1975	633,214	76,850	48,956	759,020
1974	640,261	79,325	49,014	768,600
Variation	down 7,047	down 2,475	down 58	down 9,580
Bus Revenue Distributed for Roadworks				
	\$	\$	\$	\$
1975	598,191	73,782	48,606	720,579
1974	599,512	86,957	53,549	740,018
Variation	down 1,321	down 13,175	down 4,943	down 19,439
For details see —				
Appendix 17 re buses in service, passengers carried and trading results.				
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, particularly traffic control lights.

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

- (i) Unrestricted.
- (ii) Restricted — to operate from a particular stand or one or more adjacent stands as specified in licence.
- (iii) City of Sydney — to operate from stands within the area of the Council of the City of Sydney as defined prior to 1st August, 1968 and at Neutral Bay, Cremorne, Mosman, Crows Nest, North Sydney Railway Station, Milsons Point Railway Station and Kingsford Smith Airport.
- (iv) District — to operate from stands in one of the seventeen designated taxi-cab districts in the Transport District. These taxi-cabs may also occupy the stands at Sydney (Kingsford-Smith) Airport and at Central Railway Station.

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

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

Standards of Service —

General Policy. The maintenance of a high standard of service has been aided by the continuation of policies requiring any person acquiring a City of Sydney or District taxi-cab to reside in, or within twelve (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. After an intensive investigation and recommendation by a Sub-Committee of the Taxi Advisory Council into taxi-cab services throughout the Metropolitan Transport District, approval was given for the issue of 168 additional licences. 40 licences for the City of Sydney were issued during the report year and arrangements were in hand to licence an additional 128 taxi-cabs to operate in other areas of the Metropolitan Transport District.

Radio Control. The majority of taxi-cabs and many private hire cars in the Transport Districts are fitted with two-way radios to improve the 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 18. The following summary of statistics gives the position as at 30th June, 1975 and other information also.

SUMMARY OF TAXI-CAB AND PRIVATE HIRE CAR STATISTICS (at 30th JUNE, 1974-1975)

Vehicles in Service	Metropolitan		Newcastle		Wollongong	
	1974	1975	1974	1975	1974	1975
Taxi-cabs —						
Unrestricted	2,437	2,437	86	86	—	—
Restricted	7	7	40	40	117	117
City of Sydney	301	341	—	—	—	—
Districts	488	488	—	—	—	—
Sub Total	3,233	3,273	126	126	117	117
Private Hire Cars —	223	224	13	13	7	6
Total	3,456	3,497	139	139	124	123
Radio Controlled Vehicles (included in above)						
Taxi-cabs	3,151	3,216	126	126	116	116
Private Hire Cars	176	177	10	10	2	2
Total	3,327	3,393	136	136	118	118

Fares. Private hire car fares are not controlled by taxi-cab fares in the Transport Districts are fixed by regulation. Increased taxi-cab fares and miscellaneous taxi charges such as booking fees and luggage rates became effective from 1st September, 1974 and again from 1st March, 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

Metropolitan Transport District. As at 30th June, 1975 there were 65 tourist vehicles licensed in the metropolitan area including those restricted for operation from specified suburbs.

LONG DISTANCE PASSENGER TRANSPORT BY ROAD

A number of applications to operate long distance passenger services have been received by the Department. The general question of the authorisation of bus services of this nature is under review in the light of the findings of the Commission of Inquiry mentioned below and determination of the applications has been temporarily deferred.

Commission of Inquiry. As reported last year, a retired District Court Judge, Sir Adrian Curlewis, C.B.E., was appointed by the Government in September, 1973 to conduct a Commission of Inquiry into Privately Operated Omnibus and Tourist Vehicle Services in New South Wales. The Commission, by means of public hearings and examination of written submissions, inquired into the operation of all classes of private omnibus and tourist vehicle services in the Metropolitan, Newcastle and Wollongong Transport Districts and country districts of New South Wales, furnished its report to the Government during September, 1974.

The report encompassed a great many recommendations as to action considered necessary in view of changed circumstances since 1931, when existing legislation came into force to control the operations of such services. At the close of the year the major questions of policy affected by the recommendations were under active consideration by the Government and the Department.

PASSENGER SERVICE — 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.

VEHICLES ON FIXED ROUTES

Services in Operation. On 30th June, 1975, 1,985 regular passenger carrying services were operating in country districts. 2,547 buses and 376 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, some on two occasions 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. Both types of licence authorise journeys in competition with the railways for up to 50 miles as well as non-competitive journeys of any length. Permits for longer competitive journeys were issued.

Vehicles in Service (on 30th June) —	1974	1975
Taxi-cabs	966	956
Private Hire Cars	114	113

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 18.

TOURIST VEHICLES

Services Operating. Tourist services operating from specified tourist resorts for the carriage of passengers on tours described in the licences total 128.

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 Australian 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 flying boat service from Rose Bay to Lord Howe Island, which had been in operation for many years, was terminated during the report year and was replaced by a land based "Commuter Service" which operates between Sydney (Kingsford-Smith Airport) and the Island.

In addition, the following new commuter services were introduced during the year:—

Jerilderie — Griffith — Hay — Ivanhoe — Wilcannia;
Tamworth — Newcastle (extension of existing Armidale — Tamworth service);
Gunnedah — Quirindi — Sydney (Quirindi added to existing route).

MISCELLANEOUS

Ferries. There are thirteen privately owned ferries licensed to operate for the conveyance of passengers in the Port of Sydney. During the year the State Government took over the Manly-Circular Quay service previously operated by the Port Jackson and Manly Steamship Company. Morning and evening peak hour private ferry services between Circular Quay and Thames and Darling Streets, Balmain were introduced and the Circular Quay — Hunters Hill service was varied to include Luna Park as a stopping place on certain journeys. Hover-ferry services between Circular Quay — Gladesville — Meadowbank and Circular Quay — Rose Bay — Watsons Bay were discontinued through lack of patronage.

Traffic Safety Activities — Drivers, Vehicles and Traffic Facilities

GENERAL

Basic Policy. Outside the fields 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 provision of many types of traffic facilities such as traffic control lights and special safeguards for children; 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 Clerical 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 Australian 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 closely simulate 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 universal testing machine, a brake-test dynamometer, a materials shock tester, 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. Adult and child reaction assessment equipment is also available to Unit researchers. 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.

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

- 1/70 Fire in Road Accidents
- 2/70 Heavy Vehicle Crash Injury
- 3/70 Determination of Swept Paths of Vehicles
- 4/70 The Provisional Licence Scheme — A Statistical Evaluation
- 5/70 Deaths on Motor Cycles — A Study of 120 Fatalities
- 6/70 Compulsory Wearing of Seat Belts — A Feasibility Study
- 1/71 Human Factors in Traffic Safety — A Reappraisal
- 2/71 Seat Belts: A Survey of Usage and Attitudes
- 3/71 A Traffic Signal System for High Speed Roads
- 4/71 Vehicle Windscreens: The Current Issues
- 1/72 Crashes at Railway Level Crossings
- 2/72 Drinking and Driving: Sociological Aspects
- 3/72 The Young Driver
- 4/72 An Assessment of Measures to Reduce Cyclist and Motorcyclist Accidents
- 5/72 A Study of Measures to Reduce Injuries to Pedestrians
- 1/73 Drinking and Driving in Sydney: A Community Survey of Behaviour and Attitudes
- 2/73 Dynamic Tests for Seat Belts
- 3/73 The Role of Communications and Propaganda in Traffic Safety
- 4/73 Compulsory Wearing of Seat Belts in New South Wales, Australia
- 1/74 Sash Discomfort in Seat Belts
- 2/74 Crash Protection for Babies
- 3/74 The Effect of Mandatory Seat Belt Use in New South Wales, Australia

- 4/74 Crash Protection for the Sub-teen Child
- 5/74 Caravans in Traffic Crashes
- 6/74 Investigation of Seat Belt Performance 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

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. Some 250 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 in crashes. Much of this work is in collaboration with the various national committees with crash protection responsibilities and has contributed to the upgrading of seat belts, and to the issue of new Australian Standards for crash protection for child passengers and motor cyclists.

The principles of car crash protection for children were outlined in a paper presented to the 7th Conference of the Australian Road Research Board and a further report is in preparation on the special problems of protecting very small children.

Other studies in progress include the performance of inertia reel retractors for seat belts, an X-ray assessment of seat belt loading on the human pelvis and a study of spinal injuries related to motor vehicle crashes.

Special investigations of selected crashes continued through the year, involving two teams of investigators. Two types of crashes were of particular interest — those where adults wearing seat belts were seriously injured and those where a vehicle containing a child wearing a seat belt or child restraint was involved. In both cases the aims of the investigations are to improve crash protection provided by seat belts and child restraint systems.

The major effort in the behavioural field was the mounting of the second stage of a drink driving campaign. This stage was designed to change community attitudes to drinking and driving. The press and television were utilised and the irresponsible drinking driver was characterised as a "Slob". The results are being analysed.

ROAD TRAFFIC ACCIDENT STATISTICS

The official New South Wales road accident statistics are compiled by the Traffic Accident Research Unit from Police reports of accidents which result in death or injury, or damage to property estimated to be in excess of \$50.

Summary statistics of traffic crashes are published by the Department every six months 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, data which describe the phenomenon of traffic crashes in terms of the more significant human, vehicle and environmental factors. Supplementary, more specialised crash data are distributed to appropriate Government and Local Government bodies to provide a basis for any local corrective action. Within this Department the data form the basis of the overall traffic safety policy which is implemented through driver licensing, vehicle registration, traffic regulations, and traffic engineering and management countermeasures. 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 Unit's computer, or by the use of large service bureau 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 of 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 on a microfilm viewer.

The Unit maintains printed computer reports of accident 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 accident situation in those areas.

FATAL TRAFFIC CRASHES IN NEW SOUTH WALES

Tables one and two of Appendix 19 present profiles of 1,187 fatal crashes and of 1,314 persons killed during the year ended 30th June, 1975.

Salient features of Table one are that, in New South Wales for the year ended 30th June, 1975:

- there were 1,187 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 and the most common time for these was between 9 p.m. and 3 a.m.;
- the most common type of impact on weekdays was 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, 1975:

- there were 1,314 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 motor cycle fatalities;
- pedestrians accounted for 22% of the year's fatalities and were most common among the two-six year olds and those aged 50 and older.

These 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 older pedestrians.

Trends in the number of fatalities (see graph in Appendix 19) have shown a more or less steady rise over the last 16 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 generally relatively slower than the rise in these other factors. Over the last 16 years, fatalities have fallen from about ten to about six fatalities per ten thousand vehicles registered.

Traffic Crash Fatality Rate Per 10,000 Vehicles															
1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974
-60	-61	-62	-63	-64	-65	-66	-67	-68	-69	-70	-71	-72	-73	-74	-75
9.9	9.3	8.3	8.0	8.3	8.6	8.5	7.8	7.9	7.7	7.6	7.2	6.1	6.0	6.1	6.1

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) experienced an unprecedented decrease in 1972. This was believed to be associated with the introduction of compulsory seat-belt wearing legislation in October, 1971.

TRAFFIC PLANNING AND MANAGEMENT

General. The Department's main role in traffic engineering has been to investigate the need for, plan and provide traffic signals and other facilities such as marked foot crossings, signs and roadmarkings designed to reduce traffic conflict, minimise risks to pedestrians and to provide safe and orderly movement of traffic.

In recent years, however, acceleration in the rate of installation of these facilities and increased involvement of the Department in planning for traffic operations and control have brought about a need to reconstruct the Department's traffic engineering organisation to meet the demands now imposed upon it. Consequently, during the year the Traffic Planning and Management Branch was established and is comprised of four sections — Planning, Development, Operations and Administrative.

The Planning Section comprises Traffic Planning, Construction and the Drawing Office

and supervises traffic signal installation by Contractors as well as effecting installations by Departmental staff.

The Development Section operates the Traffic Control Centre which includes closed circuit television surveillance of the Inner City area, the computerised arterial road co-ordinated signal systems throughout the Metropolitan area and also designs, tests and develops new signal and traffic control strategies and equipment.

The Operations Section, which is divided into four Metropolitan Engineering Districts, is responsible for the maintenance of traffic signals, the installation and maintenance of other traffic facilities, the investigation of traffic problems and proposed local traffic management arrangements. This Section also includes the signals and facilities workshops which assist in the manufacture and maintenance of the various components utilised throughout the State.

The Administrative Section provides administrative and clerical support to the technical sections and is responsible for operating the Departmental two-way radio network.

TRAFFIC SIGNALS

This Year's Work. During the year the Department, using its own staff and Contractors, installed 124 new sets of traffic signals. This figure is significantly higher than the previous maximum number of 96 reached in the last report year. At 30th June, 1975 there were 1,157 sets of signals in service throughout the State. Details are shown in the following table.

	Vehicle Actuated	Pedestrian Signals	Inner City	TOTAL
Sydney	692	212	110	1,014
Newcastle	42	22	—	64
Wollongong	30	8	—	38
Elsewhere	30	11	—	41
TOTAL	794	253	110	1,157

The sites of the new signals are listed in Appendix 20.

In addition 49 sets of signals were reconstructed because of changing traffic factors or upgrading of roadways. Seven sets of signals were removed from service.

Allocation of Work. The Department's construction staff installed 21 of the 124 sets of signals commissioned during the year, the other 103 being installed by Contractors to the Department's designs and specifications. The Department's staff also carried out 15 of the 16 major reconstructions of existing signals and minor reconstruction of 33 signals.

INNER CITY OF SYDNEY

Computer Control of Signals. The conversion to computer operation of the Inner City co-ordinated signal system was completed during the year and 143 intersections are now automatically controlled by "on-line" computer.

The computer analyses information from detectors located in each traffic lane and varies the time sequences of the signals in accordance with actual traffic demand. The effectiveness of automatic traffic control introduced by means of the computer was evaluated by an extensive survey which showed that the new operation is capable of reducing delays and stops by up to 35% with an average improvement of 20% compared to the previous methods adopted.

The Inner City signal system is entirely dependent for its operation on the computer and, in order to ensure continuity of control in the event of any emergency, installation of a duplicate computer system in the Police Headquarters building in College Street is nearing completion.

CO-ORDINATED SYSTEMS FOR ARTERIAL ROADWAYS

Work was completed on the installation of two computer controlled co-ordinated systems on —

Canterbury Road between Fairford Road, Bankstown and Pentland Avenue, Punchbowl;

Parramatta Road between Potts Street, Homebush and Shaftesbury Road, Burwood;

and a co-ordinated system on Pittwater Road, Dee Why between Sturdee Parade and Hawkesbury Avenue.

A contract was let for a new system on Princes Highway, between Bryant Street, Rockdale and Barton Street, Kogarah, involving six new and nine reconstructed signals.

Systems Monitoring Equipment. Development work has been completed on equipment for continuous automatic monitoring of the co-ordinated signal systems. This equipment connects five arterial road computers by Post Office telephone cables to the Master Computer at the City Control Centre and provides monitoring at a central location for any faults in the system. It also enables the traffic situation to be determined at any time.

Wide Area Traffic Control. Planning is well advanced on the development of new equipment which will link co-ordinated traffic signals by Post Office telephone lines to a number of strategically located master computer systems throughout the Sydney Metropolitan Area.

Apart from accelerating the rate of co-ordination of adjacent signals at lower capital cost and without extensive digging of streets to lay connecting cable, techniques being developed with the new equipment will facilitate the implementation of wide area traffic management. It is planned to bring the first of these systems into operation early next year.

OTHER TRAFFIC SIGNALS WORK

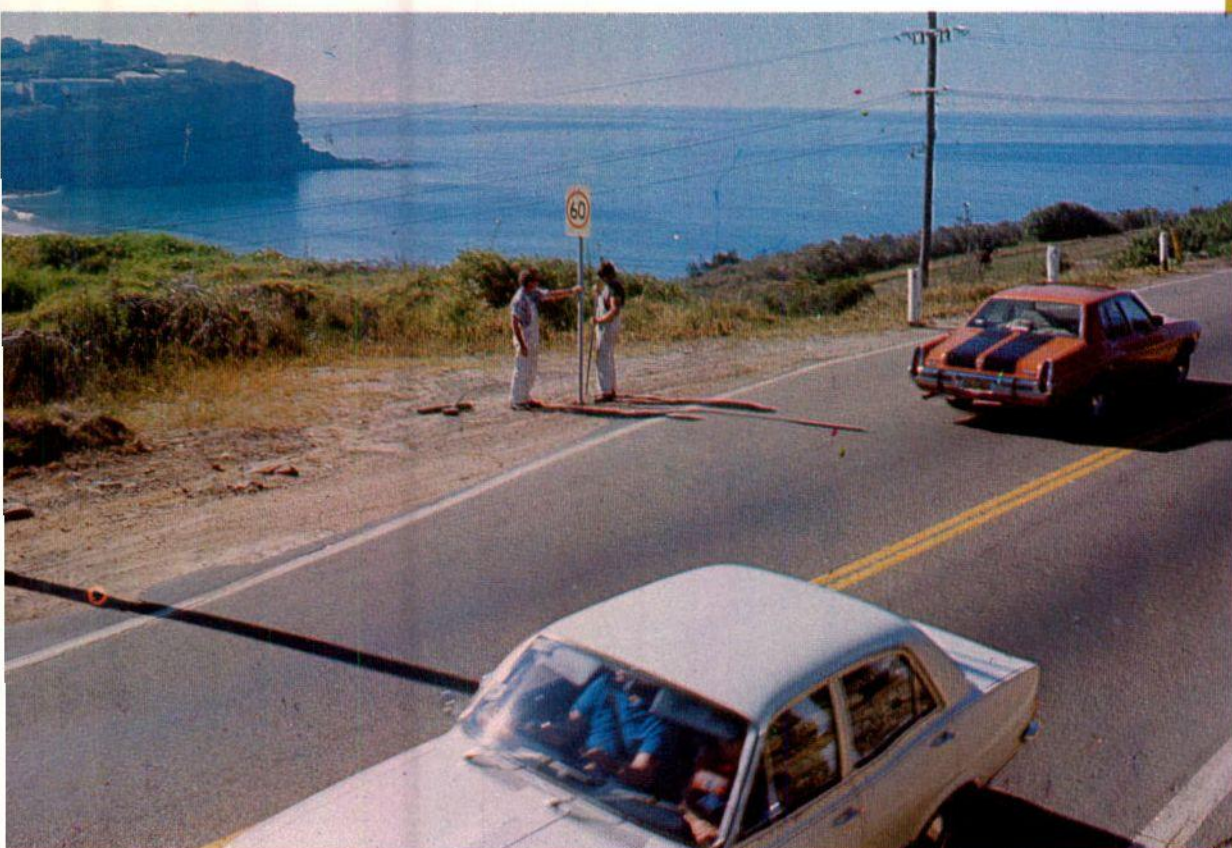
Bridge Opening Signs. Negotiations were finalised during the latter part of the report year to lease land lines from the Post Office to connect advance warning signs near the approaches to Pyrmont and Glebe Island Bridges.

Temporary Signals. Temporary signals were installed on highways and bridges to control traffic movements whilst major repairs and maintenance were carried out by the Department of Main Roads at Inverell, Narrandera, Pipers Creek (Kempsey), Karuah, Macksville and Mayfield.

MAINTENANCE AND REPAIR

In addition to the construction and reconstruction of traffic signals, Departmental staff were engaged on routine maintenance and emergency repair work in the Sydney and Newcastle areas. In other areas such work was carried out by the local electricity supply authority on behalf of the Department. Expenditure on maintenance for the year totalled \$2,373,747.

Other Facilities Provided. 27,581 new facilities, including marked footcrossings, traffic domes, stop signs, one-way traffic and other signs and lane and centre line markings were provided during the year. The installation and maintenance work in the Sydney, Newcastle and Wollongong areas is carried out by the Department's own staff and in other areas the work is performed by Councils under the direction of Departmental staff.



During the year regulatory speed limit signs referring to the speed limit in miles per hour were replaced by metric signs. Following a review of speed zoning on major highways, the opportunity was taken during the changeover of signs to introduce new zones or to extend existing zones. Departmental staff are shown positioning a new sign.

Metrication. Concurrently with the other States and Territories of Australia all traffic standards were converted to metric measurements from 1st July, 1974. About 16,500 speed limit signs were replaced throughout New South Wales. At the same time many signs were relocated to give better vision and the appropriate speed limit was marked on the roadway adjacent to each sign.

Speed Limits. In conjunction with metrication, speed zoning on 13 major highways, including those to the borders with Victoria and Queensland, was introduced or extended for a distance of about 2,500 kilometres. In addition, the Motor Traffic Act provides for variations of speed limits by direction of the Minister for Transport and Highways. During the year such directions imposed a speed limit of 60 km/h over 60 kilometres of roadway whilst speed limits varying from 80 km/h to 110 km/h were applied to 359 kilometres of roadway.

Priority Roads and Give Way Signs. The Canterbury Road Route (Bankstown, Hurlstone Park, Newtown to Broadway) was converted to a Priority Road in December, 1974.

Transit Lane. To overcome a major capacity problem for weekday commuters through the Spit area of Sydney, a "transit lane" was introduced between Balgowlah and Cremorne Junction on 25th November, 1974. This designated the inwards kerb-side lane during the morning peak period as being available only for buses, taxi-cabs, hire cars, cyclists and other vehicles carrying three or more persons. Other traffic can use the lane only if turning left at the next intersection.

The traffic pattern was closely observed throughout the length of the "transit lane" and its approaches, and also in other areas that might have been affected by a transfer of traffic to or from this route. Allowing time to stabilise and for seasonal fluctuations in traffic, studies undertaken in March showed a reduction in average travel time over the "transit lane" for bus passengers of 42% and 29% for occupants of other "transit" vehicles. These benefits far outweighed a small increase (8.6%) in time taken by other vehicles.

An increase of passengers in "transit" vehicles of 28% was mainly attributable to car-pooling and there were some indications of an increase in bus patronage. Surveys are continuing to see whether the benefits are being sustained and to assess whether the technique has application elsewhere as a significant contribution to Sydney's transport and traffic problems.

Clearway Restrictions. The amended hours for clearways (6.30 a.m.-9.30 a.m. and/or 3.30 p.m.-6.30 p.m.) were applied throughout the network, and to the following additional roadways:—

Taren Point Road, Caringbah between the Kingsway and Captain Cook Bridge.

South Dowling Street.

Pennant Hills Road.

General Holmes Drive, Grand Parade and Ramsgate Road, between Mascot and Rocky Point Road, Ramsgate.

Regulation of Parking. The Department continued to supply and install a large number of signs to designate restrictions on the use of kerbside space decided on by the Commissioner of Police or the 11 Parking Advisory Committees.

Research Projects. Research into routine operational problems has been a feature of Departmental activities, enabling it to maintain an association with developments elsewhere and offer traffic control of an appropriately high standard. This has been amplified this year by grants from the Transport (Planning and Research) Act, 1974.

Studies currently under way within the Traffic Planning and Management Branch include:—

Transit lanes.

Bus priority at traffic signals.

Fail-safe requirements of signal equipment.

Strategic control of signal systems.

Criteria for right turn bans (with particular reference to Main Roads).

Costs. Total expenditure during the year was \$8,255,858. Installation, maintenance and operation of traffic signals cost \$6,285,439 the balance of \$1,970,419 being spent on the provision and maintenance of other facilities. Of this amount, \$7,613,276 was provided from State Funds, the remainder being provided principally from Australian Government grants under the Road Grants Act, 1974 (Funds for Minor Improvements on Traffic Engineering and Road Safety) and the Transport (Planning and Research) Act, 1974.

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 per medium of 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 the Regulations made under the Motor Traffic Act were amended to include additional Australian Design Rules for Motor Vehicle Safety which are applicable to current and future motor vehicles. These rules specify accident avoidance and occupant protection standards for motor vehicles and some of their component parts and assemblies. Seat belt equipment, new pneumatic passenger car tyres, engine emission control and vehicle noise are typical areas with which these Rules are concerned.

IMPORTED MOTOR VEHICLES

The Motor Traffic Regulations state that new motor vehicles are required to comply with the Australian Design Rules for Motor Vehicle Safety and prior to acceptance for registration, compliance with these Design Rules is required to be demonstrated by way of type approval testing. A Compliance Plate is required to be affixed with the approval of the Australian Motor Vehicle Certification Board to each vehicle as evidence that the necessary type testing has been conducted and a satisfactory result achieved and accepted as such by the Board.

Vehicles manufactured overseas after 1st January, 1970 (i.e. the first date of operation of Design Rules) of types which have not been demonstrated by test to meet these important safety requirements and where evidence of test has not been submitted to and accepted by the above Board and the affixing of Compliance Plates thereto duly approved, will not therefore comply with the requirements for registration.

Certain concessions have been allowed persons who had made firm commitments prior to 1st October, 1973 for the purchase and importation of overseas motor vehicles so that their vehicles could be registered without Compliance Plates. This concession has been continued to assist bona fide migrants or returning travellers who purchased vehicles manufactured overseas in right-hand form prior to 1st October, 1973, and in extenuating circumstances, involving extreme hardship, to vehicles manufactured after that date.

Motor vehicles manufactured overseas prior to 1st January, 1970 will be accepted for registration for the time being, provided upon Departmental inspection they are found to comply in all respects with the Regulation requirements applicable to such vehicles at the time of their manufacture.

PUBLIC PASSENGER-CARRYING VEHICLES

Passenger-carrying public 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 mechanical inspectors. 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.

PRIVATE VEHICLES

New Vehicles about to be registered. An arrangement exists whereby the distributors of practically all motor cars, light commercial vehicles and motor cycles and some light trailers submit samples of new model vehicles and then receive authority to certify as to the fitness for registration of further vehicles identical with the sample. This arrangement is State-wide and has resulted in considerable economies to the Department as well as the motor trade.

The procedures were revised during the report year to require any participating distributor to hold an appointment as an Authorised Inspection Station (as described later) in order to certify to the vehicle's compliance with the requirements of the Motor Traffic Regulations.

This year this authority embraced 464 distributors, as compared with 510 last year. The decrease was due primarily to the inability of some dealers in new motor vehicles to meet new requirements.

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 qualified technical officer of the Department 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 for registration purposes. A bond of \$20 or an acceptable guarantee must be lodged by the proprietor as a condition of appointment as an Authorised Inspection Station. The great majority of inspections made are annual checks (immediately prior to renewal of the registration) of items of equipment specified by the Motor Traffic Regulations.

Instruction Facilities. In co-operation with relevant Trade Organisations, meetings of Authorised Inspection Station proprietors and examiners have been held at various locations which were attended by technical representatives of the Department who gave information on the scheme and were available to answer questions as required. This has assisted greatly in familiarising station proprietors and authorised examiners with the conditions and requirements of the scheme.

Statistics. On 30th June, 1975, 4,211 Authorised Inspection Stations employing 7,968 examiners were participants in the scheme, compared with 4,103 and 7,936 respectively, twelve months previously. Included in these are Authorised Inspection Stations concerned only with motor cycle and/or light trailer inspections in association with the revised registration procedures for new vehicles.

Supervision and Disciplinary Measures. Strict supervision is exercised to ensure that, as far as practicable, defective vehicles are not passed by Authorised Inspection Stations as fit. 26 Mechanical inspectors attend to this work and also investigate applications for appointment of stations and examiners and advise Authorised Inspection Station personnel generally regarding the scheme.

Reports of laxity or departure from proper standards are considered by a Committee of Review comprising representatives of Motor Trade organisations and a Departmental Chairman. On the Committee's recommendations 77 Authorised Inspection Stations and 86 examiners were disqualified during the year either indefinitely or for periods up to two years. In 125 cases all or part of the \$20 security bond was forfeited. Less serious cases were dealt with by the issue of warnings.

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 mechanical inspectors 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 a Departmental mechanical inspector is stationed.

Inspection of vehicles in Second-hand Dealers' Yards. 7,029 second-hand vehicles offered for sale in used car yards were inspected during the year. Of the vehicles inspected, 2,217 vehicles (31.5%) were found to be in a satisfactory condition and the balance were defective. In 1,156 instances repairs were effected on the spot and in 2,698 cases "Defect" Notices were issued, 2,211 for major defects and 487 for minor defects. The number plates in respect of 958 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.

While the action taken has not eliminated the sale of defective vehicles, it has gone a long way towards improving the quality of vehicles offered for sale by second-hand dealers.

Number of Notices issued. The total number of "Defect" Notices issued in 1974-75 as compared with the two previous years is shown hereunder.

Notices for	1972-73	1973-74	1974-75
(i) Serious defects	25,740	23,237	23,974
(ii) Other defects	11,780	13,786	11,020
TOTAL	37,520	37,023	34,994

Other Functions, Staff, Premises and Equipment

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 for each driver or "off-sider" to hold a driver's certificate.

The object of the legislation was to minimise certain abuses that had developed 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 driver's 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 driver's 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, 1975, 1,714 licences and 3,765 certificates were in issue as against 1,490 and 3,414 respectively on 30th June, 1974. During the year one application for a licence and 44 for certificates were refused by the Commissioner. Two applications for the renewal of driver's certificates were refused and two were cancelled. There were four appeals against the refusal to grant a certificate of which two were upheld.

Licensing of Motor Vehicle Driving Instructors. The Motor Vehicle Driving Instructors Act requires professional instructors engaged in teaching persons to drive motor vehicles to be licensed. Licensed driving instructors must be medically fit and highly competent drivers of good character who know the traffic laws thoroughly and are capable of imparting their knowledge and skill. Regulations under the Act require that training vehicles used by licensed instructors must be safe and properly equipped and fitted with dual footbrake and clutch pedals (if applicable). On 30th June, 1975, 1,964 licences were in issue as against 1,856 on 30th June, 1974. The discretionary powers conferred on the Commissioner by the Act were exercised again this year when 19 applicants were refused licences. One of these applicants appealed unsuccessfully to the Court. During the year two licences were cancelled.

Licensing of Second-hand Motor Dealers. The Second-hand Motor Dealers Act requires dealers in second-hand motor vehicles, parts and accessories to be licensed. The object is to assist the Police in their efforts to minimise thefts and prevent disposal of stolen vehicles

and parts. Only persons of good character are licensed and they are required to keep prescribed records of their business transactions. On 30th June, 1975, 9,068 licences were in issue as against 8,649 on 30th June, 1974. During the 12 month period 656 licences were allowed to lapse and 1,075 new licences were issued. Also during this period 31 applications were refused by the Commissioner. No licences were cancelled. Four appeals were lodged against the Commissioner's refusal and all were upheld.

The Motor Dealers Act, 1974 commenced on 1st May, 1975 and is administered by the Commissioner for Consumer Affairs. It provides for the licensing of dealers in new and second-hand motor vehicles, vehicle wreckers and persons carrying on a prescribed business such as selling spare parts.

The Second-hand Motor Dealers Act will be repealed from 1st August, 1975 and from 1st May, 1975 a dealer in second-hand motor vehicles parts or accessories was not required to hold a licence under that Act if he was the holder of a licence under the Motor Dealers Act.

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 tons unladen and is operated outside a radius of 50 miles 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 21,966 books were issued by this Department, 19,071 going to drivers who were residents of New South Wales and 2,895 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 signposted 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.

The 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, 3,760 disabled persons' parking authorities have been issued.

LAND AND BUILDINGS

As far as practicable the Department continued its policy of replacing inadequate Motor Registry premises with modern offices and acquiring other property or constructing premises to meet requirements other than Motor Registry operations.

The Department was handicapped in this task by pronounced inflationary trends in building costs and the problem of satisfying long-standing needs from capital funds limited by present income levels.

The construction of new offices and the renovation of existing offices was undertaken and, in line with established policy, the buildings were of high standard, air conditioned, and specially designed to provide ample space and favourable conditions for customers and staff. Space for off-street parking was provided in Registry yards and attention given to decorative lawns and gardens to enhance the appearance of the premises.

Land was acquired for future development for Departmental purposes, priorities in this regard being dictated by the need to provide new premises capable of meeting increased business especially in areas where regional centres are being established.

ACHIEVEMENTS THIS YEAR

During the year construction was completed on a new annexe to the Motor Registry at Wollongong, a new Traffic Facilities Depot at Emu Plains and new Traffic Signal Control Cabins at Dee Why, Punchbowl and Strathfield. Alterations were completed at Wagga Wagga Regional Office and Nowra Motor Registry and a building acquired at Thornleigh was converted to a Traffic Facilities Depot.

Work was commenced on the construction of new premises at Cammeray to accommodate the District Office presently located at Chatswood and the Motor Registry presently located at North Sydney and was well advanced at 30th June.

Fully ducted air conditioning systems were installed at Blacktown, Beverly Hills, Miranda and Ryde Motor Registries and the Traffic Signals Workshop at Burwood.

New Motor Registry sites were obtained in Carey Street, Toronto and at Rose and Passefield Streets, Liverpool and Young and Hastings Streets, Wauchope. Additional land abutting the western boundary of the Motor Registry in Belmore Street, Penrith was purchased for site enlargement and improved vehicular access.

The recent establishment of the Albury-Wodonga Growth Centre project will substantially increase the level of business being transacted at Albury Motor Registry which is already approaching the point where the premises are overtaxed. Similarly the establishment of a regional centre at Shellharbour which is only in the early stages of development will create in the foreseeable future an imperative need for a Motor Registry. Negotiations for the acquisition of land for this purpose are proceeding.

Motor vehicle inspection pits are to be installed at Wagga Wagga, Queanbeyan and Gosford Motor Registries and where additional land is required for this purpose preliminary action has been taken.

At the Department's Head Office a number of alterations, including additional air conditioning, have been made to provide more efficient service to the general public and accommodation to suit staff arrangements. At the end of the report year major works in hand were the enlargement of the accommodation for the Department's "On-Line" Computer system and expansion of areas housing staff amenities.

PROPOSED ACTIVITIES

Although the immediate outlook for funds for new capital works is not optimistic, plans to a completed design stage were being developed at the report year's end so that projects can be put in hand without delay as funds become available.

Proposals in this regard contemplate the construction of a new District Office and Motor Registry at Kogarah and new Motor Registries at Liverpool, Wauchope and Toronto (first stage), and alterations to the Motor Registries at Beverly Hills, Miranda, Gosford and Lismore, Wagga Wagga Regional Office and Queanbeyan District Office. Modernisation of the Head Office Public Counter is under consideration as are new Motor Registries at Blacktown, Waitara, Mount Druitt, Shellharbour and Albury and further enlargement of the Penrith Motor Registry site.

STORES AND STATIONERY

The Stores Branch obtains the wide range of items used by the Department throughout the State. These include components for the installation of traffic signals and traffic signs, the supply of registration number plates, diverse stationery items and printing materials.

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 for the Police Traffic Branch were also produced.

MAIL HANDLING

During the year approximately 7.5 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 automatic processes which are being progressively improved by the purchase of more modern machines.

As in previous years, the Department of Education was assisted in enveloping letters advising candidates for the School Certificate and Higher School Certificate of their results.

EQUIPMENT

Electronic Data Processing. As foreshadowed last year conversion of the licence records to the Department's fully computerised Random Access "On-Line" System was commenced in July, 1974. This involved, as a first step, the transfer of magnetic tapes of individual licence details recorded in approximately 3.8 million punched cards.

This mammoth task was completed in a non-stop operation over a single weekend. Editing and processing of the information on the magnetic tapes was then commenced and the new record was available for "On-Line" reference within twelve days of commencement.

The conversion of the licence records marked the completion of a further step in the Department's plans for the development of a fully integrated "On-Line" System, covering vehicles, licences and traffic convictions.

Apart from the marked enhancement in efficiency and convenience and in the capacity to provide prompt service to the public, the development of the new "On-Line" System has freed substantial numbers of clerical staff from the maintenance of the previous semi-manual punched card systems. These officers have been diverted to other areas within the Department resulting in the virtual elimination of overtime and the need to recruit new staff.

Other salient advantages of the system are:—

- Vehicle and Licence records are maintained in a much more comprehensively up-to-date situation than was practicable under the punched card semi-manual systems.
- Logical machine checks of entered data now greatly reduce the possibility of record error.
- Large Departmental Sections reliant on records information as a basis for file processing and other tasks, and the Police Department for its various purposes, benefit by now having the facility to swiftly service their own needs for such information.
- Full details of both vehicle and licence records are instantly available also to the Department's Telephone Enquiry Bureau via Visual Display Terminals enabling prompt satisfaction of inquiries from the general public.
- Document-printing features of the Computer Inquiry Terminals located at all Sydney Metropolitan Motor Registries and at Newcastle and Wollongong Motor Registries have the capacity to quickly cater for customers whose transactions require reference to the central records. Such references were previously effected by telephone, involving lengthy delays and a substantial incidence of transcription errors.
- The facility for producing any desired form of statistical analysis in relation to motor vehicles and licensed drivers.

EQUIPMENT

The main components of the "On-Line" Computer System as developed at the close of the report year consisted of:—

PROCESSING AND INFORMATION RETRIEVAL

Central Processing Unit — I.B.M. System 370/145 — 512K main memory
 Mass Storage — 20 drives of 3339-11 and 4 drives of 330-1 Magnetic Disk Storage
 — 4,400 million characters
 Tape Drives — 4 type 3420
 Line Printer — 1 I.B.M. 1403 (1100 L.P.M.) and 1 Data Products 2440 (800 L.P.M.)
 Card Reader — 1 type 3505 (1200 C.P.M.)
 Printing Card Punch — 1 type 3525 (200 C.P.M.)
 Inquiry Systems
 In-house — 32 type 3277 Visual Display Inquiry Terminals
 — 13 type 3284 Printer Terminals
 Remote — 21 type 2740 Communication Terminals with document — printing capability
 Police Department — 6 type 3277 Visual Display Inquiry Terminals
 — 4 type 3284 Printer Terminals.

DATA COLLECTION

Datanamics — 3 type G.C.S. 2100 KEY-DISC-TAPE with 64 Visual Display Data Entry Terminals
 Datronics — 3 Opscan Model 17 Document Readers.

OTHER MAJOR DEVELOPMENTS

- Use of Opscan Model 17 Document Readers to automatically record, in lieu of key-punching, motor vehicle registration and driving licence renewal payments.
- Expansion of the Inquiry System by the installation of:—
 - (a) 6 additional Visual Display Inquiry Terminals within the Department's Head Office complex;
 - (b) 2 additional Visual Display Inquiry Terminals and 1 additional Printer Terminal at the Police Department's Stolen Motor Vehicles Index; and
 - (c) 1 additional Visual Display Inquiry Terminal and 1 additional Printer Terminal in the Police Communications Division.
- Completion of the System Design for "On-Line" conversion of the now wholly-manual Traffic Conviction Records.
- Duplication of the computer-link with the Police Department to ensure continued

operation of the Police inquiry facilities in the event of equipment or transmission line failure.

PROPOSED FURTHER DEVELOPMENT

- "On-Line" conversion of the Traffic Conversion Records.
- Refinement of the Vehicle Registration and Driving Licence "On-Line" Records System for further enhanced operational efficiency.
- Installation of additional computer equipment including:
 - (i) An additional Central Processing Unit (I.B.M. 370/158-2000K memory) to cater for increasing work volumes and to ensure continuous fast inquiry access for both Departmental and Police purposes on a "round-the-clock" seven days per week basis; and
 - (ii) 1 additional I.B.M. 1403 Line Printer.
- Expansion of the "In-house" Inquiry Network.
- Extension of the Remote Inquiry Network to service additional Motor Registries.
- Implementation of an "On-Line" Administrative Text Management facility for the fast and efficient up-dating of frequently revised instructions, manuals, publications, etcetera.

OVERSEAS INVESTIGATION. At the close of the last report year two senior officers with extensive experience in the Data Processing Field, were visiting the United States of America studying the latest developments in computerised techniques in the fields of Motor Registration, Driver Licensing and Driver Improvement.

The study revealed, amongst other things, that the Department's forward planning in relation to expansion of computer facilities was generally in accord with the comparable Vehicle Registration and Licensing Authorities visited.

New concepts and techniques in computer applications in this particular field were examined and where appropriate to our needs these have been implemented with advantage.

STAFF

General Employment. Although there was a natural growth in the Department's major activities, the progressive conversion of recording systems to "On-Line" computer operation resulted in the need to employ only a small number of additional clerical officers. No difficulty was experienced in recruiting adequate male and female staff.

The Department continued to employ female officers on a part-time basis. During the year their numbers decreased but replacement officers were not recruited. At present, 119 females are employed part-time at Head Office and at Motor Registries. 30 part-time typists are also employed at Motor Registries to augment staff during the busy lunch-hour periods.

Professional and semi-professional staff, for duties with the Traffic Accident Research Unit and the Traffic Planning and Management Branch, were also recruited during the year.

TRAINING AND INSTRUCTION

To assist officers to develop maximum efficiency, the Department throughout the year continued a programme of staff training which included:—

- 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 senior officers at residential courses in management sponsored by the Public Service Board and Statutory Authorities.
- Sponsorship of two Departmental officers to study Law through the Solicitors Admission Board.
- Participation of officers in a Supervisor Development Course conducted by the School of Business Studies, Sydney Technical College.
- Screening of special training films.
- Instruction of officers in letter writing and telephone answering techniques.
- Participation of Staff Training Officers in "on the job" instructional courses.

- Detailed instruction by the Staff Training Section to improve the efficiency of officers, particularly those affected by the conversion of Departmental records to a computerised "On-Line" system.
- Instruction for technicians, in applied electronics and switching circuitry to cope with the specialised nature and increasing complexity of traffic signals systems.
- Provision of academic training, under Departmental sponsorship, of a number of Engineering and Science Undergraduates to meet future needs in the specialised areas of traffic control systems and traffic accident research.
- The technical training of apprentices in the electrical and painting trades.
- 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.

PERSONNEL

Number of Employees. On 30th June, 1975, 3,083 persons were in the employ of the Department, 70 more than a year previously. Details are given in Appendix 21.

Retirement of Commissioner and Assistant Commissioner. Mr. D. R. Coleman, I.S.O. on attaining the age of 65 years, retired from the position of Commissioner for Motor Transport, on 13th February, 1975, after a career of nearly 49 years in the service of the State. Mr. I. R. Smith, retired from the position of Assistant Commissioner for Motor Transport on 19th July, 1974, after 46 years of Government service.

Mr. W. Butler was appointed to the position of Assistant Commissioner for Motor Transport on 22nd July, 1974, and became Commissioner for Motor Transport on 14th February, 1975.

Mr. F. J. McGuinness was appointed to the position of Assistant Commissioner for Motor Transport on 14th February, 1975.

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

On 22nd July, 1974 —

Mr. F. J. McGuinness was appointed Secretary.
Mr. J. C. Gegan was appointed Staff Manager.
Mr. H. L. Camkin was appointed Chief Traffic Planner.
Mr. J. E. Beckett was appointed Metropolitan Regional Superintendent.

On 3rd March, 1975 —

M. K. D. Walsh was appointed Registrar of Motor Vehicles.
Mr. J. E. Beckett was appointed Chief Superintendent.

On 24th March, 1975 —

Mr M. J. Cahill was appointed Administrator.
Mr. N. C. M. Skinner was appointed Secretary.

On 16th April, 1975 —

Mr. N. T. Hookey was appointed Metropolitan Regional Superintendent.
Mr. R. A. Lendich was appointed Stores Manager.
Mr. L. M. Duggan was appointed Regional Superintendent, Northern Regional Branch.
Mr. R. P. Freeman was appointed Regional Superintendent, Western Regional Branch.
Mr. S. A. Preece was appointed Regional Superintendent, Southern Regional Branch.

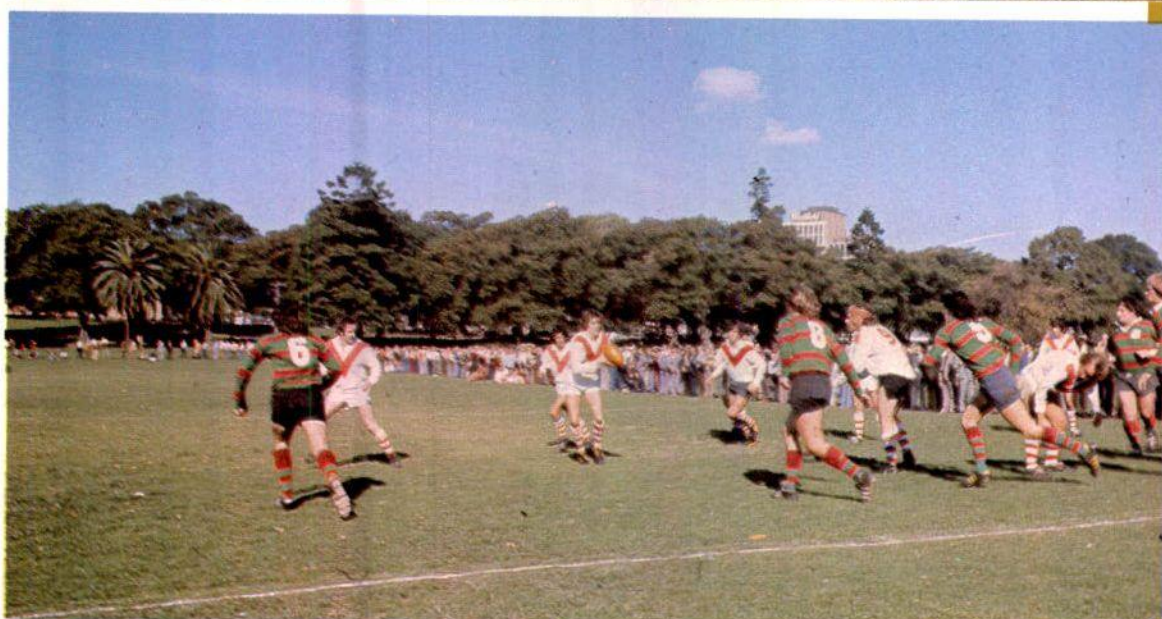
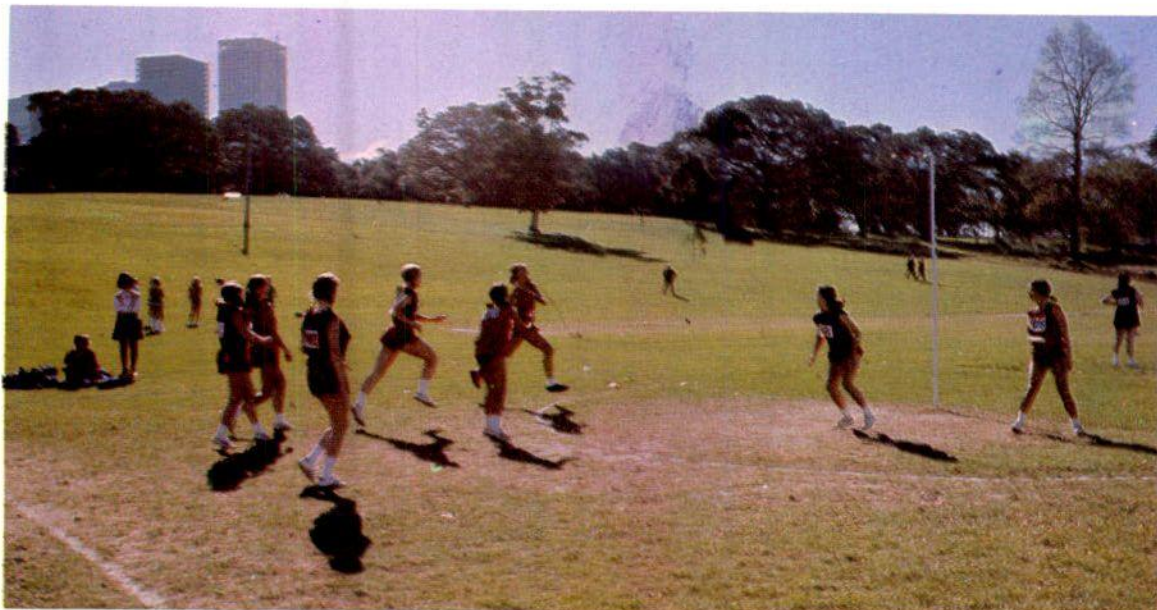
Social Club. An active Social Club with more than 1,900 members plays a vital role in the promotion of good staff relations. Social functions held during the year included a ball, picnics, theatre parties and harbour cruises.

For the convenience of the 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.

MEDICAL

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



The Department's Social Club provides a wide range of benefits for the Staff and sponsors sporting teams whose fixtures are played in luncheon periods. Pictured are teams from the Department's netball and rugby league football clubs competing in the Public Service competitions.

The Section's other work includes emergency attention in cases of staff accidents or illnesses and medical examination of staff and applicants for employment. An anti-influenza staff immunisation programme is conducted annually.

A First Aid Corps, under the supervision of the Medical Section is active within the Department. During the year under review first aid classes were conducted at nine major Departmental locations from which 278 candidates passed examinations for first aid certificates.

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 for provident purposes. Membership is now 3,754.

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APPENDIX I

SUMMARY OF COLLECTIONS From 1st July, 1974 to 30th June, 1975

Previous Year \$		Year ended 30th June, 1975 \$
	Motor Vehicle Taxation (net) on—	
82,562,928	(a) Motor Vehicles, other than public motor vehicles in the Metropolitan, Wollongong and Newcastle Transport Districts (paid into Main Roads Funds)	87,879,854
970,313	(b) Public motor vehicles in the Metropolitan, Wollongong and Newcastle Transport Districts (paid into Public Vehicles Fund)	963,527
83,533,241	Total net collections of motor vehicles taxation	88,843,381
	Ton-mileage Charges (net) on—	
19,729,790	Commercial goods vehicles of more than four tons carrying capacity (paid into Main Roads Funds)	20,769,492
34,538,718	Fees for motor vehicle registration, driver and rider licences, etc. and miscellaneous collections (paid into Road Transport and Traffic Fund)	49,778,812
68,967,083	Insurance Premiums (net) for Government Insurance Office under Motor Vehicles (Third Party Insurance) Act, 1942	99,616,447
841,533	Road Transport and Traffic Fund Advance Payments Account — Proportion of Fees for three year driver and rider licences	2,629,735
7,152,105	Ad-valorem Stamp Duty (net) on motor vehicle registrations under Stamp Duties Act, 1920, as amended (paid into Consolidated Revenue Fund)	8,398,499
447,350	Traffic Accident Research Account — Receipts for issue of specially made number plates	583,825
72,227	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)	71,918
3,198,763	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)	617,465
218,480,810	Total Fees, Tax, etc.	271,309,574
1,206,557	Sundry Contributions by Other Government Bodies	1,389,460
4,835,853	Balances on Funds brought forward	3,581,816
224,523,220	Total	276,280,910

APPENDIX 2

SUMMARY OF DISBURSEMENTS From 1st July, 1974 to 30th June, 1975

Previous Year \$		Year ended 30th June, 1975 \$
15,079,003	Costs of Administration—Department of Motor Transport —	19,932,167
759,048	Salaries and Wages	1,513,638
	Purchase of Assets	
4,524,198	Other Goods and Services	5,918,384
20,362,249		27,364,189
15,430,104	Recoup to Consolidated Revenue—Costs of Police Traffic Services	20,485,955
750,000	Payment towards the cost of Ambulance Services	750,000
		21,235,955
4,327,804	Provision of Traffic Facilities—	
1,617,567	Traffic Control Signals	6,285,439
	Signs, Roadmarkings, etc.	1,970,419
5,945,371		8,255,858
1,300,000	Payments to Public Transport Commission of New South Wales	
540	Railways Division	500,000
1,300,540	Bus Division	500,000
99,323,070	Payments to Roads Authorities—	
772,090	Department of Main Roads (Main Roads)	104,756,402
100,095,160	Councils, Shires, etc. (Omnibuses Routes)	756,519
		105,512,921
68,967,083	Collections received for and transmitted to—	
7,152,105	Government Insurance Office	99,616,447
76,119,188	Stamp Duties Office	8,398,499
		108,014,946
933,596	Road Transport and Traffic Fund Advance Payments Account 1974–75	
5,136	Transferred to Road Transport and Traffic Fund	807,144
938,732	Refunds	4,840
		811,984
220,941,344	Total Disbursement	271,695,852
3,581,876	Balances Carried Forward	4,585,057
224,523,220	Total	276,280,910

APPENDIX 3

ROAD TRANSPORT AND TRAFFIC FUND

Statement of Receipts and Payments for the year ended 30th June, 1975

Receipts			Payments		
Previous Year		Year ended 30th June, 1975	Previous Year		Year ended 30th June, 1975
\$		\$	\$		\$
32,602,375	Motor Traffic Act, 1909	47,387,581	10,803,547	Salaries and Wages	16,780,834
75,316	Motor Vehicles Taxation Management Act, 1949	79,330	441,894	Pay Roll Tax	827,533
290,396	Transport Act, 1930	413,281	27,535	Travelling Concessions to Employees	28,521
32,968,087		47,880,192	146,019	Travelling Expenses	260,608
39,281	Less Refunds	51,198	48,749	State Superannuation Fund	91,187
32,928,806		47,828,994	18,189	Railway Superannuation Fund ..	45,373
131,142	Exchange, Search Fees, etc.	188,276	21,482	New South Wales Retirement Fund	35,855
14,356	Unclaimed Moneys	25,166	610,593	Postal and Telephone Charges ...	830,071
115,563	Miscellaneous	148,580	24,031	Maintenance of Motor Vehicles ..	148,353
33,189,867		48,191,016	719,265	Printing, Stationery, Office Stores and Data Processing Rental .	968,372
941,667	Commission on Insurance Premiums collected	1,290,579	122,545	Maintenance of Office Equipment	148,140
18,596	Compulsory Vehicle Examination — Service Station Fees	18,682	451,680	Building Maintenance and Rent	660,057
62,618	Second-Hand Dealers' Licence Fees	66,781	124,346	Electric Light and Power	174,720
15,044	Motor Vehicle Driving Instructors' Licence Fees ..	19,544	86,130	Interest, Exchange Sinking Fund	91,680
538	Air Transport Act, 1964 — Licence Fees	676	40,802	Motor Vehicle Registration Labels	59,319
286,399	Transfer of Public Vehicles (Taxation) Act, 1969	162,965	244,129	Motor Vehicle Number Plates ...	276,374
23,989	Tow-Truck Act, 1967 Fees	28,569	137,593	General Expenses	188,286
232,530	Consolidated Revenue Fund — Contribution towards cost of collection of "Ad valorem" Stamp Duty	280,500	14,068,529		21,615,283
264,160	State Transport (Co-ordination) Fund — Contribution towards costs of Administration	597,445	14	Purchase of Assets—	
37,500	Contributions by Commonwealth Government — towards the cost of —	37,500	154,836	Purchase of Land	211,451
580,000	Traffic Safety Purposes	—	5,195	Erection of Buildings	338,303
—	Traffic Engineering Road Safety Improvement Programme	642	342,287	Purchase of Motor Vehicles	71,810
—	Urban Transport Study	73,772	502,332	Purchase of Office Furniture and Machines	549,749
617,500	Transport Planning and Research Programme.	111,914	4,897,686		1,171,313
206,527	Councils' Proportion of Parking Meter Supervision Costs ...	258,048	885,000	Provision of Traffic Facilities ...	7,004,168
35,859,435	Total Receipts	51,026,719	750,000	Contribution by Road Transport and Traffic Fund towards Traffic Facilities, Works-in-Progress and Liability under contracts	—
46,999	Trust Moneys—			Payment towards the cost of Ambulance Services under Section 202, Transport Act, 1930	750,000
25,886	Security Deposits, etc.—			Recoup of value of Police services in respect of supervision of Traffic, Registration of Vehicles and Licensing of Drivers	20,485,955
35,932,320	Balance Brought Forward	47,119	15,430,104	Less—	
	Receipts	29,714	674,216	Amount recouped from State Transport (Co-ordination) Fund	—
		51,103,552	14,755,888		20,485,955
			35,859,435	Total Payments	51,026,719
				Trust Moneys—	
				Security Deposits, etc.	
				Refunds	23,593
				Balance Carried Forward	53,240
			35,932,320		51,103,552

In my opinion, the above statement of receipts for the year ended 30th June, 1975 is a correct record of transactions as shown by such accounts.

In my opinion, the above statement of receipts and payments for the year ended 30th June, 1975 is a correct record of transactions as shown by such accounts.

D. FAIRLIE, Auditor-General of New South Wales
SYDNEY
29th September, 1975

L.T. WILLIAMS
Chief Accountant.
12th August, 1975

APPENDIX 4

PUBLIC VEHICLES FUND (SPECIAL DEPOSITS ACCOUNT)
Statement of Receipts, Expenditure and Distributions for the year ended 30th June, 1975

Receipts			Expenditure and Distributions		
Previous Year \$		Year ended 30th June, 1975 \$	Previous Year \$		Year ended 30th June, 1975 \$
975,737	1st July—Balance brought forward	1,083,502		Distribution to Municipalities, Shires and other Authorities—Motor Omnibuses—	
	Motor Omnibuses—		569,933	Tax—	
577,098	Tax—		84,463	Metropolitan	564,765
74,422	Metropolitan	569,742	50,094	Newcastle	71,270
44,853	Newcastle	71,728	704,490	Wollongong	44,839
	Wollongong	45,632		Total	680,874
696,373	Total	687,102			
			1,007,083	Expenditure on Traffic facilities	
	Other Public Vehicles—		30,602	Metropolitan	1,245,226
	Tax—		10,000	Newcastle	6,463
255,030	Metropolitan	258,499	1,047,685	Wollongong	—
14,362	Newcastle	13,280			1,251,689
4,548	Wollongong	4,645			
273,940	Total	276,424		Distribution of Service Licence Fees—	
			59,158	Metropolitan	66,852
	Contribution by Road Transport and Traffic Fund towards cost of Traffic Facilities, Works-in-Progress and Liability under contracts	—	4,987	Newcastle	5,026
885,000			3,455	Wollongong	3,767
			67,600	Total	75,645
	Contribution by Commonwealth Government—Minor Improvements for Traffic Engineering and Road Safety	726,066	145,636	Balances in Fund at 30th June—	
—			16,601	Motor Omnibuses—	
			11,786	Tax—	
				Metropolitan	150,613
				Newcastle	17,059
				Wollongong	12,580
	Service Licence Fees—		6,658	Other Public Vehicles—	
63,163	Metropolitan	63,472	1,800	Tax—	
4,903	Newcastle	5,122	1,395	Metropolitan	—
4,161	Wollongong	3,324		Newcastle	8,617
72,227	Total	71,918		Wollongong	6,040
			885,000	Contribution by Road Transport and Traffic Fund towards cost of Traffic Facilities, Works-in-Progress, and Liability under contracts	—
			—	Amount retained in Fund as Works-in-Progress and Liability under Contracts	630,996
			13,147	Service Licence Fees—	
			750	Metropolitan	9,767
			729	Newcastle	846
			1,083,502	Wollongong	286
					836,804
2,903,277	Grand Total	2,845,012	2,903,277	Grand Total	2,845,012

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

In my opinion, the above statement of receipts for the year ended 30th June, 1975 is a correct record of transactions as shown by such accounts.

D. FAIRLIE, Auditor-General of New South Wales
 SYDNEY
 29th September, 1975

L.T. WILLIAMS
 Chief Accountant.
 12th August, 1975

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 —	
	1974	1975
METROPOLITAN TRANSPORT DISTRICT —	\$	\$
(a) Councils—		
Ashfield	9,280	9,259
Auburn	11,456	11,431
Bankstown	35,394	35,316
Baulkham Hills	2,219	2,214
Blacktown	19,271	19,228
Botany	5,028	5,016
Burwood	9,681	9,660
● Camden	294	294
Campbelltown	3,860	3,851
Canterbury	30,140	30,074
Concord	7,747	7,730
Drummoyne	7,113	7,098
Fairfield	22,581	22,531
Holroyd	12,978	12,950
Hornsby	5,767	5,755
Hunters Hill	2,038	2,033
Hurstville	14,646	14,614
Kogarah	8,173	8,155
Kuringai	8,718	8,698
Lane Cove	4,678	4,668
Leichhardt	21,715	21,668
Liverpool	11,374	11,349
Manly	6,286	6,272
Marrickville	15,480	15,446
Mosman	4,851	4,840
North Sydney	11,946	11,920
Parramatta	18,868	18,827
Penrith	5,232	5,220
Randwick	37,526	37,443
Rockdale	14,271	14,240
Ryde	12,133	12,106
South Sydney	8,750	8,731
Strathfield	6,752	6,737
Sutherland	11,455	11,430
Sydney	127,240	126,960
Warringah	12,834	12,806
Waverley	15,034	15,001
Willoughby	18,468	18,427
Windsor	649	647
● Wollondilly	125	124
Woollahra	16,737	16,700
(b) Authorities—		
Public Transport Commission of New South Wales (Rail Division)	67	67
Department of Health	514	513
Necropolis Trustees (Rookwood)	143	142
(c) Capital Debt Reduction	599,512	598,191
	29,579	33,426
TOTAL—METROPOLITAN	629,091	631,617
NEWCASTLE TRANSPORT DISTRICT—		
(a) Council—		
Newcastle	65,779	55,812
Lake Macquarie	16,303	13,833
● Port Stephens	3,979	3,376
● Stroud	748	635
● Gloucester	134	114
● Maitland	14	12
	86,957	73,782
(b) Capital Debt Reduction	2,493	2,513
TOTAL—NEWCASTLE	89,450	76,295
WOLLONGONG TRANSPORT DISTRICT—		
Councils—		
Wollongong	47,247	42,885
● Shellharbour	6,280	5,701
● Campbelltown	6	5
● Kiama	16	15
*TOTAL—WOLLONGONG	53,549	48,606
COMBINED GRAND TOTAL	772,090	756,518

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 Statement of Receipts and Payments for the year ended 30th June, 1975

Receipts			Payments		
Previous Year		Year ended 30th June, 1975	Previous Year		Year ended 30th June, 1975
\$		\$	\$		\$
1,877,962	Balance brought forward from previous year	662,040		Administrative Expenses—	
	State Transport (Co-ordination) Act, 1931.		1,675,436	Salaries and Wages	—
571,234	Licence Fees	578,057	54,012	Purchase of Assets	—
1,350	Less Refunds	955	446,321	Other Expenses	—
569,884		577,102	2,175,769		—
48,060	Miscellaneous Fees	25,521	264,160	Contribution to Road Transport and Traffic Fund towards cost of administration	597,445
55,774	Fines and Court Costs	12,630			
16,196	Revenue in respect of the carriage of passengers	38		Recoup of value of Police services in connection with the supervision of the State Transport (Co-ordination) Act	—
—	Less Refunds	164	674,216		—
16,196		Dr. 126	3,114,145		597,445
2,542,445	Revenue in respect of the carriage of goods	4,419		Distribution of revenue under Section 26(7) of the State Transport (Co-ordination) Act—	
33,596	Less Refunds	2,081			
2,508,849		2,338		Public Transport Commission of New South Wales—	
3,198,763	Total Receipts	617,465		Railways Division—	
2,130	Security Deposits—			Passenger Charges	—
50	Balance from previous year	1,025	21,920	Goods Charges	500,000
2,180	Receipts	30	1,278,080		
1,155	Less Refunds	1,055	540	Bus Division—	
1,025		20	1,300,540	Passenger Charges	—
		1,035	4,414,685		500,000
			1,025	Total Payments	1,097,445
			662,040	Security Deposits held at 30th June	1,035
5,077,750		1,280,540	5,077,750	Balance in Fund at 30th June ...	182,060
					1,280,540

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, 1975, is a correct record of transactions as shown by such accounts.

D. FAIRLIE, Auditor-General of New South Wales
SYDNEY
29th September, 1975

L.T. WILLIAMS
Chief Accountant.
12th August, 1975

APPENDIX 7

ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958

Monthly Receipts of Ton-Mileage Charges for the Years ended 30th June, 1974 and 30th June, 1975

Month	Interstate Vehicles		Intrastate Vehicles		Totals	
	1974-1975	1973-1974	1974-1975	1973-1974	1974-1975	1973-1974
	\$	\$	\$	\$	\$	\$
July	688,921	582,204	1,437,792	1,118,553	2,126,713	1,700,757
August	605,451	675,092	1,248,291	1,218,764	1,853,742	1,893,856
September	628,929	559,880	1,231,150	1,075,431	1,860,079	1,635,311
October	554,744	631,066	1,353,719	1,186,281	1,908,463	1,817,347
November	601,605	697,090	1,221,923	1,152,118	1,823,528	1,849,208
December	470,706	532,868	1,110,838	872,101	1,581,544	1,404,969
January	510,744	494,388	1,209,208	1,002,808	1,719,952	1,497,196
February	397,616	506,920	984,301	1,045,531	1,381,917	1,552,451
March	364,743	542,666	1,051,954	1,096,841	1,416,697	1,639,507
April	535,459	436,950	1,196,604	881,137	1,732,063	1,318,087
May	522,598	673,039	1,155,429	1,321,393	1,678,027	1,994,432
June	493,935	474,846	1,247,102	993,887	1,741,037	1,468,733
(Gross) Total	6,375,451	6,807,009	14,448,311	12,964,845	20,823,762	19,771,854
			Less Refunds		54,269	42,064
			Net		20,769,493	19,729,790

APPENDIX 8

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

From 1st July, 1974 to 30th June, 1975

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

Previous Year	Head of Expenditure	Year ended 30th June, 1975
\$		\$
2,205,019	Salaries and Wages	2,756,333
87,109	Pay Roll Tax	137,644
59,238	Travelling Expenses and Allowances	73,815
4,414	Superannuation Funds	25,772
113,392	Maintenance and Running of Motor Vehicles	145,407
45,640	Postage and Telegrams	96,543
35,546	Telephone Charges	28,099
30,445	Printing and Stationery	85,768
7,993	Office Stores	16,538
56,032	Data Processing	30,664
27,038	Light and Power	24,691
68,615	Maintenance of Buildings	94,080
23,142	Maintenance of Office Furniture and Machines	21,117
45,860	Erection of Buildings	82,567
78,948	Purchase of Office Furniture and Equipment	121,650
3	Purchase of Land	3,767
33,710	Purchase of Motor Vehicles	84,652
3,402	Land Radio-Telephone Communication	7,801
1,735	Legal Costs	3,501
15,133	Uniforms	17,001
27,234	Sundries	35,534
2,969,648	Total	3,892,944

APPENDIX 9

CONVICTIONS UNDER ROAD MAINTENANCE (CONTRIBUTION) ACT FOR YEAR ENDED 30th JUNE, 1975					
Vehicle Classification	CONVICTIONS FOR FAIL TO:				Total Convictions
	Deliver Return	Pay Charges	Comply with Notice	Show Journey	
Intrastate	3,893	2,563	4	21	6,481
Interstate—N.S.W.	1,011	1,825	—	—	2,836
Victoria	941	915	—	—	1,856
Queensland	184	169	—	—	353
South Australia	886	396	—	—	1,282
Western Australia	25	12	—	—	37
A.C.T.	65	120	—	—	185
Northern Territory ...	8	—	—	—	8
Tasmania	—	—	—	—	—
Total	7,013	6,000	4	21	13,038

APPENDIX 10

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

State Transport (Co-ordination) Act, 1931, as amended, and Regulations:—

Operate or drive contrary to licence (motor lorries)	37
Drive or operate contrary to licence (taxi-cabs)	22
Drive or operate unlicensed public vehicles (motor lorries)	25

84

Transport Act, 1930, as amended, and Regulations for Public Vehicles, Metropolitan, Newcastle and Wollongong Transport Districts:—

Fail to produce licence for inspection	12
Demand more than correct fare	4
Fail to carry out punctually a hiring or comply with request of hirer	11
Demand other than prescribed fare	12
Fail to drive by shortest practicable route	2
Fail to comply with request of hirer	3
Fail to take due care in loading or removing luggage or goods	1
Fail to set meter in motion	5
Fail to run to timetable (omnibus)	5
Fail to drive away from stand	13
Place taxi on disengaged stand	13
Fail to display vacant sign	5
Carry more than five passengers	1
Fail to accept hiring	47
Fail to occupy correct position on stand	1
Multiple hire or permit person to be carried without consent	8
Leave driving seat of taxi-cab to tout for passengers and to attract notice by calling	27
Incivility	20

190

Motor Traffic Act, 1909, as amended, and Regulations:—

Unlicensed driver	8
Drive unregistered vehicle	50
Obtain licence by misrepresentations	1
Transfer plate to another vehicle	2
Not have prescribed rest	2
Drive for more than twelve hours	1
Fail to notify disposal of vehicle	69
Fail to apply for transfer	133
Cause to be driven without traders plate affixed	3
Fail to drive into checking station	1
Vehicle and equipment exceed length, height or width	80
Exceed weight	10
Fail to carry log book	33
Fail to carry completed log book	24

417

Road Maintenance (Contribution) Act, 1958:—

Omit item from record	21
Fail to furnish record	6,887
Fail to pay charges	5,123
Fail to furnish record (Director)	2
Fail to pay charges (Director)	3

12,036

Summary Offences Act, 1970

Use unseemly words	2
--------------------------	---

2

TOTAL

12,729

APPENDIX 11

MOTOR REGISTRIES IN OPERATION AS AT 30TH JUNE, 1975

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	Cumnock	Lockhart	Stockinbingal
Balranald	Dareton	Macksville	Stroud
Bangalow	Darlington Point	Maclean	SYDNEY (ROSEBERY)
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	COULBURN	Narooma	Uralla
Braidwood	GRAFTON	NARRABRI	Urana
Brewarrina	Greenethorpe	Narrandera	Urbenville
BROKEN HILL	Grenfell	Narromine	WAGGA WAGGA
Bulahdelah	GRIFFITH	NEWCASTLE	WAITARA
Bundarra	Gulargambone	Nimmitabel	Walcha
Bungendore	Gulgong	NORTH SYDNEY	Walgett
Buronga	Gundagai	NOWRA	Walla Walla
Burren Junction	GUNNEDAH	Nundle	Wanaaring
Byron Bay	Gunning	Nymagee	Warialda
CAMPBELLTOWN	Guyra	Nyngan	Warren
Candelo	Gwabegar	Oaklands	WAUCHOPE
Canowindra	Harden	Oberon	Weethalle
Captain's Flat	Hay	ORANGE	Wee Waa
Carinda	Henty	Pambula	WELLINGTON
Carrathool	Hill End	PARKES	Wentworth
CASINO	Hillston	PARRAMATTA	Werris Creek
Cassilis	Holbrook	Peak Hill	West Wyalong
CESSNOCK	INVERELL	PENRITH	Whitton
CHARLESTOWN	Ivanhoe	Picton	Wilcannia
CHULLORA	Jerilderie	Pilliga	WOLLONGONG
Cobar	June	Pooncarie	Woodburn
Cobargo	Kandos	Portland	Woodenbong
COFF'S HARBOUR	KATOOMBA	Quandialla	WYONG
Collarenebri	KEMPSEY	QUEANBEYAN	Yass
Condobolin	Khancoban	Quirindi	Yenda
Coolah	KIAMA	Rand	Yetman
Coolamon	KOGARAH	Rankin's Springs	YOUNG
COOMA	Kyogle		

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--	
	1974	1975
	\$	\$
Head Office (Motor Registry Section)	13,022,175	16,747,511
Albury	1,943,340	2,551,624
Armidale	1,155,054	1,547,454
Bathurst	1,240,744	1,585,487
Bega	742,330	1,024,825
Beverly Hills	4,533,303	5,642,814
Blacktown	3,914,454	5,152,039
Broken Hill	1,169,953	1,534,717
Campbelltown	1,892,069	2,788,139
Casino	718,604	887,946
Cessnock	962,325	1,306,158
Charlestown	2,848,312	3,767,704
Chullora	6,423,891	8,062,910
Coffs Harbour	1,228,475	1,588,282
Cooma	639,686	822,722
Cootamundra	697,061	926,808
Cowra	745,332	882,948
Deniliquin	875,404	1,215,250
Dubbo	1,968,162	2,553,745
Fairfield	3,621,376	4,913,471
Five Dock	6,724,319	8,740,054
Forbes	643,236	815,126
Glen Innes	536,528	675,270
Gosford	2,730,001	3,636,548
Goulburn	1,449,992	1,788,330
Grafton	1,187,246	1,503,440
Griffith	1,165,749	1,498,232
Gunnedah	715,640	930,136
Inverell	927,567	1,125,288
Katoomba	648,167	828,499
Kempsey	942,967	1,180,871
Kiama	765,045	1,056,634
Kogarah	4,521,554	5,614,750
Leeton	781,224	984,893
Lidcombe	5,520,800	6,737,201
Lismore	1,860,505	2,468,255
Lithgow	754,006	962,385
Liverpool	4,668,978	6,016,016
Maitland	1,705,087	2,237,217
Manly	5,018,466	6,748,435
Miranda	4,552,124	6,065,460
Mittagong	895,035	1,193,053
Moree	680,042	895,187
Mudgee	623,216	811,620
Murwillumbah	622,879	811,718
Muswellbrook	832,927	1,062,809
Narrabri	627,942	769,977
Newcastle	6,466,944	7,910,035
North Sydney	5,847,402	8,264,553
Nowra	1,469,332	1,977,131
Orange	1,604,228	2,052,465
Parkes	767,598	997,490
Parramatta	8,393,060	10,717,435
Penrith	3,323,720	4,397,597
Queanbeyan	1,139,385	1,518,658
Raymond Terrace	913,796	1,124,847
Richmond	1,403,460	1,908,614
Ryde	4,717,206	6,158,242
Singleton	566,015	758,241
Tamworth	2,159,299	2,743,951
Taree	1,641,167	2,096,411
Toronto	1,091,666	1,524,339
Tumut	571,269	713,954
Tweed Heads	546,725	718,691
Wagga Wagga	2,746,011	3,298,493
Waitara	4,134,140	5,411,776
Wauchope	779,899	1,097,851
Wellington	359,146	469,347
Wollongong	7,456,644	9,290,706
Wyong	1,349,802	1,537,056
Young	668,603	881,086
TOTAL	162,559,809	210,228,927

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 1975

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

* Wollongong included from 1st July, 1957

† Private hire cars included in cars before June, 1944

‡ Total figure only available

 ϕ Includes country public vehicles Δ Includes tractors, trailers and vans

|| Pre-war peak

APPENDIX 14

BRAND NEW MOTOR VEHICLES REGISTERED, 1958 to 1975

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
TOTAL	1,892,342	1,207,617	174,603	3,274,562	

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

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

Table 2—Dissection of Licences by Type

Class or Type	On 30.h June—	
	1974	1975
Class 1	1,837,231	1,943,008
Class 2	5,067	5,290
Class 3	277,752	284,318
Class 4	28,436	30,025
Class 5	82,876	87,098
Taxi-cab driver (Transport Districts)	17,459	18,875
Motor cycle rider	141,803	163,582
*TOTAL	2,390,624	2,532,196

* 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 "Halt" or "Stop" 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 twelve 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			
	Convicted	*Discharged Section 556A	Automatic			† Automatic Disqualification Varied by Court to—					TOTAL	Dismissed (conviction confirmed)	Allowed (conviction quashed)	Dismissed*	
			Six Months	One Year	Three Years	Less than 3 months	3 months—less than 6 months	6 months—less than 1 year	1 year—less than 3 years	3 years or more				Unconditionally	Conditionally
Drive whilst under influence	1,614	187	—	307	123	554	205	151	186	88	1,614	89	7	—	1
Exceed Prescribed concentration of alcohol	15,860	1,348	—	2,569	1,269	6,095	2,261	1,553	1,439	674	15,860	1,111	11	12	20
Refuse breath analysis test	312	18	—	56	53	72	37	34	35	25	312	35	6	—	—
Drive in manner or at speed dangerous	2079	34	—	616	92	396	309	242	329	95	2,079	215	17	—	—
Not stop after injury accident Sec. 8(1)	55	3	—	14	5	7	6	8	11	4	55	8	1	—	—
Drive whilst disqualified ★	1,926	22	1,168	—	—	15	26	206	242	269	1,926	179	7	4	2
Culpable driving	74	2	—	18	19	2	6	2	14	13	74	2	—	—	—
By negligent act cause grievous bodily harm ...	25	—	—	4	8	3	—	—	4	6	25	—	—	—	—
Manslaughter	12	—	—	3	4	—	—	—	3	2	12	—	—	—	—
TOTAL	21,957	1,614	1,168	3,587	1,573	7,144	2,850	2,196	2,263	1,176	21,957	1,639	49	16	23

* 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	136,679	26,430	994	833
Negligent driving	31,483	9,826	1,428	629
Not stop after accident (Section 8(3) or 8(4))	127	598	36	171
Other offences (Cross unbroken centre line, etc.)	69,988	19,116	1,614	1,866
TOTAL	238,277	55,970	4,072	3,499

Appeals to higher Courts against suspensions or disqualifications were heard in 781 cases of which 149 were allowed and 632 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*	11,024	—
Points System*	14,663	—
Conduct and Habits	32	247
Physical Disabilities	446	354
Other Grounds	2,114	264
TOTAL	28,279	865

There were 8,807 appeals to Courts of Petty Sessions in respect of the abovementioned suspensions and cancellations 2,495 were allowed and 6,312 dismissed. In respect of refusals there were 136 appeals and 43 were allowed and 93 were dismissed.

* See Table 4 for further details.

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

Points System	
Licences suspended	14,517
Licences cancelled	146
Provisional Licence Scheme	
First year provisional licences cancelled	10,193
Subsequent first year provisional licences cancelled	691
Other than first year provisional licences cancelled	140
TOTAL	25,687
Further details are shown in Appendix 15.	
A total of 20,864 licences were suspended or cancelled last year.	

APPENDIX 17

PRIVATELY OPERATED OMNIBUS SERVICES IN THE
TRANSPORT DISTRICTS

Table 1 Numbers of operators, services and vehicles as at 30th June, 1974 and 30th June, 1975

	Metropolitan		Newcastle		Wollongong	
	1974	1975	1974	1975	1974	1975
Operators	113	112	15	15	13	13
Services	207	204	23	23	24	25
Omnibuses —						
In service	1,151	900	133	136	186	171
In reserve	236	519	10	12	29	39
Total	1,387	1,419	143	148	215	210
Petrol	179	183	4	3	10	9
Diesel	1,207	1,235	139	145	205	201
Liquid Propane Gas	1	1	—	—	—	—
Total	1,387	1,419	143	148	215	210

Table 2 Operating and financial particulars, years ended 31st March, 1974 and 31st March, 1975

	Metropolitan		Newcastle		Wollongong	
	1974	1975	1974	1975	1974	1975
Numbers of employees	1,620	1,665	146	141	239	267
Omnibus Mileage	30,431,844	30,427,916	3,091,447	2,534,849	5,624,269	5,961,313
Passengers Carried	114,467,501	113,838,479	4,365,666	4,262,517	13,445,812	15,872,869
	\$	\$	\$	\$	\$	\$
Book Value of Plant ..	7,917,882	8,713,840	601,400	708,060	1,153,534	1,017,418
Revenue	18,671,990	23,102,038	1,518,752	1,654,225	2,706,746	3,197,457
Expenditure	16,763,556	21,391,191	1,422,481	1,571,978	2,608,831	3,191,098
Net Profit	1,908,434	1,710,847	96,271	82,247	97,915	6,359
Included in expenditure—						
Owners' Wages	379,448	555,246	32,650	12,480	60,499	63,681
Depreciation	1,335,795	1,604,096	129,936	146,328	133,929	149,133
Interest Payments						
Loans, etc.	331,421	370,334	13,430	18,672	37,508	41,758
	c.	c.	c.	c.	c.	c.
Revenue per mile	61.36	75.92	49.12	65.25	48.1	53.63
Expenditure per mile ..	55.09	70.30	46.01	62.01	46.3	53.53
Net Profit per mile ...	6.27	5.62	3.11	3.24	1.8	.01

APPENDIX 18

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
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%)

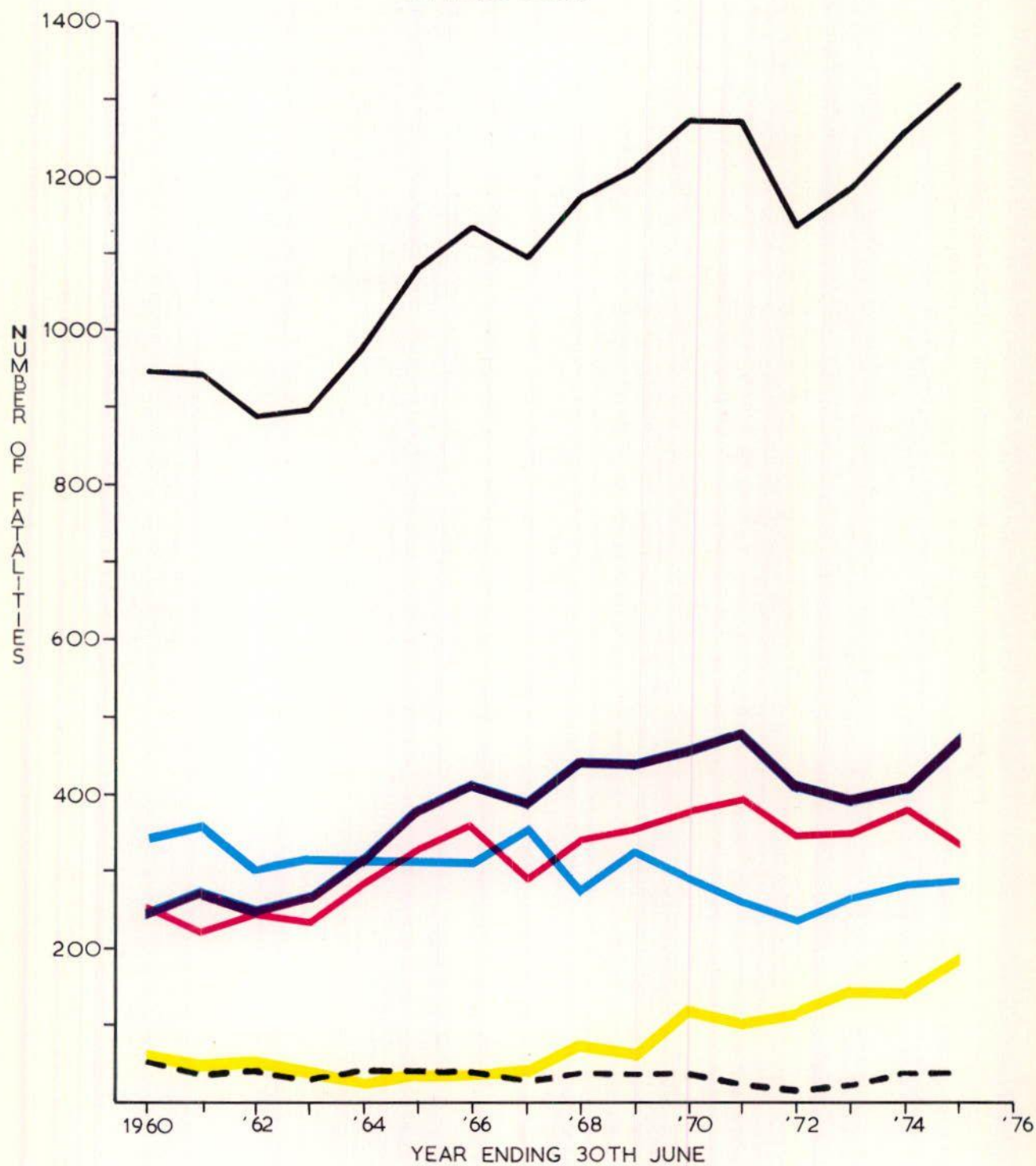
Part 2. Country Districts— cities and towns with radio-equipped vehicles

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	Macleay	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	Morissey	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
Condoblin	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 19 (Continued)

TABLE 1. Fatal traffic crashes in N.S.W. for the year ending 30th June, 1975. Time of day, day of week and type of first impact of the crash.

TYPE OF FIRST IMPACT	DAY OF WEEK	TIME OF DAY										
		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	TOTAL	
VEHICLE-VEHICLE	SUN	14	3	3	5	8	22	13	11	0	79	464
	MON-FRI	12	8	38	40	35	62	52	50	0	297	
	SAT	16	1	8	11	5	10	22	15	0	88	
SINGLE VEHICLE	SUN	22	5	7	5	7	10	11	12	2	81	411
	MON-FRI	24	13	14	16	32	38	34	59	2	232	
	SAT	26	8	5	5	4	12	15	23	0	98	
VEHICLE-PEDESTRIAN	SUN	5	1	2	2	2	3	11	7	0	33	283
	MON-FRI	7	3	12	15	18	57	51	41	2	206	
	SAT	4	2	0	4	5	7	16	6	0	44	
VEHICLE-PARKED VEHICLE/OTHER	SUN	0	0	1	0	0	0	0	0	0	1	29
	MON-FRI	2	2	1	1	5	2	3	6	0	22	
	SAT	1	0	0	0	1	1	0	3	0	6	
TOTALS	SUN	41	9	13	12	17	35	35	30	2	194	1187
	MON-FRI	45	26	65	72	90	159	140	156	4	757	
	SAT	47	11	13	20	15	30	53	47	0	236	
GRAND TOTALS		133	46	91	104	122	224	228	233	6	1187	

TABLE 2. Deaths from traffic crashes in N.S.W. for year ending 30th June, 1975. Age, sex and class of road user killed.

CLASS OF ROAD USER	SEX	AGE													Unknown	
		0-2	2-6	7-12	13-16	17-20	21-24	25-29	30-39	40-49	50-59	60-69	70+	Unknown	TOTAL	
VEHICLE DRIVERS	M	0	0	0	3	70	62	58	68	52	38	24	15	13	403	
	F	0	0	0	0	7	6	13	13	9	13	6	2	2	71	
TOTAL		0	0	0	3	77	68	71	81	61	51	30	17	15	474	
VEHICLE PASSENGERS	M	5	10	6	19	38	18	18	12	6	10	6	13	10	171	
	F	1	8	7	13	23	15	9	11	19	11	20	15	9	161	
TOTAL		6	18	13	32	61	33	27	23	25	21	26	28	19	332	
MOTOR CYCLISTS	M	0	0	0	6	77	46	13	5	4	4	0	0	6	161	
	F	0	0	0	1	2	1	1	0	0	0	0	0	0	5	
TOTAL		0	0	0	7	79	47	14	5	4	4	0	0	6	166	
MOTORCYCLE PASSENGERS	M	0	0	0	1	6	3	0	1	0	0	0	0	0	11	
	F	0	0	0	2	6	1	0	0	0	0	0	0	0	9	
TOTAL		0	0	0	3	12	4	0	1	0	0	0	0	0	20	
PEDESTRIANS	M	8	15	10	3	6	5	7	13	17	32	31	47	7	201	
	F	3	17	5	3	4	0	1	4	4	6	15	24	3	89	
TOTAL		11	32	15	6	10	5	8	17	21	38	46	71	10	290	
PEDAL CYCLISTS	M	0	0	12	4	0	1	0	0	2	2	2	1	0	24	
	F	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
TOTAL		0	0	14	4	0	1	0	0	2	2	2	1	0	26	
OTHERS	M	1	0	1	0	0	0	0	1	1	0	1	0	0	5	
	F	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
TOTAL		1	0	1	1	0	0	0	1	1	0	1	0	0	6	
TOTAL	M	14	25	29	36	197	135	96	100	82	86	64	76	36	976	
	F	4	25	14	20	42	23	24	28	32	30	41	41	14	338	
GRAND TOTAL		18	50	43	56	239	158	120	128	114	116	105	117	50	1314	

APPENDIX 20

TRAFFIC SIGNAL INSTALLATIONS COMPLETED IN THE YEAR 1st JULY, 1974 to 30th JUNE, 1975

The dates shown are the first day in service of each installation. Signals provided for pedestrians (including school children) are denoted thus(*).

SYDNEY AND SUBURBS

ARTARMON	Herbert & Cleg Streets — 19th June, 1975
AUBURN	Chisholm Road & Mona Street — 16th January, 1975 Chisholm & Wellington Roads — 23rd December, 1974 Parramatta Road, Newton Road & Hampstead Street — 20th March, 1975
BANKSTOWN	Canterbury & Fairford Roads — 5th November, 1974 Moxon & Canterbury Roads — 24th October, 1974 Stacey Street & Canterbury Road — 23rd October, 1974 Stacey Street & Liverpool Road (Hume H'way) — 13th November, 1974
BEECROFT	Beecroft & Copeland Roads — 19th June, 1975
BLACKTOWN	Main & Flushcombe Roads — 29th April, 1975
BONDI	Richmond Road & Lyton Street — 13th May, 1975 Bondi Road & Denham Street — 5th February, 1975
BURWOOD	Old South Head Road & Penkivil Street — 29th April, 1975
*CARLINGFORD	Parramatta & Shaftsbury Roads — 17th February, 1975 North Rocks Road, east of Bardia Street — 17th September, 1974
*	North Rocks Road, east of Tobruk Avenue — 17th September, 1974
CASTLE HILL	Showground & Old Northern Roads — 12th December, 1974
CHATSWOOD	Pacific H'way, Albert Avenue & Oliver Road — 16th December, 1974 Pacific H'way & Centennial Avenue — 16th December, 1974 Sydney & Mowbray Roads — 5th June, 1975
*COOGEE	Coogee Bay Road, west of Byron Street — 26th November, 1974
*	Malabar Road, north of Napper Street — 26th February, 1975
CROWS NEST	Willoughby Road & Albany Street — 8th April, 1975
DARLINGHURST	Craigend Street & MacLachlan Avenue — 15th December, 1974
DARLINGTON	City Road & Codrington Street — 28th November, 1974
*DEE WHY	Oaks Avenue, west of Avon Road — 19th December, 1974 Pittwater Road & Hawkesbury Avenue — 28th October, 1974 Pittwater Road & Dee Why Parade — 19th December, 1974 Pittwater Road & Howard Avenue — 19th December, 1974 Pittwater Road & Oaks Avenue — 19th December, 1974 Pittwater Road & Pacific Parade — 19th December, 1974 Pittwater Road & Sturdee Parade — 19th December, 1974 Lovell Road, west of Waratah Street — 2nd December, 1974 Birdwood, Koola Avenue & Wattle Street — 18th June, 1975 College & Francis Streets — 8th August, 1974 Shaftesbury Road & Rutledge Street — 23rd April, 1975 Coronation Parade, Georges River & Punchbowl Roads — 16th May, 1975 Georges River Road, Portland Street & Lees Avenue — 6th May, 1975
*DENISTONE EAST	Liverpool & Wentworth Roads — 29th April, 1975
EAST KILLARA	Carlingford & Ray Roads & Rawson Street — 23rd June, 1975
EAST SYDNEY	Sackville & Polding Streets — 28th May, 1975
EASTWOOD	Parramatta Road & Bold Street — 2nd April, 1975
ENFIELD	Great Western H'way & Greystanes Road — 7th May, 1975 Princes H'way & Oliver Street — 26th August, 1974 Parramatta & Bridge Roads — 24th January, 1975 Parramatta Road & Potts Street — 4th April, 1975 Parramatta & Wentworth Roads — 2nd December, 1974 Ryde Road, north of Figtree Street — 7th March, 1975 Forest Road & McMahon Street — 27th May, 1975 West Street, Railway & Ormonde Parade — 20th December, 1974 Windsor Road, east of Acres Road — 2nd December, 1974 Anzac Parade, south of Goodwood Street — 21st March, 1975 Pacific H'way & Lorne Avenue — 4th March, 1975 Anzac Parade & Meeks Street — 2nd June, 1975 Princes H'way & Regent Street — 23rd October, 1974 Lakemba & Haldon Streets & Wangee Road — 9th May, 1975 Pacific H'way & Highfield Road — 18th February, 1975 George & Elizabeth Streets — 14th April, 1975
*	Hoxton Park Road west of Flowerdale Road — 5th December, 1974
MAROUBRA	Anzac Parade & Beauchamp Road — 29th April, 1975
*MARRICKVILLE	Illawarra Road south of Arthur Street — 14th January, 1975
MARSFIELD	Epping & Herring Roads — 23rd April, 1975
MAYS HILL	Great Western H'way & Burnett Street — 14th March, 1975
MIRANDA	The Kingsway & Wandella Road — 23rd May, 1975
MT. COLAH	Pacific H'way & Yirra Road & Overbridge — 17th January, 1975
NORTHBRIDGE	Sailors Bay Road & Strathallen Avenue — 22nd May, 1975

**TRAFFIC SIGNAL INSTALLATIONS COMPLETED
IN THE YEAR 1st JULY, 1974 to 30th JUNE, 1975**

NORTH RYDE	Lane Cove, Twin & Bridge Roads — 13th December, 1974
NTH. STRATHFIELD	Lane Cove & Waterloo Roads — 13th December, 1974
NORTH SYDNEY	Concord Road & Patterson Street — 9th October, 1974
	Concord Road & Wellbank Street — 12th December, 1974
	Falcon & West Streets — 20th January, 1975
	Miller & Berry Streets — 16th October, 1974
	Pacific Highway & Walker Street — 1st October, 1974
	Pacific Highway, Bay & McLaren Streets — 28th March, 1975
*PADDINGTON	Oxford Street, east of Regent Street — 26th February, 1975
*PARRAMATTA	Macquarie Street, east of Barrack Lane — 2nd December, 1974
	Marsden & Argyle Streets — 14th July, 1974
PETERSHAM	New Cnterbury Road & Audley Street — 28th January, 1975
PUNCHBOWL	Canterbury Road & Dudley Street — 29th October, 1974
	Canterbury Road & Pentland Avenue — 7th November, 1974
	Canterbury & Victoria Roads — 24th October, 1974
	Rossmore Avenue & Canterbury Road — 21st November, 1974
PYMBLE	Pacific H'way, Bobbin Head Road & Beechworth Street — 31st January, 1975
	Pacific H'way, Telegraph Road — 18th February, 1975
RANDWICK	Alison & Doncaster Roads — 27th February, 1975
	Darley Road & Avoca Street — 16th May, 1975
REDFERN	Lawson & Eveleigh Streets — 3rd April, 1975
	Pitt & Redfern Streets — 19th February, 1975
	Regent, Redfern & Botany Streets & Lawson Square — 4th December, 1974
RHODES	Concord & Blaxland Roads — 19th November, 1974
RIVERWOOD	Bonds & Hannons Roads — 22nd April, 1975
ROSE BAY	New South Head & Cranbrook Roads — 27th March, 1975
*	New South Head Road, east of Norwich Road — 14th November, 1974
	New South Head & O'Sullivan Roads — 26th March, 1975
RUSHCUTTERS BAY	Barraclough, Craigend Street & Neild Avenue — 24th June, 1975
RYDALMERE	Victoria Road & Clyde Street — 25th June, 1975
*RYDE	Church Street, north of Waterview Street — 8th October, 1974
ST. LEONARDS	Pacific H'way & Greenwich Road — 26th February, 1975
SEVEN HILLS	Seven Hills Road, Station Road & Johnson Avenue — 1st October, 1974
STANMORE	Stanmore Road & Liberty Street — 20th August, 1974
STRATHFIELD	Parramatta & Wentworth Roads — 17th February, 1975
*SURRY HILLS	South Dowling Street, south of Parkham Street — 9th December, 1974
*TELOPEA	Adderton Road at Railway Station — 28th November, 1974
TERREY HILLS	Mona Vale Road, Myoora Road & Forest Way — 18th December, 1974
TURRAMURRA	Bobbin Head & Burns Bay Road — 20th May, 1975
WATERLOO	Bourke & McEvoy Streets — 3rd March, 1975
	Bourke & Phillip Streets — 16th May, 1975
WEST PYMBLE	Ryde Road & Lady Game Drive — 24th September, 1974
WILEY PARK	King Georges & Punchbowl Roads — 16th July, 1974
WILLOUGHBY	Laurel & Penshurst Streets — 30th April, 1975
WOOLLAHRA	Ocean, Wallis & Oxford Streets — 8th August, 1974
YENNORA	Woodville Road & Fairfield Street — 11th April, 1975

NEWCASTLE

KOTARA	Charlestown Road & Myall Street — 7th March, 1975
MAITLAND	High & St. Andrews Streets — 28th November, 1974

WOLLONGONG

CRINGILA	Springhill Road & Entrance John Lysaght — 20th February, 1975
	Springhill Road & Entrance A.I.S. Spares — 20th February, 1975
KEMBLA GRANGE	Princes H'way & Northcliffe Drive — 23rd June, 1975
NTH. WOLLONGONG	Princes H'way & Wollongong Motorway — 4th December, 1974

OTHER AREAS

BATHURST	Russell & William Streets — 14th January, 1975
*DUBBO	Cobra & Darling Streets — 13th June, 1975
	Macquarie Street north of Church Street — 13th June, 1975
*RUTHERFORD	New England H'way west of Young Street — 10th February, 1975
YASS	Hume H'way, south of Pettit Street — 23rd May, 1975
*WAGGA	Bourke Street, north of Fernleigh Road — 4th July, 1974

APPENDIX 21

STAFF EMPLOYED

	On June 30th			
	1972	1973	1974	1975
METROPOLITAN –				
Males	1,759	1,740	1,705	1,803
Females, Full-time	671	656	645	630
Females, Part-time	116	133	163	152
	2,546	2,529	2,513	2,585
NEWCASTLE –				
Males	62	67	70	57
Females, Full-time	13	14	32	36
Females, Part-time	3	3	2	2
	78	84	104	95
REST OF STATE –				
Males	290	296	294	305
Females, Full-time	93	94	100	95
Females, Part-time	3	3	2	3
	386	393	396	403
TOTALS –				
Males	2,111	2,103	2,069	2,165
Females, Full-time	777	764	777	761
Females, Part-time	122	139	167	157
	3,010	3,006	3,013	3,083

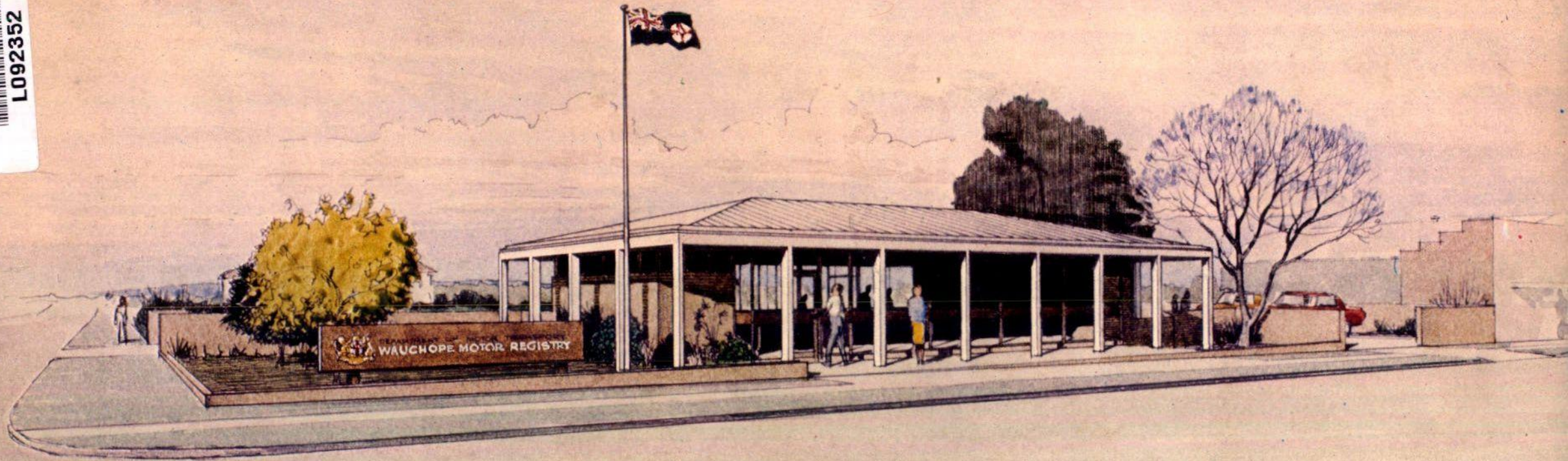
NOTE: Wages Staff (included in the foregoing figures) totalled 242 (222 males and 20 females), on 30th June, 1972, 239 (220 males and 19 females) on 30th June, 1973, and 251 (233 males and 18 females) on 30th June, 1974. The corresponding figures for 1975 were 265 (245 males and 20 females).

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, 1975 the number of vehicles registered had risen to 2,551,559 and the number of drivers' licences in issue to 2,532,196.



Proposed Motor Registry for Wauchope.