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ANNUAL REPORT

COMMISSIONER FOR MOTOR TRANSPORT

NEW SOUTH WALES

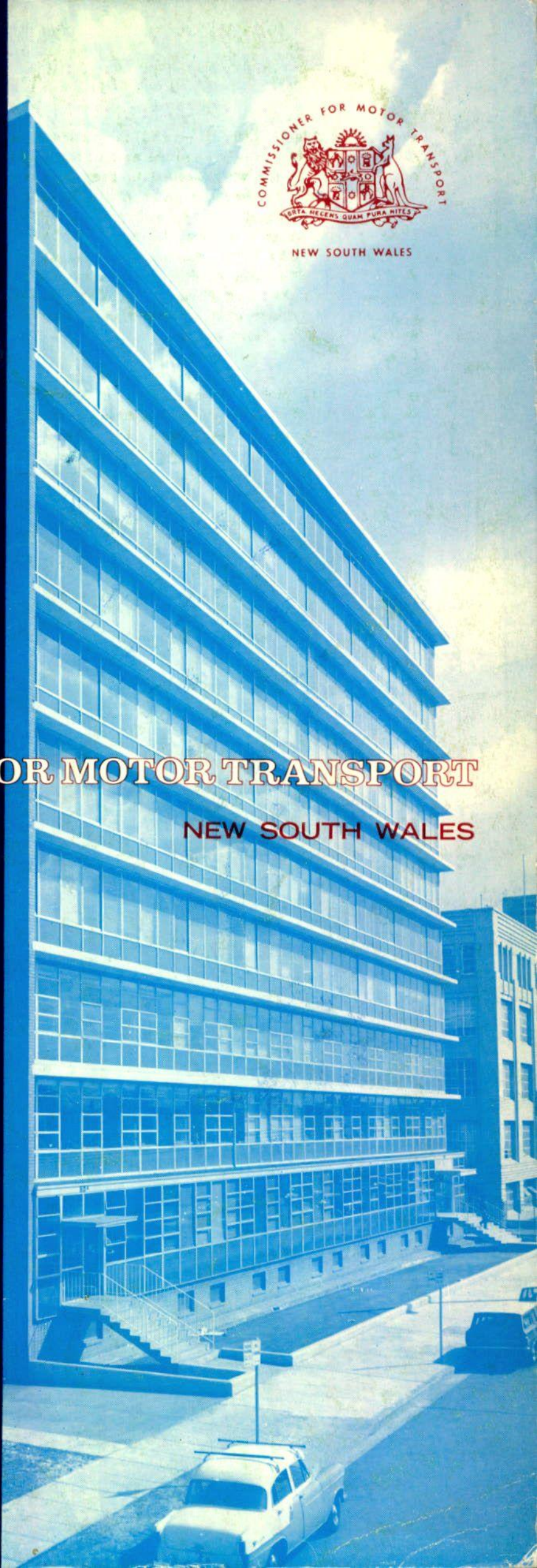
1967-1968

This report is furnished, pursuant to law, to inform the Parliament and the people of New South Wales of the activities of the Department of Motor Transport and to convey an understanding of continuing works designed to give effect to public policies regarding registration of vehicles and licensing of drivers, collection of State Funds for road purposes, regulation and control of public transport services, provision of traffic facilities and promotion of road safety.

A short history of these matters appears inside the back cover.



NEW SOUTH WALES

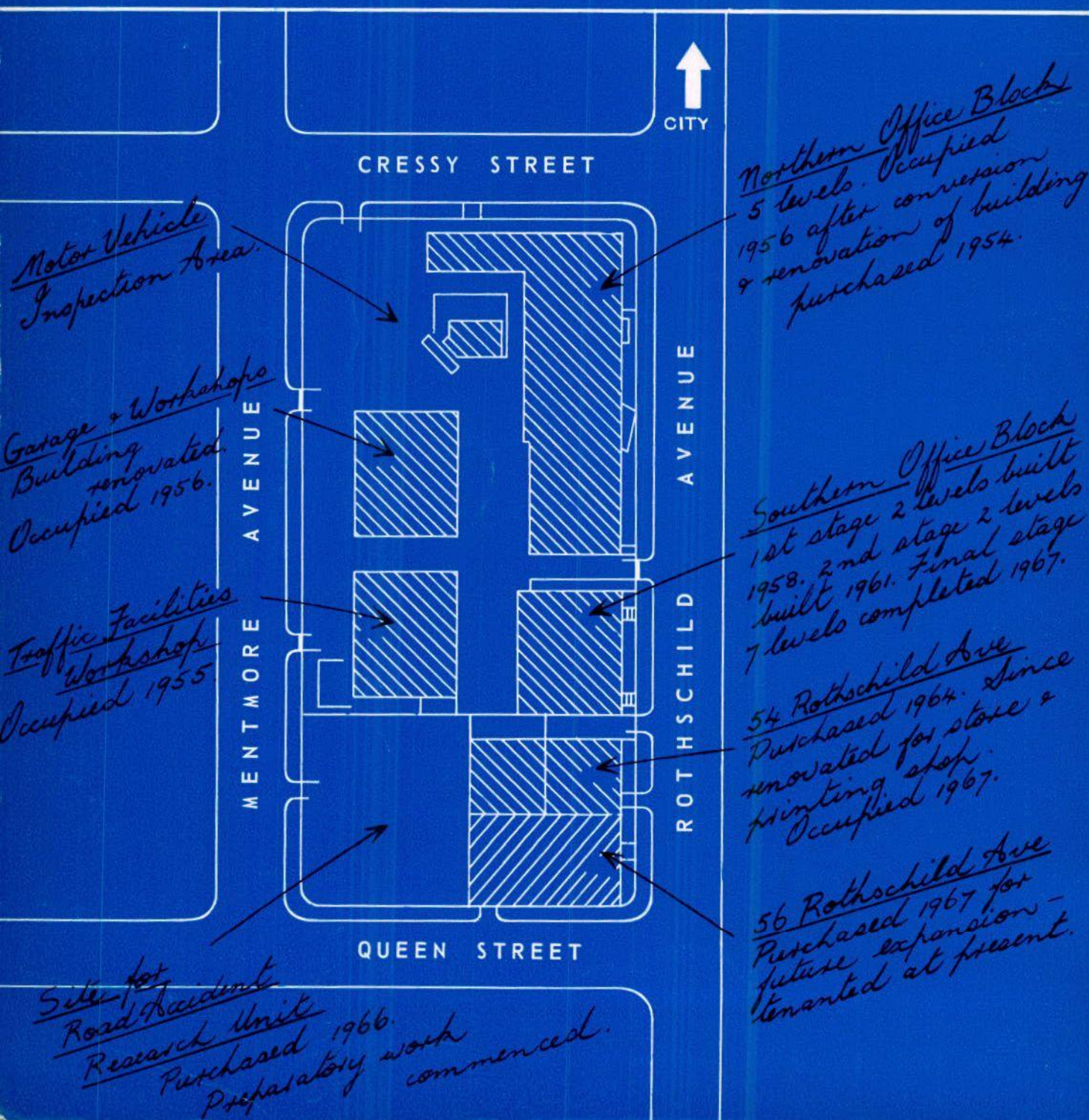


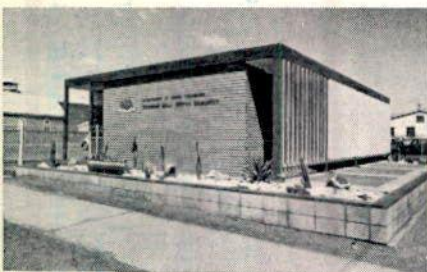
THE UNINTERRUPTED GROWTH OF MOTOR TRAFFIC that has characterised the years since World War II — and in particular those since the Department became a separate entity in 1952 — has had the natural result of extending the range of its responsibilities and the scale of the work needed to keep pace with them.

This is reflected by the progressive development of the Department's Head Office site at Rosebery to which it moved in September, 1956 after purchase and renovation of a building on part of the block bounded by Rothschild Avenue, Cressy Street, Mentmore Avenue and Queen Street. All of this block has since been purchased.

A most significant stage of this development was the completion this year of a seven-floor addition to the Southern Office block. The completed building is illustrated on the front cover but construction of it was preceded by important earlier stages undertaken as required in the intervening years as shown below.

Completion of the new office block in November, 1967 brought under one roof all the headquarters activities of the Department. One floor (constructed earlier) is given over to automatic data processing equipment, including a computer, which is used to produce some millions of registration and licence documents each year and to record renewal and other payments on a similar scale. Provision was also made for the engineering design and administrative office, a theatre, executive accommodation and the two-way radio control room. Three floors were provided for the administrative staff of the Traffic Branch of the Police Department.





BROKEN HILL - AUGUST 1966



LIDCOMBE - DECEMBER 1965



CAMPBELLTOWN - JULY 1965



MIRANDA - NOVEMBER 1960



ORANGE - FEBRUARY 1960



WAGGA WAGGA - JULY 1959

ANNUAL

REPORT

OF

THE COMMISSIONER

FOR

MOTOR TRANSPORT

NEW SOUTH WALES



1967 - 1968



The Hon. M. A. Morris, M.L.A.,
Minister for Transport,
Parliament House,
SYDNEY.

29.NOV.1968

Dear Mr. Morris,

I have pleasure in submitting to you for the information of Parliament the Annual Report of the Department of Motor Transport for the year ended 30th June, 1968.

As in previous years, the report is more than a recital of the year's events and statistics in that it includes, where appropriate, background information which will assist towards a clearer understanding of the Department's role, the broad effect of relevant legislation and the reasons for the policies followed.

Individual sections will show how active a year 1967-68 was in the fields of policy and administrative work and in regard to such tangible matters as traffic engineering and provision of premises. I record with appreciation the contribution made to these achievements by the efficiency of the staff throughout the Department.

Yours faithfully,

A. H. Coleman

Commissioner.

OUTLINE OF ADMINISTRATIVE FUNCTIONS (and principal Acts of Parliament)

- Registration of motor vehicles and licensing of drivers —
Motor Traffic Act, 1909-68
- Collection of tax payable in connection with registration of vehicles —
Motor Vehicles Taxation Act, 1962-65
- Administration of compulsory third-party insurance scheme and collection of premiums for insurance effected with Government Insurance Office —
Motor Vehicles (Third Party Insurance) Act, 1942-65
- Collection of stamp duty payable on issue of certain registration certificates —
Stamp Duties (Amendment) Act, 1962
Stamp Duties (Amendment) Act, 1965
- Regulation of commercial goods-carrying and passenger-carrying road services; licensing of passenger ferries operating in Port Jackson —
Transport Act, 1930-68 and State Transport (Co-ordination) Act, 1931-64
- Collection of road maintenance charges payable on journeys by certain heavy motor lorries —
Road Maintenance (Contribution) Act, 1958-65
- Provision of traffic control light signals, traffic signs, road markings and other traffic facilities; road safety activities —
Transport Act, 1930-68 and Motor Traffic Act, 1909-68
- Licensing of dealers in second-hand motor vehicles and parts —
Second-Hand Motor Dealers Act, 1956
- Licensing of paid motor vehicle driving instructors —
Motor Vehicle Driving Instructors Act, 1961
- Licensing of commercial intrastate aircraft —
Air Transport Act, 1964

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THIS YEAR IN BRIEF AND A PRINCIPAL STATISTICS AND

STATISTICS

FINANCIAL

	1967-68	Variation
Receipts—	\$	\$
Motor Vehicle Registration Tax	34,541,937	up 1,957,453
Fees (registrations, licences, etc.)	15,017,736	up 756,701
Ton Mileage Charges (heavy lorries)	12,565,544	up 1,160,414
Third-party Insurance premiums	35,140,488	up 1,608,089
Charges on road services competing with rail	4,376,326	up 549,551
Stamp Duty (vehicle registrations)	3,015,525	up 379,314
Sundry	570,582	up 9,179
TOTAL	105,228,138	up 6,420,701
Payments—		
Cost of Traffic Police	7,414,202	up 1,121,686
Administrative costs, Dept. Motor Transport	8,252,194	up 52,356
Traffic Facilities	2,961,117	up 482,850
Funds provided for roads—		
Councils, etc.	744,146	up 28,673
Department of Main Roads	45,392,709	up 2,707,765
Collected for and remitted to—		
Govt. Insurance Office	35,140,488	up 1,608,089
Stamp Duties Office	3,015,525	up 379,314
Payments to Govt. Transport Services	2,502,704	up 1,118
TOTAL	105,423,085	up 6,381,851

VEHICLES AND DRIVERS

Registrations in force (on June 30)	1,741,961	up 111,192
Brand-new vehicles registered	194,228	up 25,975
Driving licences (all types) in force (on June 30)	1,829,599	up 65,813

TRAFFIC FACILITIES

Traffic control light installations—		
completed during this year	87	up 13
total in service	635	up 83
expenditure this year (incl. maintenance)	\$ 1,978,359	up \$392,446
Other facilities—		
completed this year	12,843	up 7,243
total in service (round figures)	125,000	up 12,500
expenditure this year	\$ 982,759	up \$ 90,405
Total expenditure for year	\$ 2,961,117	up \$482,850

ROAD ACCIDENTS

Accidents	74,026	up 4,984
Persons killed	1,174	up 78
Persons injured	30,352	up 794

STAFF AND PREMISES

Total staff	2,253	up 159
New Registries appointed	1	up 1
Total Motor Registries in operation	257	up 1
New Registry premises completed this year	2	down 2

EVENTS

1962-63

Stage 1 of City Signals Project (8 intersections—no television) completed. Stamp Duty on original and transfer registration certificates imposed. Fees for vehicle registrations and drivers' licences and tax on vehicles increased. Driving Instructors' licence scheme introduced. Diamond Turn adopted and this change featured in further "Respect for Road Rules" campaign. Rate of increase in number of vehicles registered recovers some ground. Two senior executives visit America and Europe.

1963-64

Income at record levels following tax and fee increases and stamp duty (effective 1st January, 1963). Speed limit for built-up areas raised from 30 to 35 m.p.h. Approval for 276 more taxis for Sydney and Suburbs and new licence allocation method adopted. Road Maintenance (Contribution) Act amended re directors' liability. Third party insurance routine simplified. High-speed computer installed. Registrar investigated new EDP techniques in America. Stage 2 of Inner-city signals system (TV monitored) completed.

1964-65

Income again at record levels. Introduction of separate legislation (Air Transport Act) to control operation of intrastate commercial aircraft. Validity of new Act upheld by High Court. Completion of Stage 3 of Inner-city signals system and installation of record number of signals at other locations. Road accident deaths exceed 1,000 for first time. 276 additional taxi-cab licences issued for Sydney and Suburbs and approval for the issue of an additional 14 taxi-cabs for Newcastle.

REVIEW OF THE PREVIOUS FIVE YEARS

MAIN EVENTS — 1962-63 TO 1967-68

1966-67	1965-66	1964-65	1963-64	1962-63
\$	\$	\$	\$	\$
32,584,484	31,218,203	30,043,026	28,541,194	22,939,120
14,261,035	13,557,399	13,157,772	12,573,424	10,098,422
11,405,130	11,035,113	10,245,640	9,232,202	8,010,400
33,532,399	30,977,537	29,553,534	26,972,142	25,279,634
3,826,775	3,767,028	3,918,040	3,613,654	3,300,084
2,636,211	2,929,550	3,406,502	3,252,228	1,258,454
561,403	535,158	526,174	470,184	407,428
98,807,437	94,019,988	90,850,688	84,655,028	71,303,542
6,292,516	5,620,986	5,473,444	5,220,896	4,847,816
8,199,838	6,922,634	6,030,768	5,609,458	5,025,834
2,478,267	1,788,938	1,654,112	1,462,570	1,065,092
715,473	697,280	677,552	653,512	660,004
42,684,944	42,524,279	41,229,046	38,889,988	30,776,196
33,532,399	30,977,537	29,553,534	26,972,142	25,279,634
2,636,211	2,929,550	3,406,502	3,252,228	1,258,454
2,501,586	2,501,793	2,801,748	3,401,822	2,001,772
99,041,234	93,962,997	90,826,706	85,462,616	70,914,802
1,630,769	1,544,201	1,465,360	1,362,591	1,279,070
168,253	161,982	175,565	162,052	145,829
1,763,786	1,668,941	1,608,218	1,526,810	1,450,842
74	30	69	20	43
552	495	465	396	376
\$1,585,913	\$1,273,751	\$ 1,162,988	\$ 952,000	\$ 617,864
5,600	6,000	6,100	6,000	11,000
112,500	107,000	101,000	95,000	89,000
892,354	\$ 515,187	\$ 491,124	\$ 510,570	\$ 447,228
\$2,478,267	\$1,788,938	\$ 1,654,112	\$ 1,462,570	\$ 1,065,092
69,042	65,868	61,969	56,917	53,931
1,096	1,134	1,085	974	894
29,558	28,730	27,908	25,662	24,580
2,094	2,031	1,975	1,880	1,839
—	2	2	2	—
256	258	257	255	254
4	7	2	6	—

EVENTS

Introduction of scheme whereby "new" drivers are issued with Provisional licences and required to display "P" signs during the first year of driving. Speed zoning (viz. speed limits appropriate to road and topographical conditions) applied to main arteries to and from Sydney. Co-ordination Act charges reduced by elimination of 50 per cent. of tare weight of lorry in calculating chargeable weight. Maximum length of articulated vehicles increased to 47 feet. Taxi Advisory Council constituted. Down-turn in rate of registration increases.

1965-66

Further increase in numbers of vehicles and drivers. New legislation enabled intensified drive on defective vehicles. "Clearway" system introduced to aid movement of peak hour traffic on Parramatta Road. Challenge to validity of Road Maintenance (Contribution) Act dismissed by Privy Council. Record expenditure on traffic signals and other traffic aids. Development of decentralised administrative structure by creation of Northern, Western, Southern, Hunter and Central Coast and South Coast Regions and appointment of Superintendents. Number of traffic light installations in service in New South Wales passes 550 mark. Increased traffic penalties under "Infringement Notice" system.

1966-67

Major addition to Head Office completed. Continued upward trend in vehicle registrations and drivers' licences and big rise in number of brand-new vehicles registered contribute to new record income level. Renewals Payments Offices opened at N.R.M.A.'s City Office and Roselands. Departmental Inspectors provided with uniforms. Record year for traffic signal installation work included first co-ordinated systems for main traffic arteries. Eight new "Clearways" introduced. Stepped-up site-acquisition programme for Motor Registries in country centres. Renewals transacted at Registries rose by 22%.

1967-68

SUMMARY OF PRINCIPAL DISBURSEMENTS 1967/68	
\$46.1 MIL	FUNDS PROVIDED FOR ROADS
\$35.1 MIL	GOVERNMENT INSURANCE OFFICE
\$8.2 MIL	ADMINISTRATIVE COSTS
\$7.4 MIL	COST OF POLICE SUPERVISION OF TRAFFIC
\$3 MIL	STAMP DUTIES OFFICE
\$2.9 MIL	DEPARTMENT OF MOTOR TRANSPORT FOR TRAFFIC FACILITIES
\$2.5 MIL	PAYMENTS TO STATE TRANSPORT UNDERTAKINGS

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

By decision of the High Court, 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. Similarly, charges under the State Transport (Co-ordination) Act in respect of road journeys in competition with the State's railways are not payable on interstate operations. However, vehicles so used must be registered and are subject also to the Road Maintenance (Contribution) Act — described in some detail on pages 27 to 29. They must comply with roadworthiness requirements, and their drivers must observe the State's driving rules.

CONTINUED INCREASE IN INCOME & EXPENDITURE

As is brought out in detail in other parts of this report, the unbroken upward trend in the number of licence and registration transactions that has prevailed for over twenty years was maintained. These increases and higher volumes of other classes of business resulted in new record revenue levels. The Department was again able to continue expenditure on traffic facilities at a rate higher than in the previous year but a substantially increased charge was incurred on the Road Transport and Traffic Fund for Police services on traffic and Motor Registry duties. The result was that very little money was available from that Fund for main roads although, overall, the Department of Main Road's receipts from collections by this Department increased. Particulars of the amounts involved appear in statements in more detail elsewhere in this report.

TOTAL COLLECTIONS

Collections this year reached the new record figure of \$105,228,138 an increase of \$6,420,701 over last year. Appendix 1 gives details and shows the result for each main heading — vehicle registration tax, ton-mileage charges, registration and licence fees, third-party insurance premiums, charges on competitive road transport services and ad valorem stamp duty on certain registration certificates.

TOTAL DISBURSEMENTS

Much of the money received was paid to two other Government agencies on whose behalf it was collected — the Government Insurance Office in the case of third-party insurance premiums and the Stamp Duties Office as regards the ad valorem duty on registration certificates. These two items, at \$35,140,488 and \$3,015,525 respectively, accounted for \$38,156,013. The Department's own operating expenditure on, for example, premises and equipment, salaries, and items such as stationery and postage, amounted to \$8,252,194 whilst \$2,961,117 was spent on traffic facilities. The cost of Police traffic services was \$7,414,202. The Department of Railways was paid \$2,500,000 from collections from operators of competitive road journeys whilst a total of \$46,136,855 was paid to road authorities — principally the Department of Main Roads. Appendix 2 gives a more detailed summary and a comparison with last year's figures.

MAIN ROADS FUND

SOURCES OF REVENUE

- Motor vehicle registration tax (as distinct from registration fees — see Road Transport and Traffic Fund) paid on vehicles other than public vehicles in the Transport Districts. The latter tax is credited to the Public Vehicles Fund — see page 9.
- All ton-mileage charges collected under the Road Maintenance (Contribution) Act — see page 11.

APPLICATION

The Fund meets, from the vehicle registration tax — and **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 Federal Roads Aid Funds) towards the cost of main roads.

RESULTS FOR THE YEAR

	\$	\$
Vehicle Registration Tax (after refunds)	33,988,984	
Less — Administrative costs (Road Maintenance) ...	1,171,927	
Net tax proceeds		32,817,057
Ton-mileage charges (after refunds)		12,565,544
TOTAL (paid to Main Roads Funds)		45,382,601

Tax revenue and ton-mileage charges were higher than last year by 6.06% and 10.17% respectively. For information in detail and a comparison with last year's figures see —

- Appendix 1 for tax collections (including tax on public vehicles).
- Page 27 re administration of, and Appendices 1 and 7 re 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 therefore meets the bulk of its administrative costs. The other principal item is the cost of Police services on traffic and Motor Registry duties. Other important items of expenditure are to meet the cost of traffic facilities and the major contribution to the funds of the Road Safety Council of New South Wales. Pursuant to Section 202 of the Transport Act, any balance unexpended after meeting these charges must be paid to the Country Main Roads Fund. The payment of \$10,108 to that Fund this year was substantially less than last year, as explained on page 6.

RESULTS FOR THE YEAR

RECEIPTS	\$
Registration, licence and other fees	14,502,388
Commission (on G.I.O. third party insurance premiums)	333,200
Sundry	260,388
TOTAL	15,095,976
PAYMENTS	
Administrative Costs (Department of Motor Transport)	4,897,109
Police services (traffic and Motor Registry duties)	6,682,960
Traffic facilities	2,637,239
Purchase of assets (land, building, etc.)	745,660
Contribution towards traffic facilities works-in-progress	122,900
Payment to Country Main Roads Fund	10,108
TOTAL	15,095,976

An audited detailed statement which contains comparative figures for 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 (see page 7) and the State Transport (Co-ordination) Fund (see page 10).
- (2) **Cost of Police Services** — The agreed cost of Police services was \$7,414,202. Of this amount, \$593,136 was debited to the State Transport (Co-ordination) Fund and \$138,106 recouped from certain Councils for parking meter enforcement costs. The net balance payable from the Road Transport and Traffic Fund for this year was thus \$6,682,960.
- (3) **Traffic Facilities Works-in-Progress** — The value of work performed during the year by contractors engaged in the installation of traffic signals is provided for by an amount of \$122,900 debited to this Fund against Works-in-Progress.



TRAFFIC CONTROL SIGNALS

Representing the third largest item of expenditure from the Road Transport and Traffic Fund, payments for traffic facilities this year included the cost of a record number of traffic signal installations. These included several systems installed by this Department to control traffic at on-loading and off-loading ramps on the Warringah Expressway. The signals pictured are at the Mount Street ramps and overpass. Similar signal systems are provided at the overpasses and ramps at Falcon, Ernest and Miller Streets.

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 on pages 29 to 34.

SOURCES OF REVENUE

- Tax paid on the registration of public vehicles in Transport Districts.
- An allocation by the State Treasury from the Commonwealth roads funds grant to assist authorities (mainly Councils) whose road maintenance responsibilities are increased as a result of bus operations.
- Fees for licences for the bus services. These licences are distinct from the licences for the buses themselves and are termed "service licences".

APPLICATION

- Assistance to authorities — usually 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.
- Reduction of capital debt of bus services operated by the Department of Government Transport. The amount so applied is equal to half the amount collected as service licence fees for Metropolitan and Newcastle bus services.

RESULTS FOR THE YEAR

RECEIPTS	\$
Tax (buses)	392,129
Allocation from Federal roads grant	284,456
Tax (other vehicles)	160,824
Service licence fees	69,780
Allocation from Road Transport and Traffic Fund towards Traffic Facilities Works-in-Progress	122,900
TOTAL	1,030,089
PAYMENTS	
Capital debt reduction (bus services—Department of Government Transport)	35,226
Assistance to road authorities	708,920
Traffic signals	323,878
TOTAL	1,068,024

A balance of \$466,480 brought forward from 1966-67 was held in the Fund at the start of the year; and a balance of \$428,545 remained as at 30th June, 1968.

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 and imposes charges on certain journeys in competition with Government rail and omnibus 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

Fees for licences and permits under the Act are paid into the Fund together with charges paid for competitive journeys and fines and Court awards arising from breaches of the Act and Regulations.

APPLICATION

After the cost of administering the Act has been met the balance is paid into 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		478,493
Charges (goods)		3,792,191
Charges (passengers)		89,961
Other (mostly penalties)		15,681
	TOTAL	4,376,326
Administrative costs (Dept. of Motor Transport)	1,202,023	
Police services (traffic and Motor Registry duties) ..	593,136	
Purchase of Assets	235,475	
		2,030,634
Payments to revenue of —		
Railways	2,500,000	
Government Bus Services	2,704	
		2,502,704
	TOTAL	4,533,338

A balance of \$850,929 brought forward from 1966-67 was held in the Fund at the start of the year; and a balance of \$693,917 remained as at 30th June, 1968. An audited detailed statement which also gives a comparison with last year's figures appears as Appendix 6.

ROAD MAINTENANCE CHARGES

EXPLANATORY

Mileage Charge Payable. The Act, which commenced on 1st May, 1958, requires owners of commercial goods vehicles with a load capacity exceeding 4 tons to pay a charge toward compensation for wear and tear caused by the vehicles to the public roads. The rate of charge per mile is five-eightieths 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. One-fifth of the charges received is paid into the County of Cumberland section of the Main Roads Fund and four-fifths to the Country section of that Fund. This money may be used only on maintenance of roads which are, respectively, inside and outside the County of Cumberland some of it being disbursed by the Department of Main Roads as grants to Councils for this purpose.

Administrative Charges not Deducted. Administrative costs are not paid for out of road maintenance charge collections. They are met, in proportions of one-fifth and four-fifths respectively, from vehicle registration tax payments to the County of Cumberland section and the Country section of the Main Roads Fund.

ADMINISTRATIVE POLICIES

The main points of practices followed in the administration and enforcement of the Act are described in a later section headed "Commercial Transport Services" which commences on page 26.

RESULTS FOR THE YEAR

RECEIPTS	\$	% of total
For intrastate journeys	8,499,240	67.42
For interstate journeys	4,107,713	32.58
TOTAL	12,606,953	100.00
ADMINISTRATIVE COSTS	\$	as % of collections
Amount	1,171,927	9.3

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

COMMENT

The results for 1967-68 show increases under all headings. The appreciable rise in total collections, \$1,157,687 or 10.1%, is attributed to —

- (1) Firmer enforcement measures.
- (2) Closer check of traffic movements by stationing more Inspectors in country areas as a result of the Department's decentralisation policy.
- (3) Payment made by many operators of outstanding charges which had been withheld pending the Privy Council's decision on an appeal by Freight-lines and Construction Holding Limited against the validity of the Road Maintenance (Contribution) Act, 1958-64 as it referred to vehicles engaged exclusively in the course of interstate trade. Judgment, delivered on 10th April, 1967, upheld the validity of the Act, and payment of amount withheld was reflected in the current year's accounts.

SIGNIFICANT POLICY DEVELOPMENTS SINCE 1964

1967/68	DECENTRALISED REGIONAL STRUCTURE COMPLETED
1966/67	DEFECTIVE VEHICLES LABELLED. "CLEARWAY" SYSTEM INTRODUCED
1965/66	INTRODUCTION OF PROVISIONAL LICENSING SCHEME
1964/65	AIR TRANSPORT ACT, 1964, ENACTED
1963/64	SPEED LIMIT IN BUILT-UP AREAS INCREASED TO 35 M.P.H.

Policy Developments and Legal Activities

CONTINUING POLICIES

Other References. 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 outlined in the section commencing on page 44, and commercial goods transport policies in the section commencing on page 26. Information of more general character follows immediately, with the emphasis on developments this year.

MAIN DEVELOPMENTS THIS YEAR

INTRASTATE AIR SERVICES ENQUIRY

Background. Several previous annual reports have referred to the consideration given since about 1960 to the question of how traffic on intrastate air routes should be shared to give effect to the policy of the New South Wales and Commonwealth Governments of keeping in operation two independent airlines within New South Wales. As mentioned in the 1965-66 report, this culminated in the agreement of both Governments that, as from 22nd November, 1965, the right to conduct airline services connecting Sydney with Bathurst, Parkes, Forster, Kempsey and Scone should be transferred from Airlines of New South Wales to East West Airlines, and that the matter would be looked at again after the change had been operating for 12 months.

Further Enquiry. As reported last year, the further review mentioned above was placed in the hands of a new committee comprising the Commissioner for Motor Transport as the representative of New South Wales and the First Assistant Director-General (Policy), Department of Civil Aviation, as the Commonwealth representative. The committee began its work in March, 1967 by inviting submissions from the two major intrastate operators (East West Airlines and Airlines of New South Wales) whose respective shares of the traffic were the main subject for examination. These submissions, and the comment each airline made on the submissions of the other in the months that followed, were closely considered by the Committee in the light of its terms of reference.

Report. On 1st April, 1968 the Committee reported simultaneously to the New South Wales Minister for Transport and the Commonwealth Minister for Civil Aviation that, inter alia, it did not consider any variation in the existing route allocations to be justified. The Committee's report was tabled in the New South Wales and Federal Parliaments within a few days of its submission and consequently is not covered in any detail here. It was still under consideration by both Governments as at 30th June, 1968.

OVERSEAS INVESTIGATIONS

Commissioner's Study Tour. On 18th April, 1968 the Commissioner, accompanied by two senior officers, began an official visit to Great Britain, Europe, North America and the Far East to study overseas practices and trends affecting matters within his administration. An enquiry of particular importance was to make an on-the-spot assessment for the benefit of the Government of the effectiveness and suitability for New South Wales conditions of the system of

blood/alcohol tests operating in Great Britain and elsewhere. Information on this matter was passed on to the Minister from abroad as the Commissioner's enquiries progressed so as to assist the Government with detailed planning of means to give effect to its earlier decision in principle to adopt some form of chemical testing for blood/alcohol levels in motor vehicle drivers. The Commissioner was still abroad when the report year ended.

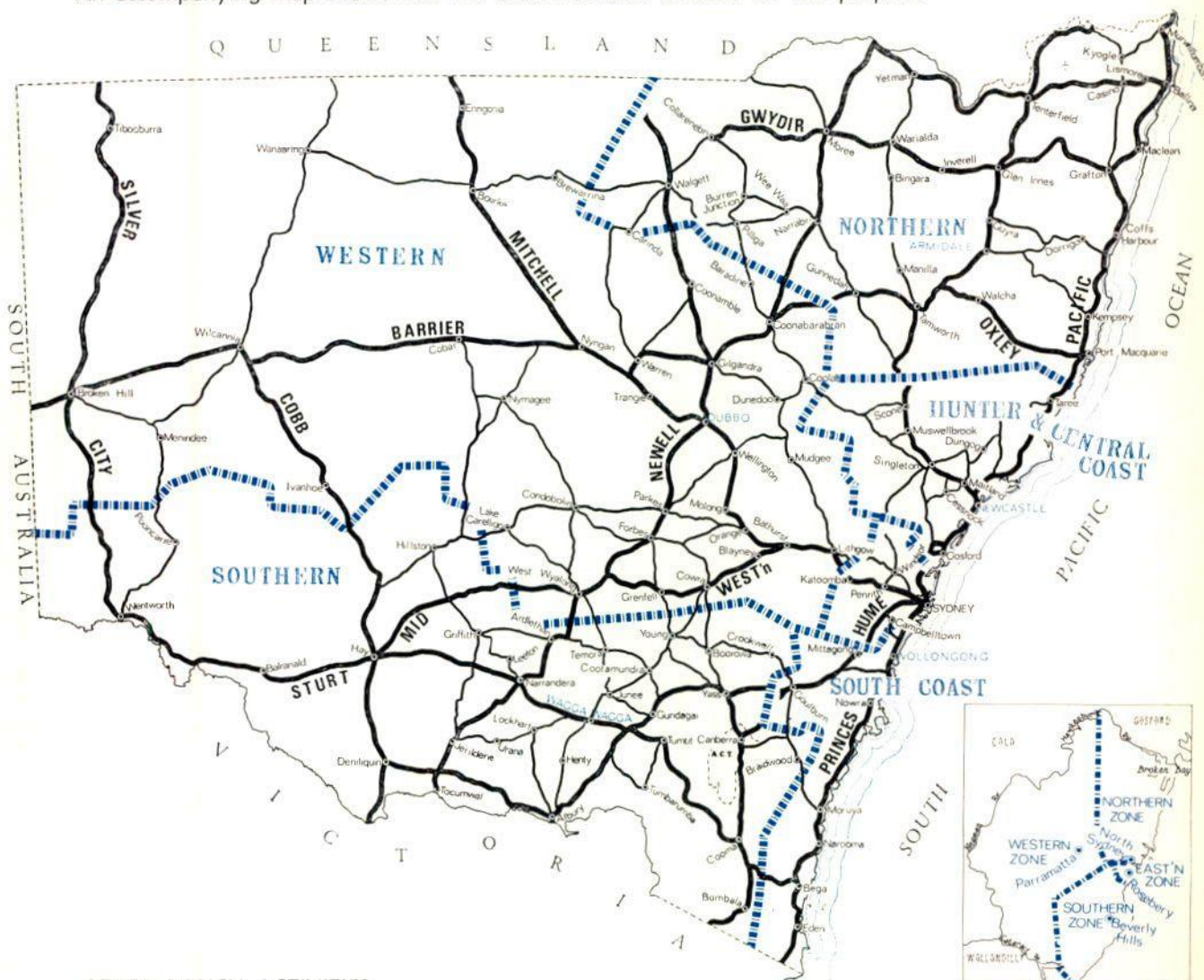
DECENTRALISATION POLICY

Regional Branches. The formation of Regional Branches which, as mentioned in my last report, began in 1966 with the object of decentralising much of its administrative organisation was completed this year by the establishment in November, 1967 of the Metropolitan Regional District which comprises mainly the Metropolitan Transport District (see page 29). The region is under the control of a Metropolitan Superintendent who, like the Superintendents in charge of the five country Regions, is responsible to the Commissioner for —

- the control and management of Departmental Motor Registries within his Region;
- the implementation within his Region of the legislation administered by the Department; and
- the investigation and, where appropriate, determination of matters referred to him or arising locally in relation to the operation of public and other motor vehicles and their drivers.

The Metropolitan Region was divided into three zones, North, South and West. Each is under the control of a District Officer whose duties include the direct day-to-day supervision of Motor Registries, on-the-spot attention to local public vehicle matters and supervision of Departmental Inspectors engaged on such work as enforcement of the Road Maintenance (Contribution) Act and the State Transport (Co-ordination) Act.

An accompanying map shows how the State has been divided for this purpose.



OTHER POLICY ACTIVITIES

Matters dealt with or under consideration. A number of other policy matters were dealt with. Following established practice, other Government Departments or trade organisations were consulted as necessary. In some cases decisions reached were reflected in the new legislation or regulations outlined on pages 19 to 21. In addition, progress was made on other policy questions. Examples, including some on which work was still in progress at the end of the report year, are rules for the fitting of seat belts in new vehicles, maximum width of vehicles, licensing of tow trucks, driving licences with a currency of three years and the transfer of the responsibility for driving tests from the Police Department.

ROAD ACCIDENT PREVENTION AND RESEARCH UNIT

Planning. Following approval of the project by the Government in principle, initial planning for a Road Accident Prevention Unit began during the year. It is proposed that the Unit will be located on the Head Office site and be capable of research into such aspects of road accident prevention measures as the medical and psychological factors underlying some accidents and mechanical testing of motor vehicles and motor vehicle components. Plans also provide for the adaption of road accident statistics to computerised techniques. Detailed planning, which will be influenced by the overseas studies being made by the Commissioner as mentioned earlier, was still in the developmental stage at the close of the report period.

DEPARTMENTAL INSPECTORS

Uniforms. As from 11th March, 1968 the Department's Inspectors were required to wear a uniform provided by the Department. The uniform is dark brown and, with the standard official badges and other insignia, readily identifies the men as Departmental Inspectors. Many enquiries by Inspectors involve calls at homes or the interception of long-distance transport drivers by the roadside at night, and the ready means the uniform provides of identifying them as officers of the Department provides reassurance for the people involved.

INTERNATIONAL TRAINING SCHEMES

The Department again contributed to programmes for broadening the knowledge of Fellows studying in Australia under the various international training programmes.

Colombo Plan. A Colombo Plan Fellow from Burma received extensive training in the administration of the Department, in field work connected with traffic engineering and in the control of public passenger vehicles. Specialised training in regard to traffic control signals was extended to a second Colombo Plan Fellow from the Philippines.

United Nations Development Programme. An official from Singapore was given intensive training in the vehicle registration and driver licensing procedures of the Department, the keeping of records of motor vehicles and drivers, and the operation of motor registries.

Fiji Government Sponsored Trainees. Two trainees from the Department of Transport and Civil Aviation, Fiji, were also given extensive training in the Department's functions with emphasis on the control of public passenger vehicles and the mechanical fitness of motor vehicles.



COLOMBO PLAN TRAINING

At the Department's Traffic Control Centre in Sydney, a senior Departmental engineer explains technical features of the television traffic signal surveillance equipment to a Colombo Plan student from Burma. Closed-circuit television complements the signal equipment which the Department has installed at 102 individual locations in the inner-City area.

Motor Traffic Handbook. A completely new edition of the Motor Traffic Handbook featuring simplified text and numerous coloured illustrations became available for general distribution in July, 1967. Although required only by people preparing for the tests that must be passed to obtain an original licence the Handbook was keenly sought after by experienced licensees, 290,000 being issued in the first six months of issue as compared with about 70,000 in the previous six months when only the old style book was available. Demand is continuing at a high rate.

News Media Enquiries. During the report year the Department's public relations service was used extensively by the press and the radio and television networks. The work included providing answers to enquiries per medium of reader-service columns in newspapers and open-line type radio programmes. Suburban and provincial newspapers were provided with information on matters of local interest such as the provision of new traffic light systems, new traffic arrangements and the establishment of registry facilities.

City Traffic Signals. The City Signals system again continued to attract public interest and, as far as was consistent with operational requirements, visits of inspection were arranged for individuals, community groups and visitors from overseas.

COMMITTEES AND CONFERENCES

GENERAL PRACTICE

It is a well-established practice for the Department to obtain the views of other bodies such as Government Departments, Councils and industry organisations when particular policy matters are being considered. In some fields, this contact is maintained on a Committee basis. Information about some of these Committees, and other policy Committees and conferences with which the Department is associated, follows.

AUSTRALIAN TRANSPORT ADVISORY COUNCIL

Council's Constitution and Functions. The Australian Transport Advisory Council provides Commonwealth-wide contact at Ministerial level on major problems of transport and traffic administration. The Chairman is the Federal Minister for Shipping and Transport, and the respective State Ministers for Transport are members.

This Year's Meeting. The Council held its 26th meeting at Townsville on the 12th-14th July, 1968. Matters affecting this Department which were considered included amendments to and progress in the adoption of the National Road Traffic Code, other National Road Traffic Code items (including "Give Way" signs, rules regarding double centre lines on roads and speed limits outside built-up areas), the Australian Road Traffic Code Committee's progress report on uniform number plates on motor vehicles, the recognition of drivers' licences and motor vehicle registrations issued in other States, progress in the preparation of a manual of uniform traffic control devices, promotion of driver improvement, recommendations by the Australian Motor Vehicle Standards Committee, the incorporation in this country of the United States Senate Committee's recommendations on vehicle design, reports by the Australian Motor Vehicle Design Advisory Panel on its activities and the implementation of design rules, anti-lock brakes on motor vehicles, reports on the activities and structure of the Australian Road Safety Council, the transport of dangerous goods by road, uniform liability of carriers by road transport, transport statistics, containerisation and air cushion vehicles.

Subordinate Bodies. Subordinate bodies of the Council with which this Department has close connections are the Australian Road Safety Council, the Australian Road Traffic Code Committee, the Australian Motor Vehicle Standards Committee and the Committee on Driver Improvement.

The Commissioner for Motor Transport, on the nomination of the State Minister for Transport, represents New South Wales on the Australian Road Safety Council which is responsible on a national level for direct road safety promotion through publicity. Officers of the Department are the New South Wales representatives on the three Committees mentioned — descriptions of whose work follow immediately.

Australian Road Traffic Code Committee. This Committee held its 17th meeting in November, 1967, and considered some 40 items affecting the National Road Traffic Code including obedience to traffic control signals, rules regarding double centre lines on roads, giving way at intersections, diverging and left-turn signals, speed limits outside built-up areas and for heavy vehicles, display of portable warning signs, reciprocal recognition of authority to remove un-registered vehicles from one State to another and uniform number plates.

Australian Motor Vehicle Standards Committee. This Committee provides for close contact between the motor industry and Government Authorities (Federal and State) concerned with motor vehicles. It is assisted by a State Committee functioning on similar lines. The New South Wales standards for vehicles and equipment have followed closely the Committee's recommendations.

The Department again participated in discussions at Commonwealth and State levels. Subjects dealt with included:— Vehicle weights and dimensions, warning lights and signs on emergency vehicles, braking equipment, anti-theft devices, turn signal tell-tales, flashing turn signals on old vehicles, rear-end protection on motor vehicles, electrical connectors for trailed vehicles, ground clearance, tow truck requirements and construction standards for omnibuses.

Committee on Driver Improvement. This Committee met in Melbourne on the 17th November, 1967, for its 4th meeting and, at the request of the Australian Transport Advisory Council, considered steps to bring its original report submitted in 1965 into line with subsequent developments in any State such as the Provisional licence system in New South Wales.

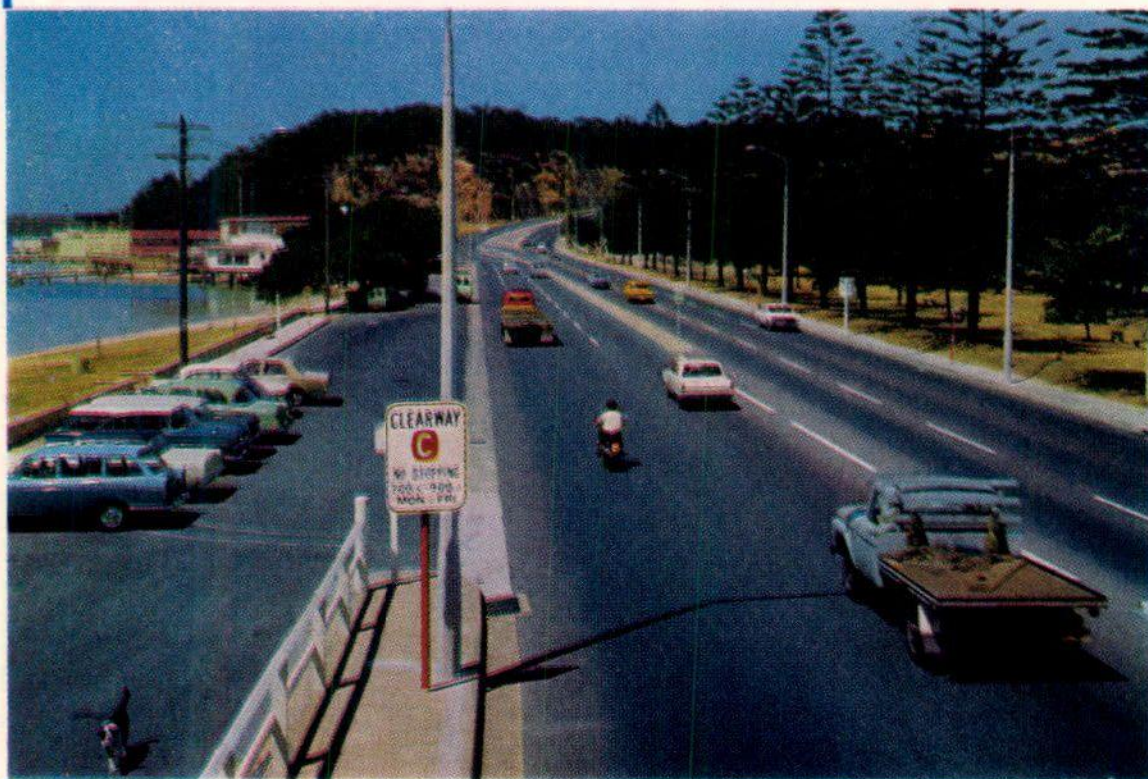
Recommendations contained in the Report were discussed and agreement was reached in regard to such matters as the licensing and control of professional driving instructors, testing of applicants for drivers' licences, learner-drivers and learners' permits, probationary licences, age limits (maximum and minimum) for drivers, exchange of information between States, medical fitness of drivers and enforcement of driving rules.

TRAFFIC ADVISORY COMMITTEE

This Committee, was established by decision of the Minister for Transport in September, 1964, to advise on any traffic matters which the Minister may refer to it or which the Committee, of its own motion, may raise for consideration. 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 for Government Transport, the Commissioner for Main Roads, the Commissioner of Police and the Chairman of the State Planning Authority. In addition, the Committee may co-opt any other authority as may be necessary from time to time, for example, a Municipal Council on a matter affecting its area.

The Committee has achieved some notable results, particularly in resolving problems at a number of traffic trouble spots. Three prominent items in this respect include arrangements for the construction of a four-lane bridge to replace the original William Henry-Pier Street Bridge over Darling Harbour Goods Yard railway which is at present being kept open to traffic by the temporary use of a military style "Bailey Bridge", the development of the "Clearway" system for main traffic arteries commencing with Parramatta Road



NEW "CLEARWAYS"

The success of Sydney's first Clearway (on Parramatta Road) which was introduced on the recommendation of the Traffic Advisory Committee has been followed by substantial expansion of the system. Sections of eight main traffic arteries on the northern approaches to the City Area became "Clearways" in April, 1968. A typical "Clearway" sign is the one pictured above on Spit Road. The effect of the "Clearway" restriction is that kerbside stopping (except by buses or in an emergency) is prohibited in peak hours.

followed by main roads in the Lower North Shore Area leading to the Warringah Expressway, and the formulation of plans for facilities to separate pedestrians and vehicles at particular places by the provision of footbridges and subways.

Current questions before the Committee include an analysis of the effectiveness of "Give Way" signs, a number of which were erected this year on trial, further extensions of the Clearway system, and forward planning for a pedestrian subway under Railway Square and footbridges at French's Forest, Epping Railway Station and Wollongong.

TAXI ADVISORY COUNCIL

This Council was established by the Minister for Transport in February, 1966 to advise on matters of policy relating to the taxi-cab industry in the Metropolitan, Newcastle and Wollongong Transport Districts. During the year under review the Council met regularly and recommendations resulted in the issue of 31 additional taxi-cab licences and a restriction on the transfer of taxi-cabs between radio co-operatives. Other important matters under consideration by the Council at the end of the report year were an investigation of the need for additional taxi-cab licences and the question of a fare increase for taxi-cabs. Recommendations by the Council which would necessitate amendments to legislation and which were under consideration by the Minister when the report period closed concern the transferability of taxi-cabs and compulsory third-party (property-damage) insurance for taxi-cabs.

PARKING ADVISORY COMMITTEES

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 the 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 Department of Government Transport.

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 and Wollongong and the Municipalities of North Sydney, Manly, Woollahra, Waverley, Burwood and Strathfield. A new Parking Advisory Committee — for the City of Tamworth — was constituted on the 10th May, 1968, but at the close of the year, the inaugural meeting had not been held. The Department of Government Transport is not represented on this Committee. 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 and consequently their activities are not detailed here.

This Department's Role. The Department again contributed significantly to the work of the Parking Advisory Committees by such means as participating in formulating policy, furnishing clerical and technical assistance, and providing and erecting the signs by which effect is given to Committee decisions.

CONFERENCE OF STATE ROAD TRANSPORT AUTHORITIES

As in previous years the representatives of the State Road Transport Authorities met to consider trends and problems of common concern, to share experience in these matters and to develop and maintain, as far as possible, uniform administrative policies.

The 18th conference was held at Hobart from 20th to 22nd February, 1968. Legislation introduced in the various States since the previous meeting was discussed as well as developments in the use of containers in the transport of goods, the establishment of commuter air services, procedures for licensing public passenger vehicles and their drivers and other items of significance in the field of transport.

TRANSPORT CHARGES (COUNTRY INDUSTRIES) COMMITTEE

This Department is represented on this Committee which was appointed by the Government. The Chairman is the representative of the Ministry of Transport and other members represent the Treasury, the Department of Decentralisation and Development and the Department of Railways. Its terms of reference require the Committee to investigate and report as to whether, having regard

to the Government's decentralisation policy and at the same time its desire to keep the Railways viable, there are any grounds for varying the existing legislative and administrative arrangements affecting country industry (prospective secondary industries in particular) in regard to charges under the State Transport (Co-ordination) Act and the relevant railway freights.

Subsequent to submission of an interim report by the Committee, Cabinet granted exemption from charges under the Act as from 31st May, 1968 in respect of the road transport of most types of goods on competitive journeys up to 150 miles in length that are wholly within a defined country area of the State. This special area is that part of the State which is outside the City of Newcastle, the Shires of Lake Macquarie, Wyong and Gosford, the County of Cumberland and the City of Greater Wollongong. Classes of goods which were considered ideally suited for transport by rail, and which consequently were not affected by this change, are —

- (a) Agricultural products, processed dairy products and meats;
- (b) Grocery lines;
- (c) Livestock, other than lambs and calves on journeys over 100 miles;
- (d) Petroleum products;
- (e) Timber (other than joinery or furniture);
- (f) Minerals, ores and concentrates, (including coal, coke, iron ore, gypsum, clay, zircon, rutile and magnesite);

The effect on Departmental revenue of this change (which, as mentioned, operated from 31st May, 1968) will not be known until 1968-69.

The interim report also provided for the establishment of a standing sub-committee to consider and advise the Commissioner on matters of detail such as questions of definition and the merits of special cases. The main Committee continued to function and as at 30th June, 1968 had not submitted its final report to the Government.

OMNIBUS ADVISORY COMMITTEE

This Committee was established to advise the Commissioner on matters relating to the operation of privately owned motor omnibus services within the Metropolitan Transport District and in particular with reference to —

- Applications for extension or reduction of services, alterations of fare schedules, timetables and new services 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 bus industry generally.

The members are the Assistant Commissioner (Chairman), the Metropolitan Regional Superintendent, two representatives of the New South Wales Omnibus Proprietors' Association and one representative of the Motor Omnibus Employees' Association. The Committee first met on 21st February, 1967, and six meetings were held during the report year. Information about private bus service operation appears on pages 29 to 31.

TOURIST VEHICLES ADVISORY COMMITTEE

This Committee was established to advise the Commissioner on policy matters affecting tourist vehicle operations, including proposals for new or altered tours and the question of licensing additional tourist vehicles. Its members are the Assistant Commissioner (Chairman), the Manager of the Department of Tourist Activities and a representative of the tourist vehicle operators. The Committee's first meeting was held in March, 1967 and five meetings were held during the year now reviewed.

Further information about tourist vehicle operations appears on page 34.

INTER-DEPARTMENTAL COMMITTEE ON TOURIST SERVICES IN THE SNOWY MOUNTAINS AREA

This Committee has continued to meet regularly during the year and will face a busy year in 1968-69. A particular development has been the growing tourism links between the Canberra area and the Snowy Mountains region. The mainstay of tourism at Cooma has been the specially conducted tours of the Snowy Mountains Scheme under the guidance of the Public Relations Division of the Snowy Mountains Hydro-Electric Authority. Forseeing the day when these tours would be reduced and eventually cease, the Committee has been working, with some success, to foster the development of tours of a scenic

nature throughout the Area, including tours through the Kosciusko State Park. It is the Authority's intention to commence a reduction of conducted tours in October, 1968 with a view to vacating the tourist field by the end of May, 1969. The Committee will, therefore, have many problems to resolve during the forthcoming twelve months.

REGIONAL DEVELOPMENT COMMITTEES

The Department's Regional Superintendents represent the Department on Regional Development Committees within their areas. The Committees operate under the auspices of the Department of Decentralisation to co-ordinate action on the State and Local Government levels connected with decentralisation in these areas.

NEW LEGISLATION ENACTED

Tow-truck Act, 1967. This Act, which will take effect on a date to be proclaimed, will require the licensing of tow-trucks and persons employed on them. The object of the Act is to ensure that persons operating or employed on tow-trucks are of good character. The Act provides that before towing a damaged vehicle, a tow-truck driver must obtain written permission in a prescribed form from the owner or person in charge of the vehicle. This and other provisions of the Act and Regulations will assist in minimising certain abuses that have developed in the tow-truck industry. The administrative details and supporting Regulations have not yet been completed but work on them was well advanced at the end of the report period.

Civil Aviation (Carrier's Liability) Act, 1967. This legislation came into force on the 22nd December, 1967. It deals with the liability of a regular public transport operator in respect of the death of or injury to a passenger and damage to luggage carried by aircraft on journeys wholly within New South Wales. The provisions of this Act impose an absolute liability of \$15,000 in the case of any one passenger where death or personal injury is suffered as a result of an accident on board the aircraft or in the course of embarking or disembarking operations.

The Commonwealth Government enacted similar legislation in 1959 which applies to airline operations between the different States and Territories of the Commonwealth and between places in Australia and places outside Australia. It does not, however, cover the carriage by aircraft of passengers and goods on wholly intra-state journeys and for this reason it became desirable for each State to enact complementary legislation. The New South Wales statute follows closely the principles of the Commonwealth Act.

Motor Traffic, Metropolitan Traffic and Transport (Amendment) Act, 1968. The objects of this Act, which was assented to on the 10th April, 1968, are—

- (a) to facilitate the giving of directions for the control of traffic upon public streets;
- (b) to provide that motor vehicle drivers' licences may be issued for periods in excess of one year; and
- (c) to transfer from the Commissioner of Police to the Commissioner for Motor Transport the responsibility for the testing of applicants for drivers' licences.

The provisions of the Act relating to (b) above were proclaimed to commence on 1st July, 1968. The other two provisions were not yet in force at that date but preparations to give effect to item (c) as from 1st August, 1968 were well advanced.

NEW REGULATIONS MADE

New Speed Limits for Heavy Vehicles. The Motor Traffic Regulations were amended on the 28th July, 1967, to provide for a simplified system of speed limits for heavy lorries. The speed limit in a built-up area for motor lorries having a laden weight exceeding six tons was raised from 25 m.p.h. to 30 m.p.h. Outside a built-up area a new speed limit of 40 m.p.h. was applied to all lorries with a laden weight exceeding three tons. Previously the speed limits outside a built-up area were 30 m.p.h. if the lorry and its load exceeded 11 tons, 35 m.p.h. if the weight exceeded 6 tons but not more than 11 tons, and 40 m.p.h. if the laden weight was between 3 and 6 tons.

Keep to the Left Rule. On the 4th August, 1967, the provision in the Motor Traffic and General Traffic Regulations relating to vehicles keeping as near as practicable to the left-hand boundary of the roadway was amended by deleting an obsolete reference to vehicles travelling faster than 15 m.p.h. and to bring the New South Wales law regarding driving on the left hand side of the roadway in line with the relevant provision of the National Road Traffic Code.

Impounded Vehicles. Where a member of the Police Force has a vehicle removed or towed away because it is a danger or is causing an unreasonable obstruction to traffic or it has been abandoned, the Police Authorities are required to notify the owner within a specified period. To assist the Police, the relevant Regulation was amended on the 4th August, 1967, by increasing the time in which the owner must be notified from seven to fourteen days.

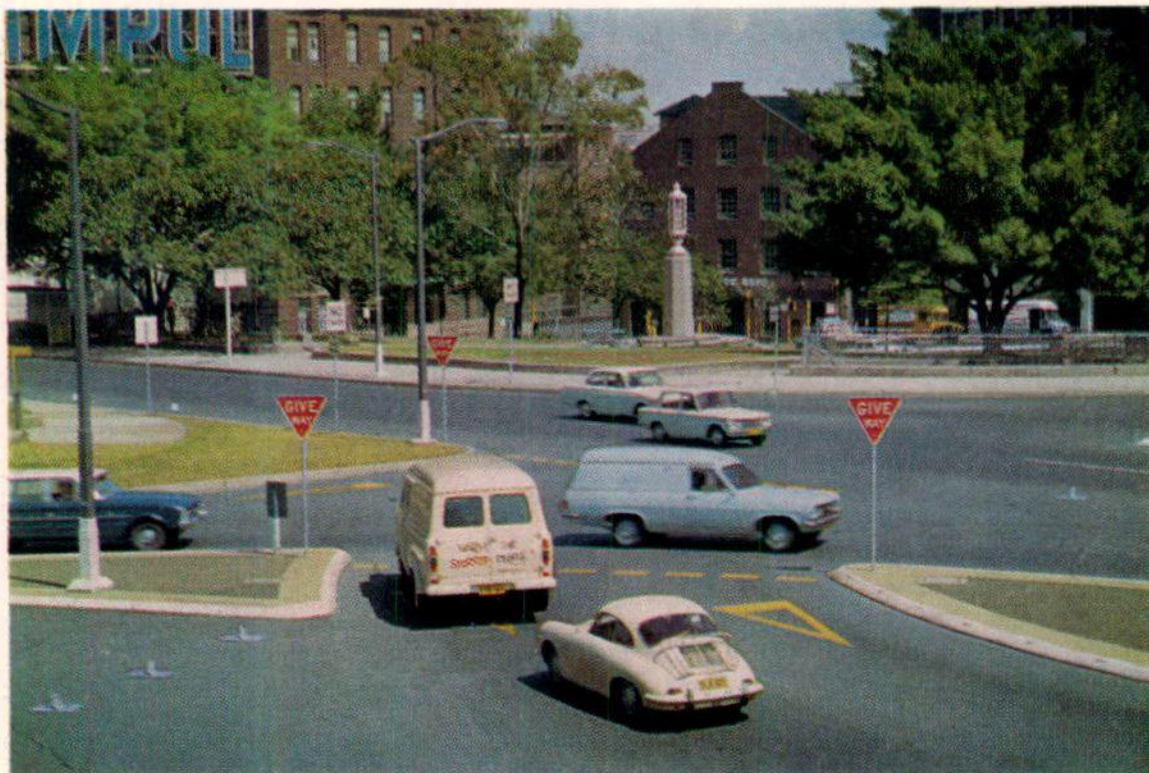
Lengthy Vehicles in the City of Sydney. On the 4th August, 1967, the list of places in the central area of the City where restrictions apply on the use of articulated vehicles or any combination of motor vehicle and trailer which exceeds 33 feet in length was amended to meet present day conditions.

Heavy Vehicles travelling towards Sydney on Sundays and Public Holidays. The Regulation restricting the use on specified main roads of heavy vehicles travelling towards Sydney on Sundays and public holidays was amended on 11th August, 1967. The restriction applicable to the Pacific Highway was altered to provide for the restricted area to terminate at Glenview Road, Mt. Kuring-gai and to exclude a section of the Highway at Calga.

Carriage of Dangerous Goods. On the 20th October, 1967, the tunnel on General Holmes Drive beneath the extension of the north-south runway of Kingsford Smith Airport was included in those places listed in the Regulations where a prohibition exists on the carriage of dangerous loading. Another change was to insert a more satisfactory definition of dangerous goods in the Regulation prescribing precautions to be taken by drivers of lorries conveying such loading and approaching a railway level crossing. Hitherto the traffic regulations have referred only to "explosives and inflammable liquid" but to bring the definition into line with the extensive road transport of other hazardous substances, the Regulations were amended on 17th May, 1968, to apply to the carriage of "dangerous goods" as defined in the inflammable Liquid Act.

Dimensions of Omnibuses. On 27th October, 1967, the maximum permissible length of an omnibus or tourist vehicle was increased from 33 to 35 feet and the width from 8 feet to 8 feet 2½ inches.

"Give Way" Signs. On the 17th November, 1967, provision was made in the Motor Traffic Regulations for a new type of traffic control sign which requires the driver of a vehicle on reaching an intersection from a direction facing a sign displaying the words "Give Way", to yield right of way to any other vehicle which may be on or near the intersection. As mentioned previously in this report "Give Way" signs have been erected on trial only and at a few locations.



TEST OF "GIVE WAY" SIGNS

To gain practical experience of the effectiveness of "Give Way" signs, a number were installed on trial in Sydney and Newcastle. The signs require motorists approaching from the direction the signs face to yield way to any other vehicle on or near the intersection. One of the test locations—at the southern end of the Sydney Harbour Bridge—is shown above.

Drugs and the Motor Traffic Regulations. The Poisons Act, 1966, amended the definition in the Motor Traffic Act of the word "Drug" as referred to in the provision of the Act relating to the driving of vehicles whilst under the influence of intoxicating liquor or a drug. The new definition includes, in addition to certain drugs listed in the Poisons Act any substance which may be prescribed in the Motor Traffic Regulations. On the advice of a committee of experts on this subject, a Schedule prescribing a number of substances as "drugs" for this purpose was inserted in these Regulations on 3rd November, 1967.

Portable Warning Signs. On the 17th May, 1968, the Regulation which requires a heavy vehicle to display warning signs in the event of it becoming disabled and left standing on the roadside outside a built-up area, was amended to provide that in these circumstances these signs must be displayed during daylight as well as between sunset and sunrise.

Third Party Insurance. As mentioned on page 24, amendments to the Regulations under the Motor Vehicles (Third Party Insurance) Act were gazetted on 7th and 21st June, 1968 to alter the maximum rates of premium payable in respect of third party policies commencing on and after the 1st July, 1968.

Three Year Drivers' Licences. Amendments to the Motor Traffic Regulations were gazetted on the 28th June, 1968, to permit the issue on and after 1st July of drivers' and riders' licences having a currency of three years, and also to provide for the refund of one third of the fee for each complete year of the unexpired currency of a surrendered licence.

Miscellaneous. A number of amendments of a minor nature were made to the Schedules in the Regulations which list one-way streets, public vehicle stands, Motor Registries and parking and standing restrictions.

LEGAL PROCEEDINGS AND ENFORCEMENT

STATISTICAL DETAILS

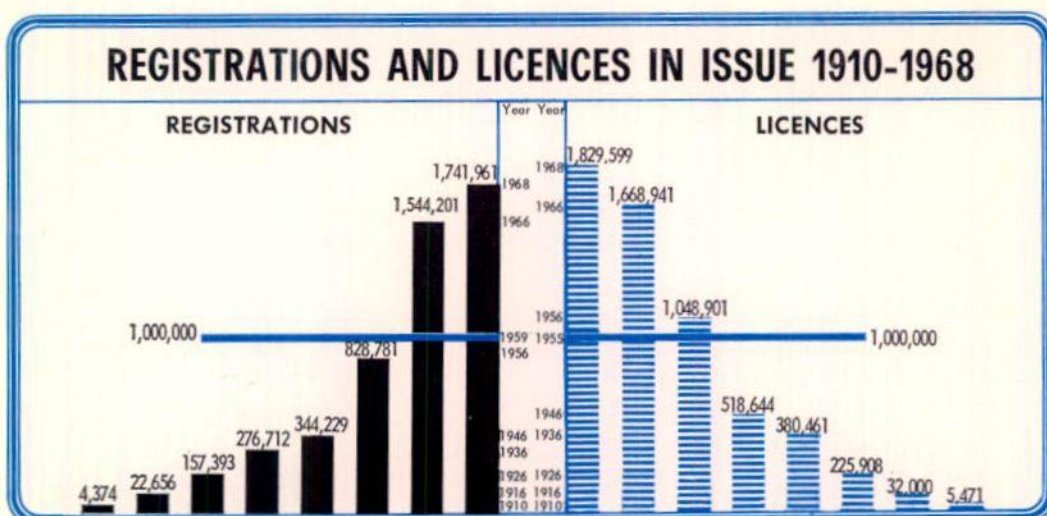
Comment. Details of the numbers of the various types of offences for which the Department instituted Court proceedings which resulted in convictions are given in Appendix 10. The totals of the previous year have been exceeded in practically every category, these being accounted for as indicated below.

Road Maintenance (Contribution) Act. The number of convictions under this Act was almost double that of last year. This reflects the firmer line adopted by the Department towards defaulting operators as well as the more efficient enforcement in country districts following the decentralisation of the Department's activities by the establishment of Regional control.

Motor Traffic Regulations. Convictions for most types of offences under these regulations have in general been maintained.

Public Vehicles (Goods and Passengers). Pronounced increases have occurred in the number of offences under this heading as a result of the more stringent policy adopted by the Department in the control of taxi-cab operators.

State Transport (Co-ordination) Act. The number of convictions under this Act was nearly twice that of the previous year. Once again, this was due to the more efficient supervision of carriers in the country by Inspectors under the control of the Regional Superintendents.



Motor Vehicle Registrations and Drivers' Licences

SUMMARY OF REQUIREMENTS

Vehicles. Under the Motor Traffic Act, all motor vehicles except a few exempt classes of vehicles must be registered. Other laws require that before registration can be completed motor vehicle tax 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 light or heavy, in private or public use, or are motor cycles.

REGISTRATIONS AND LICENCES

Statistics. The three paragraphs that follow set out the principal statistics as at 30th June, 1968 but detailed information and comparisons extending over some years appear in —

- Appendix 13 — Total registrations in force for vehicle 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, 1968, motor vehicle registrations had risen to a further record level of 1,741,961 — 111,192 (6.82%) more than a year previously.

Brand-new vehicles. Registrations of brand-new vehicles in New South Wales totalled 194,228 this year as against 168,253 last year — an increase of 25,975.

Drivers' Licences. On 30th June, 1968, total driving licences — vehicle drivers' and cycle riders' — numbered 1,829,599, an increase of 65,813 (3.73%).

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 it was again 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 on page 25 which also gives some statistics about withdrawal of provisional licences.

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 at 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 other 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 90% of all business transacted at Motor Registries. Details of revenue collections at them are given in Appendix 12.



CHARLESTOWN MOTOR REGISTRY

The Department's continuing policy of providing modern premises having ample public space for the busiest times is illustrated by the views on this page of the new Motor Registry at Charlestown.



Changes this Year. The number of Registries staffed by the Department's own officers rose this year to 58 with the appointment of a new Motor Registry at Charlestown. Registries conducted by Police numbered 199 bringing the overall total of Registries to 257.

To encourage motorists to take greater advantage of the facilities available at Departmental Motor Registries, the Department has conducted a publicity campaign for this purpose since October, 1966. In the report year, vehicle and licence renewals dealt with at Departmental Motor Registries totalled 1,732,243 an increase of 316,226 (22.3%) over the previous year.

Renewals Payments Offices. On 2nd January, 1968 the Department established a Renewals Payments Office in the inner-city area of Sydney. The Office, located in N.R.M.A. House in Clarence Street, is open from 9 a.m. to 4 p.m. Mondays to Fridays. It provides a convenient facility in the City where vehicle registrations and driving licences may be renewed quickly. For this purpose business at the office is restricted to renewal transactions where a renewal notice previously forwarded by the Department is produced. Figures recorded during the six months ended 30th June, 1968 show the extent to which the service has been used by motorists. Revenue collected during the period totalled \$692,183, at an average rate of \$5,582, per working day for the 32,660 renewals of licences and registrations effected during the period.



RENEWALS OFFICE IN CITY

At N.R.M.A. House in Clarence Street, Sydney, an office was opened to enable motorists in the City to effect renewals of registrations and licences. It is staffed by officers of the Department and is open on Mondays to Fridays from 9 a.m. to 4 p.m.

A Renewals Payments Office was also established in the "Roselands" regional shopping centre at Wiley Park on 13th May, 1968. Revenue collected at this office up to 30th June, 1968, was \$37,684 for the 2,345 items of business transacted there.

Standards of Service. Frequent inspections of Departmental Registries are made by senior officers in the interests of efficiency and to ensure premises and equipment are maintained in good order. During the year additional staff was provided at the Motor Registries at Wagga Wagga, Queanbeyan, Grafton, Tamworth, Lismore, Kempsey, Dubbo, Taree, Newcastle, Charlestown, Goulburn, Wollongong, Kiama, Nowra, Five Dock, Liverpool, Chullora, Parramatta, Ryde, Lidcombe and Miranda.

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.

Role of Government Insurance Office. Although authorised insurers numbered 66 on 30th June, 1968 (four less than last year) the Government Insurance Office of New South Wales continued to conduct the great bulk of compulsory third-party insurance (approximately 96%) 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 \$35,140,488 — a rise of \$1,608,089 on last year. Commission received in this connection totalled \$333,200 and was credited to the Road Transport and Traffic Fund.

Premium Rates. Regulations under the Act prescribe maximum premiums. Recommendations to the Minister to amend the Regulations to vary premiums are the responsibility of a special Premiums Advisory Committee. The Committee includes representatives of the insurers and this Department and the Chairman is the Government Actuary. Premiums in force throughout the report year continued at the rates that took effect in June, 1962 but, immediately prior to the end of the year, action to increase the premiums as from 1st July, 1968 was in hand by the Government on the Committee's recommendation.

TRAFFIC BREACHES

Respective Functions of Police and Motor Transport Departments. For the most part enforcement of the Motor Traffic Act and Regulations, as they lay down the rules of the road for drivers generally, is the responsibility of the Police. However, authorised officers of the 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 kept 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 235,615, an increase of 13,937 (6.3%) over the previous year's total of 221,678. In 143,479 (60.8%) 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 7,018 which is 23 less than in 1966-67.

Additional information, including detailed statistics and explanatory notes, appears below 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 any period of disqualification.

Powers of Commissioner. The Commissioner as the licensing authority is empowered by the Regulations for Motor Traffic to suspend, cancel or refuse driving licences. Any person so deprived of or refused a licence may appeal to a Court of Petty Sessions against the Commissioner's decision. The Commissioner's exercise of these powers in the light of motorists' traffic records is carried on under what is generally known as the Licences Review Scheme. Briefly, the scheme provides as follows:—

- (a) **Holders of Provisional Licences.** Where the licensee commits a breach of the conditions of the licence (i.e. exceeds 40 miles 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 fresh application, passes further driving, oral and eyesight tests and pays a further licence fee.
- (b) **Other Licensees.** Where more than one offence is recorded against a licensee he is asked to conform closely to the driving laws in the future. If a further offence is committed within a short period the question of licence suspension or cancellation is considered but before a decision is reached the licensee is invited to show cause why the contemplated action should not be taken. Where it is found necessary to take action against a licensee, the licence is suspended (usually for a short period such as one month or less) or, because of a more adverse driving record, cancelled. In the lattermentioned event the licensee is often re-issued, after expiry of a specified period, with a provisional licence but such licence does not usually carry the "new driver" conditions regarding speed limit and the display of "P" signs. It is, however, subject to cancellation if the holder commits any of certain specified offences. This year 761 such licences were cancelled by the Commissioner as the result of offences committed.

Disqualifications Imposed. During the year the Courts found proved 7,417 major offences (including driving under the influence of alcohol) which are of a type which results in automatic disqualification in the absence of a Court order to the contrary. 399 offenders were discharged under Section 556A of the Crimes Act without conviction. Of the other 7,018 in which convictions were recorded, the statutory automatic period of disqualification operated in 2,155 instances but in the remaining 4,863 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 387 out of the 5,417 drivers brought before them on such charges. This is a ratio of 1:14. For last year the corresponding figures are 556 applications of Section 556A in 5,560 charges — a ratio of 1:10.

There were also 3,045 instances as compared with 3,684 last year (a decrease of 1.5%) where the Courts revoked the licences of drivers convicted for other serious offences which do not incur automatic disqualification.

Under the procedures described above the Commissioner suspended or cancelled 13,295 licences by comparison with 8,600 in 1966-67. The substantial increase in suspensions and cancellations is accounted for largely by the fact that "P" licences dealt with numbered 8,518 this year as against 5,476 last year. The "Provisional" licensing scheme began in January, 1966 and to 30th June, 1968 243,178 such licences were issued of which 14,254 were subsequently cancelled.

State Transport (Co-ordination) Act—Tonnages of Taxable Goods Carried									
1958-59	1959-60	1960-61	1961-62	1962-63	1963-64	1964-65	1965-66	1966-67	1967-68
								909,991	992,108
	671,036		724,460	709,375	757,151	787,435	791,325		
624,166		634,301							
Transport Act — Number of Taxi-Cab Drivers' Licences Issued									
								12,608	13,006
								10,697	
9,385	9,583	9,649				10,150			
			8,873	8,954	9,098				

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 is designed to reduce or eliminate wasteful competition, including competition with State-owned train and bus services. Vehicles are licensed as goods vehicles, omnibuses, taxi-cabs, private hire cars, tourist vehicles and service vehicles. The conditions of licences reflect a general policy but also, particularly for passenger-carrying vehicles, are varied to suit individual circumstances.

Special Revenue Measures. The principal Statute in this respect is the Road Maintenance (Contribution) Act which, as mentioned on page 10, imposes on heavy goods vehicles an additional ton-mileage charge in recognition of the extra 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 operations.

Interstate Trade. By Court decisions, operations in the course and for the purposes 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

As mentioned in the section of this report dealing with major policy developments this year, a special inter-Departmental Committee undertook a deliberate review of practices that have applied for many years in regard to charges payable under the State Transport (Co-ordination) Act on journeys by lorries in competition with the railways. Details of changes made as a result appear on page 18. Other established policies and practices in regard to the State Transport (Co-ordination) Act and Road Maintenance (Contribution) Act continued as described separately hereunder.

State Transport (Co-ordination) Act —

- **Licences** confer a general authority to convey goods on all journeys (irrespective of length) which do not compete with the railways, and on competitive journeys up to 50 miles in length.
- **Permits** for competitive journeys of more than 50 miles are issued upon payment of charges for most classes of goods but permits are not granted for the carriage of certain commodities for which special arrangements have been made by the Railways Department. Examples of these are wool, beer from Sydney breweries and cement.

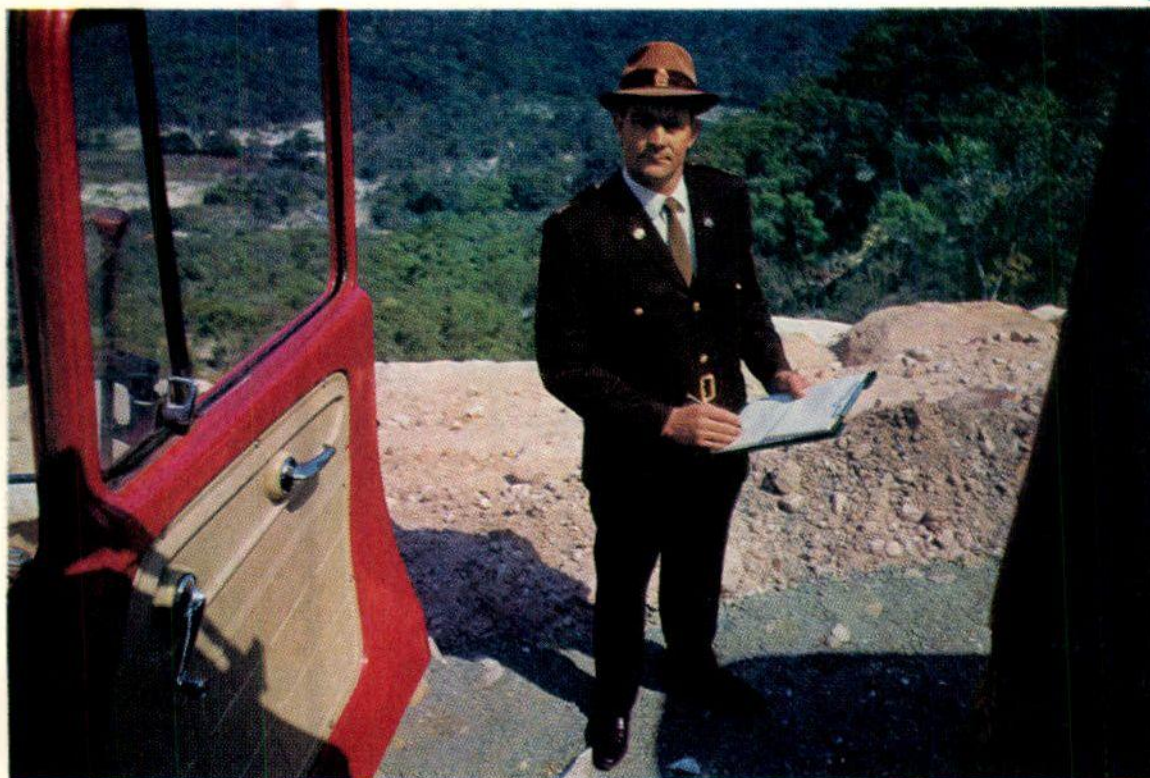
- **The maximum rate of charge** was imposed for competitive journeys unless the individual features of the case warranted some reduction or the loading was within the category mentioned in the next item. Until 1st January, 1966 the maximum charge was at the rate of 2.5 cents per competitive mile for each ton of the aggregate of the carrying capacity of the vehicle and its tare but, since that date, **half** of the tare has been excluded from the calculation.
- **Exemptions and concessions** are granted for certain commodities principally on the basis of the limited suitability of rail transport. Examples of these products are plaster sheets, bricks and asbestos cement products.

Road Maintenance (Contribution) Act —

- **The ordinary registration tax** is reduced by half for lorries subject to this Act. This is a statutory concession and was allowed from the inception of the Act (in May, 1958) for primary producers' vehicles but from 1st January, 1960, for other liable lorries.
- **Co-ordination Act charges** on journeys by lorries subject to the Road Maintenance (Contribution) Act are reduced by the amount of road charges payable on the competitive portion of the journey.
- **Returns** are an essential feature of Road Maintenance administration and it is a requirement that an owner (unless he has entered into an "Arrangement" as described in the next paragraph) shall, by the fourteenth day of each month, furnish an accurate daily record of mileage travelled during the preceding month and pay the charges due.
- **"Arrangements"**. The policy of encouraging suitable owners to convert to the special Arrangements provided for in the Act for the furnishing of returns in a simplified manner on a monthly or quarterly basis was continued during the year under review. An important requirement of this system is that the amount payable must not be reduced nor any payment postponed for more than three months. The number of owners operating on this basis (mainly fleet owners) increased from 2,142 as at 30th June, 1967 to 2,217 as at 30th June, 1968, and the number of vehicles from 17,482 to 18,444. In addition, the number of vehicles covered by quarterly Arrangements (mainly primary producers' vehicles) increased from 10,719 to 12,802. Arrangements, whilst facilitating the task of administering the Act, also promote considerable goodwill and understanding between the Department and vehicle operators. The number of vehicles concerned and particulars of revenue collected under this system appear in tabulated form on page 29.

EVASION AND ENFORCEMENT

General. The Department continued to take firm and reasonable enforcement measures in order to ensure, as far as possible, protection of the revenue and compliance with safety requirements. Road patrols, Departmental Checking Stations and other sources reported 1,400,827 vehicle sightings and these constituted the main basis for enforcement action.



INSPECTORS' UNIFORMS

Easily identifiable uniforms are now worn by Departmental Inspectors working on road patrols, general enquiries and at the special Lorry Checking Stations. Pictured from the driver's viewpoint is an inspector making a roadside check while on road patrol duty.

Officers located in the Regional Districts again maintained close supervision of road transport activities in their respective districts and assisted operators in complying with the provisions of the laws applicable to them.

Details 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 towards seeing that lorries comply with the special requirements applying to them:—

(1) Numbers of Vehicles	Marulan	Berowra	Total
1966-67	201,413	198,251	399,664
1967-68	215,930	196,937	412,867
(2) Tonnages (Loads)			
1966-67	2,021,036	1,394,419	3,415,455
1967-68	2,175,704	1,471,082	3,646,786

Special Cases. Certain Sections of the Road Maintenance (Contribution) Act which were introduced into the Act in 1964 but are designed to be used as a last resort in special cases provide that —

- (a) **personal** liability may be imposed on any director, member of the governing body or manager of a company where the company fails to submit journey records or pay charges due; and
- (b) the Governor may apply the provisions of the Act to any vehicle with a load capacity not exceeding four tons where it is established that the vehicle is used frequently carrying loading in excess of four tons.

As mentioned in previous reports, the practice which necessitated the second of these provisions declined after enactment of that provision to the point that it has not been necessary to invoke it. However, legal action against a director personally again had to be resorted to in a small number of extreme cases this year after other avenues of enforcement were unsuccessful. The results were:—

Fail to Deliver Journey Records —					
Notices Sent	Complied With	Convictions	Fines		
18	10	1	\$50.00		
Fail to Pay Charges —					
Notices Sent	Complied With	Charges Paid	Convictions	Fines	Court Orders
32	2	\$908.69	11	\$832.00	\$20,202.59

NOTE: The gap between the number of convictions and the number of failures to comply with notices sent is explained by the fact that all the cases concerned had not been determined by the Courts when the report year ended.

RESULTS THIS YEAR — (1) **State Transport (Co-ordination) Act.**

Scope of Operations. Although, as already mentioned, charges under the Act were imposed on road journeys competing with the railways for more than 50 miles, such operations showed a further increase this year. Two important variations of established charges policies took effect by decision of the Government. One was that, as from 21st February, 1968 the competitive distance exempt from charges was increased to 200 miles in respect of the carriage of fresh fruit and vegetables. The other arose from the work of the Transport Charges (Country Industries) Committee appointed by the Government and set up the wide area of exempt operations in country areas as described on page 18. The full effect of these changes will not be evident until next year.

Drought Stricken Stock. A severe drought in the southern part of the State during the year led to the wholesale movement of stock by road and rail to northern New South Wales and to Queensland for agistment purposes. Close and constant contact with all concerned was maintained by the Department to assist in the movement of stock by road transport when rail facilities were not available.

Taxable Journeys under Permit. Table A ("Trips and Tonnages") below shows the tonnages and numbers of journeys in the various rate categories. Increases, although smaller than the previous year, are evident in both totals. Table B ("Charges Collected") discloses a remarkable increase over last year despite the relatively small increase in the trips made and tonnages carried. It is thought that much of this is a direct result of the improved enforcement achieved by stationing Inspectors in the various country Regions in accordance with the Departments' decentralisation policy.

Table A — Trips and Tonnages

Charges per ton per mile Trips —	.83c	1.25c	1.66c	2.50c	Totals
1967-68	13,104	21,005	152	93,469	127,730
1966-67	12,282	18,548	127	93,432	124,389
Tonnages —					
1967-68	73,764	171,332	1,277	745,735	992,108
1966-67	66,576	150,048	935	692,432	909,991

6,107 permits were issued for charges calculated on a flat rate basis or on rail freight. The number last year was 7,787.

Table B — Charges Collected

Year Ended 30th June —	Collections	Increase on previous year
1968	\$3,811,319	up \$526,813
1967	\$3,284,506	up \$ 45,524
1966	\$3,238,982	down \$157,570
1965	\$3,396,552	up \$296,638
1964	\$3,099,914	up \$263,106

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
		\$		\$		\$
1967	46,605	7,796,879	7,558	3,652,387	54,163	11,449,266
1968	49,170	8,499,240	8,117	4,107,713	57,287	12,606,953

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

"Arrangement" cases

	No. in force	Vehicles covered	Charges paid
			\$
1967	2,142	17,482	5,081,730
1968	2,217	18,444	5,575,185

The charges paid are included in the total shown in the previous table. These figures do not include primary producers' vehicles (12,802 this year, 10,719 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 State Transport (Co-ordination) Act.

Transport Districts Defined. Each Transport District comprises the City concerned and its adjacent area. Specifically —

- **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 the 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 Licences 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 was not approached. Rates per passengers varied from \$2.50 to 20 cents and the individual fees from \$884 to \$5.00. The total of such fees for private bus services amounted to \$36,136.

Motor Vehicles 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. An allocation by the State Treasury from roads funds received from the Commonwealth is similarly applied. Receipts from both sources, details of which appear in Appendix 4, totalled \$676,585.

Contribution by Government Bus Services. Although legally obliged to pay only the equivalent of service licence fees (and not the registration fee or motor vehicles tax) the Department of Government Transport, as a matter of Government policy, contributes amounts calculated and subsequently distributed on the same basis as the tax paid by private bus service operators. The amounts so contributed this year totalled \$247,239.

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 roads the buses use. Appendix 5 describes the basis of distribution and lists individual amounts paid.

Services Operating. A summary of statistics relating to services is given on page 31 whilst more detailed particulars appear in Appendix 19. In the Metropolitan Area services were provided to new schools and improved services were provided to established schools. Also services were extended to newly developed areas and to shopping areas. The service from Punchbowl to Bankstown via Chullora and Roselands (Route No. 4) was combined with the service from Punchbowl to Hurstville via Roselands (Route No. 28) on 6th November, 1967 and now operates as Route No. 244. Owing to the lack of patronage the service from Killara to Gordon (Route No. 136) was discontinued.

In Newcastle a service was commenced to link that City with the City of Cessnock, but was subsequently diverted to service the Newcastle suburbs of Beresfield and Tarro. A temporary service was operated between Caves Beach and Belmont pending the introduction of a Government service there. In addition, a number of services were extended or diverted to provide improved services for newly developed areas.

Improved facilities were provided in the Wollongong Transport District for services operating from Farmborough Heights, Unanderra, Berkeley, Port Kembla and Corrimal to the heavy industries areas and on the majority of existing school services. A service licence was issued for the service previously authorised by permit to operate between Wollongong and Moss Vale. Improvements were also made to services operating from Wollongong to Unanderra.

Competition with Government Transport. No services are permitted to operate in direct duplication of Government Transport services. However, a small number which compete in less degree operate in each District under restrictive conditions or on payment of Co-ordination Act charges. These services now total 21.

Fares. In the last report under this heading, it was mentioned that applications were being examined individually for increases in fares and that up to the 30th June, 1967 increases had been authorised for 114 services. This work continued and during the year under review fare increases were approved for another 107 services in the Transport Districts. The majority of increases were 1 cent for fares up to 9 cents and 2 cents for fares of 10 cents and over. Except in isolated cases fares for first section journeys were not increased. The previous general increase was granted in 1965.

Pensioner Concession Fares. On 1st March, 1968, the Government introduced a scheme under which fare concessions were granted to pensioners for travel on private bus services in the Transport Districts and also in the Central Coast which, broadly, is the area north of the Hawkesbury River to the southern shores of Lake Macquarie. The scheme provides for pensioners to travel at half the adult single fare on production of a pensioner's fare certificate issued by the Department of Government Transport.

A subsidy is paid to the bus operator to compensate for the estimated loss of revenue arising from the reduced fares for pensioners. A Committee of

Review has been set up by the Government to deal with cases where the operator considers the amount of subsidy paid to him does not adequately compensate him for the loss of revenue.

Standard of Service. Frequent checks by Departmental technicians ensured maintenance of proper vehicle standards. Routine checks of timetable observance and adequacy of services were carried out and corrective action was taken on the few complaints received.

Special Journeys. In some cases journeys for such purposes as sporting and social events were authorised by permits, and Co-ordination Act charges were imposed, reduced or waived according to circumstances.

Trading Experience of Operators. Returns submitted by operators pursuant to law provide detailed statistics as to passengers carried, financial results and plant and personnel engaged. The statistical year is the twelve months ending 31st March, each year. Full information appears in Appendix 19, but the following table presents some statistical highlights.

**SUMMARY OF BUS STATISTICS (AS AT, OR IN YEARS ENDED,
30th JUNE, 1967 AND 1968)**

● Buses in Service				
	Metropolitan	Newcastle	Wollongong	Total
1968	1,172	116	188	1,476
1967	1,119	124	194	1,437
Variation	Up 53	Down 8	Down 6	Up 39
● Service Licences				
1968	207	22	23	252
1967	209	23	22	254
Variation	Down 2	Down 1	Up 1	Down 2
● Revenue Derived by Department				
	\$	\$	\$	\$
1968	625,858	73,808	46,699	746,365
1967	608,013	73,736	42,957	724,706
Variation	17,845	72	3,742	21,659
● Bus Revenue Distributed for Roadworks				
	\$	\$	\$	\$
1968	592,061	70,627	46,232	708,920
1967	572,323	70,200	42,366	684,889
Variation	19,738	427	3,866	24,031
For details see —				
● Appendix 19 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. The ordinary "car" rates of motor vehicles tax apply except where the vehicle used is a station waggon when "lorry" rates are applicable.

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 on page 9, towards the cost of improved traffic facilities, particularly traffic control lights.

Categories of taxi-cabs. There has been no change in the conditions of operation of taxi-cabs in any of the three Transport Districts during the year. Taxi-cabs in the Metropolitan Transport District are classified as:

- (i) "Unrestricted"; or
- (ii) "City of Sydney" — to operate from stands within the municipal boundary of the City of Sydney and at the Sydney (Kingsford-Smith) Airport; or

- (iii) "District" — may stand for hire on any taxi-cab stand in one of the 17 designated "districts" within the Metropolitan Transport District and at the Sydney Airport and Central Railway Station, Sydney. May accept "hail" and radio hirings from any place in the Transport District.

In the Newcastle Transport District there are both unrestricted taxi-cabs and taxi-cabs restricted to particular stands or groups of stands. 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 as to the type of hiring that may be undertaken 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.

There has been no change in the operations of private hire cars but a survey in the Metropolitan Transport District which is nearing completion could indicate a need for revision of conditions in some cases.

Standard of Service —

General Policy. Continuation of policies under which owners are required to have sole control and management of the taxi-cabs and to drive them as their sole or principal means of employment has contributed to the maintenance of a high standard of service.

To assist operators to obtain drivers, no special limitation has applied since March, 1966 as regards the granting of taxi-cab drivers' licences to women and part-time drivers.

New Licences. In the Metropolitan Transport District, 31 new taxi-cab licences for the various suburban "districts" were issued to persons on the Metropolitan Taxi-cab Drivers' Seniority Register. The names of the places concerned and the numbers of new taxis licensed are given in the table below. In the same period, 6 licences were returned to the Department and of these 1 "unrestricted" and 2 "City of Sydney" licences have been re-issued from the Register.

ADDITIONAL TAXI-CABS FOR METROPOLITAN TRANSPORT DISTRICT

Number of additional taxis.	Vehicle(s) may stand for hire on stands at —
1	Chatswood, Roseville, Lindfield, Killara, Gordon, Pymble, Artarmon, Lane Cove, Willoughby, Crows Nest, St. Leonards.
4	Hornsby, Pymble, St. Ives, Turramurra, Warrawee, Wahroonga, Waitara, Asquith, Berowra, Normanhurst, Thornleigh, Pennant Hills, West Pennant Hills, Beecroft, Cheltenham.
4	Epping, Pennant Hills, Beecroft, Cheltenham, Carlingford, Eastwood, Ryde, West Ryde, Gladesville, Denistone, North Ryde.
2	Merrylands, Guildford, Fairfield, Carramar, Yennora, Villawood, Smithfield.
1	Liverpool, Fairfield, Mount Pritchard, Canley Vale, Cabramatta, Canley Heights, Carramar, Smithfield.
1	Auburn, Lidcombe, Sefton, Regents Park, Granville, Berala, Chester Hill, Villawood, Carramar.
2	Strathfield, Homebush, Concord, North Strathfield, Yaralla Hospital, Western Suburbs Hospital, Burwood and Yaralla, Five Dock, Ashfield, Drummoyne, Summer Hill, Croydon, Croydon Park.
2	Padstow, Revesby, Panania, East Hills, Riverwood, Bankstown, Greenacre, Yagoona, Narwee, Roselands.
2	Wiley Park, Punchbowl, Roselands, Belfields, Lakemba, Croydon Park, Belmore, Campsie, Canterbury Hospital, Earlwood.
2	Arncliffe, Bexley North, Bexley, Rockdale, Banksia, Brighton, Kogarah, Allawah, Hurstville, Carlton and Park Roads, Kingsgrove, Beverly Hills, Narwee, Riverwood, Oatley, Penshurst, Mortdale, Kingsgrove, South Hurstville, Earlwood.
2	Campbelltown.
3	Seven Hills South, Blacktown, Doonside, Mount Druitt, Quakers Hill, Kingswood, St. Marys, Rooty Hill, Wallgrove, Horsley, Plumpton, Penrith.
2	Rogans Hill, Castle Hill, Baulkham Hills, Dural, Kellyville, West Pennant Hills. Also from the ranks at Pennant Hills and Beecroft on Mondays to Fridays from 6.00 p.m. to 8.00 a.m. the following morning and from 12 noon on Saturdays to 8.00 a.m. on Mondays and on all Public Holidays.
3	Caringbah, Como, Cronulla, Engadine, Gymea, Jannali, Kirrawee, Miranda, Sutherland Hospital, Sutherland, Sylvania, Woolooware.
31	

The question of the standard of service being provided is constantly under review and towards the close of the year the Taxi Advisory Council was examining the need for the issue of additional licences in the Metropolitan Transport District.

Enforcement. In the public interest supervision of taxi-cabs operations has been continued in the three Transport Districts. In the Metropolitan Transport District this has been improved by the wider distribution of Departmental Inspectors following the establishment of three District Offices. These activities include a full investigation of all complaints. Court proceedings were taken where necessary — see Appendix 10.

Radio Control. The majority of taxi-cabs and many private hire cars in the Transport Districts are fitted with two-way radio in the interests of improved service to the public. Radio communication for taxi-cabs is provided by 16 two-way radio organisations in the Metropolitan Transport District, two in the Newcastle Transport District and one in the Wollongong Transport District.

A further increase in taxi-cab radio installations in taxi-cabs took place during the year as a direct result of new issues of licences a condition of which is that a taxi-cab must be equipped with radio and also the policy of requiring a person purchasing a taxi-cab to instal radio if the vehicle is not so equipped. A review of hire car operations undertaken during the year has revealed that radio has been installed in another 42 hire cars.

The development of radio operations during the last ten years or so is illustrated by the figures given in Appendix 20. The following summary of statistics gives the position as at 30th June, 1968 and other information also.

SUMMARY OF TAXI-CAB AND PRIVATE HIRE CAR STATISTICS (at 30th June, 1967 and 1968)

Vehicles in Service	Metropolitan		Newcastle		Wollongong	
	1967	1968	1967	1968	1967	1968
● Taxi-cabs —						
Unrestricted	2,438	2,439	86	86	—	—
Restricted	1	1	28	29	115	115
City of Sydney	229	229	—	—	—	—
Districts	245	273	—	—	—	—
Sub-total	2,913	2,942	114	115	115	115
● Private Hire Cars	244	244	15	14	12	12
TOTAL	3,157	3,186	129	129	127	127
● Radio-Controlled Vehicles (included in above)						
Taxi-cabs	2,615	2,656	114	115	112	112
Private Hire Cars	127	169	12	11	2	2
TOTAL	2,742	2,825	126	126	114	114

Fares. Private hire car fares are not controlled but taxi-cab fares are fixed by regulation. The current taxi-cab fares have been authorised since 12th September, 1965. An application for an increase in taxi-cab fares was under consideration towards the close of the financial year.

Taxi-cab Lost Property. Articles left in taxi-cabs by hirers must be surrendered to the Department by the 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 Railway Department's regular lost property auction sales and the proceeds, which are small, are paid into the Road Transport and Traffic Fund.

PASSENGER SERVICES — COUNTRY AREAS

CO-OPERATION WITH COUNCILS

In addition to 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 observed for many years to mutual advantage and the benefit of the local communities concerned. The progressive decentralisation of administration brought about by the creation of Regional Branches of the Department has produced further benefits in this direction.

VEHICLES ON FIXED ROUTES

Service in Operation. On 30th June, 1968, 2,635 regular passenger carrying services were operating in country districts. 1,850 buses and 1,205 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 have been authorised subject to restrictive conditions or payment of Co-ordination Act charges. 53 such services were operating as at 30th June, 1968.

Fares. Increases were authorised for a relatively small number of services. The circumstances were considered jointly by the Department and the local Council, together with the Department of Education where travel subsidy for school children was involved.

Special Journeys. In some cases journeys for such purposes as sporting and social events were authorised by permits and Co-ordination Act charges were imposed, reduced or waived according to circumstances.

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, usually upon payment of Co-ordination Act charges.

Vehicles in Service (On 30th June) —	1967	1968
● Taxi-cabs	1,128	1,112
● Private Hire Cars	328	323

Ballots for New Licences. Four replaced taxi-cab licences and four new country hire car licences were issued this year while a total of 25 licences were surrendered. The balloting system has been retained as being most suitable for the different conditions which apply outside the Transport Districts. Under this system where a need is established to the satisfaction of the Department and the Councils concerned, balloting is carried out by the Councils after they have invited applications.

Two-way Radio. The Department has continued to promote the provision 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 services are listed in Appendix 20.

TOURIST VEHICLES

Services Operating. Tourist vehicles operating from specified tourist resorts for the carriage of passengers on tours described in the licences numbered 67 from Sydney, 5 from Newcastle, 3 from Wollongong, 11 from Blue Mountains resorts and 30 from other country towns. As in previous years reductions in Co-ordination Act charges as a concession to the tourist industry were continued during the report year.

INTERSTATE BUS AND TOURIST SERVICES

REGULATION LIMITED BY CONSTITUTION

Like other interstate operations — see page 6 — buses and tourist vehicles engaged exclusively in interstate trade are not subject to motor vehicles tax or Co-ordination Act charges. They must be registered, however, and the vehicles and drivers must comply with safety requirements such as those relating to vehicle equipment and, if the vehicle weighs more than 2 tons unladen, limits on hours of driving.

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 within New South Wales. This licence is additional to the authority an operator must obtain under Commonwealth law from the Department of Civil Aviation.

Air Service Enquiry. During the year a special Committee appointed by the Governments of New South Wales and the Commonwealth completed an enquiry into certain aspects of intrastate air services in New South Wales. Reference to the Committee's work and its report is made on page 12.

"Commuter" Services. A development in intrastate air services this year was the introduction of "commuter" services. This is the term popularly used to describe the operation of light aircraft on timetabled services which, on operational grounds, do not qualify as services of full airline standard as determined by the Department of Civil Aviation. Because legal responsibility for air safety rests with the Commonwealth this Department has accepted decisions of the Department of Civil Aviation on safety aspects of commuter proposals, and has concentrated its own attention on the fundamental question whether having regard to facilities already available, a proposed commuter service should be permitted or not.

The main field of commuter operations has been to provide direct air links (either between one country town and another or between a country town and Sydney) not provided by either of the major airlines because, for economical or operational reasons, it has not been practicable for them to do so. Commuter operations are thus valuable adjuncts to the main airline services and it has been the Department's policy to grant licences wherever practicable and to limit refusals to proposals that would conflict with a service already in existence.

Because some applicants experienced difficulties in starting services for which they had applied, all approvals granted by the Department were not taken up but, as at 30th June, 1968, commuter services in operation within New South Wales were connecting —

Newcastle with Sydney

Newcastle with Wagga Wagga via Wollongong and Canberra

Sydney with Goulburn

Sydney with Cootamundra and Temora

Wagga Wagga with Griffith, Hay and Deniliquin (en route to Melbourne)

Sydney with Scone and Quirindi

Moree with Collarenebri, Lightning Ridge and Goodooga.

Number of Aircraft Licensed. On 30th June, 1968, 287 licences under the Air Transport Act were in issue.

MISCELLANEOUS

Ferries in Port Jackson. Privately operated, that is non-Government, passenger ferries operating in Port Jackson are licensed in conformity with the State Transport (Co-ordination) Act. On 30th June they numbered 30.

Road Accident Fatality Rate Per 10,000 Vehicles									
1958-59	1959-60	1960-61	1961-62	1962-63	1963-64	1964-65	1965-66	1966-67	1967-68
9.4	9.9	9.3							
			8.3	8	8.3	8.6	8.5		
								7.8	7.9
Traffic Facilities Expenditure to Reduce Road Accident Risks									
								\$2,478,267	\$2,961,117
					\$1,462,570	\$1,654,112	\$1,788,938		
\$418,298	\$480,813	\$796,460	\$830,716	\$1,065,092					

Road Safety Activities— Drivers, Vehicles and Traffic Facilities

GENERAL

Basic Policy. Outside the field of revenue collections for roadworks and other purposes and the regulation of commercial transport services, most Departmental activities are conducted with road safety aims uppermost in mind, and policies are followed which are designed to reduce road risks and engender a community road 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 and enforcement; the Licences Review Scheme (see page 25); enforcing standards of vehicle fitness. Research studies have been commissioned on particular aspects of road accident prevention such as windscreen breakage, tyre-regrooving practices and, this year, the visibility characteristics of traffic signal lenses.

ROAD SAFETY COUNCIL

Relationship with Department. For almost the whole of the year the Department's relationship with the Road Safety Council of New South Wales continued as previously. Broadly, this was that the Council (although an entity in its own right and not a division of the Department) was, in practice, very closely linked with the Department. The Commissioner was the Executive Vice President, as provided by the Council's articles, and the Department gave further substantial assistance in other ways. It provided office accommodation and facilities as well as accounting services and motor vehicles, and also seconded Departmental employees for full time duty with the Council. The Department also provided, from the Road Transport and Traffic Fund, the bulk of the funds available to the Council.

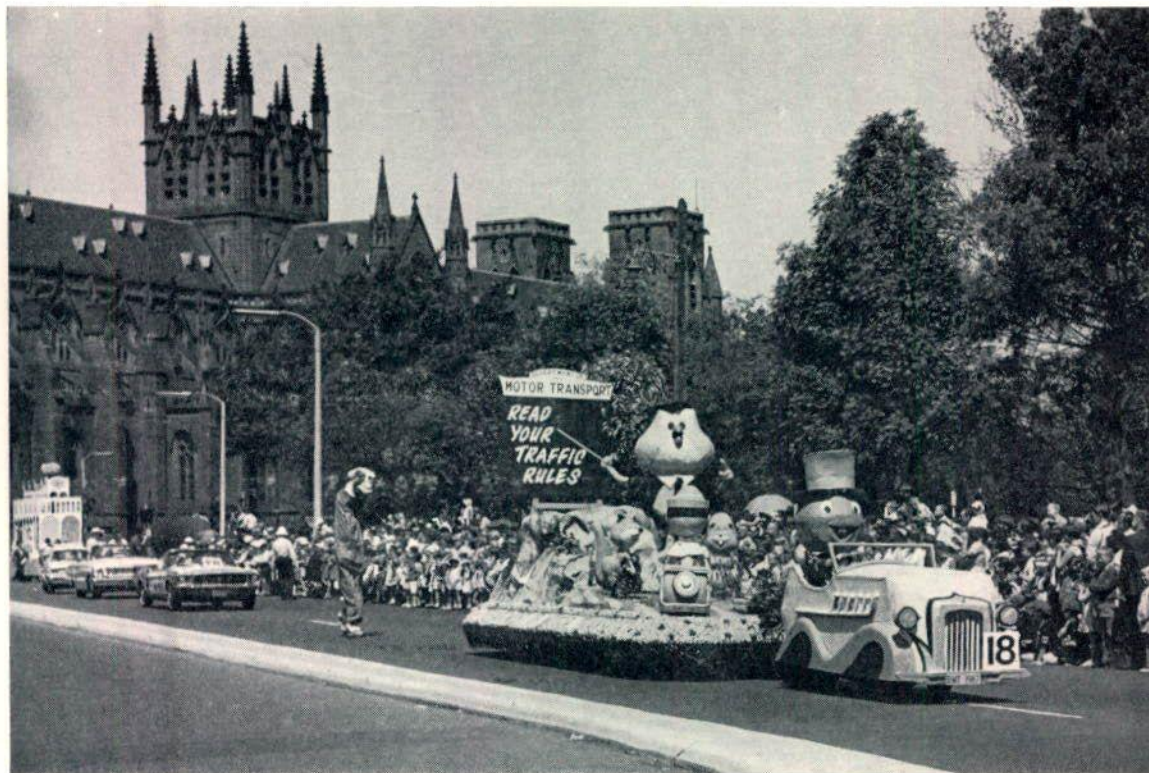
Re-organisation. During the year the Council, with the concurrence of this Department and the approval of the Minister, adopted a revised constitution under which it became responsible direct to the Minister via a board of Management and not through the Commissioner as the Council's Executive Vice President. It began steps to establish its own separate administration and in 1968-69 will acquire its own premises, employ its own staff and take all other necessary action to function separately.

Funds. To assist the Council to establish its own administration it received a special grant of \$100,000 from the Road Transport and Traffic Fund this year. This was additional to the normal annual grant of \$100,000 and a sum of \$29,000 received by the State Treasury from the Commonwealth Government for road safety purposes and allocated to the Council by the Treasury.

Annual Report. The Council presents its own annual report to the Minister. Consequently, its activities this year are not dealt with here.

Police Lectures. In addition to the amounts it provides for the Road Safety Council, as mentioned above, the Road Transport and Traffic Fund was also drawn upon for other mass-educational activities in road accident prevention, including the provision in the Police Department of a special School Lecturing Section whose members — 67 in all — lecture in road safety at schools and meetings of clubs and other community groups.

Waratah Spring Festival: For the 11th successive year, the Department again entered a float in the City of Sydney's Waratah Spring Festival Procession. Designed, built and manned by Departmental personnel, the float followed the festival's theme "Pageant of Music, Mirth and Marionettes" by representing in marionette form, the "Wise Old Owl" character widely known through the television road safety cartoons produced by the Department. A photograph of the float appears below.



ROAD ACCIDENT STATISTICS

Scope and Source of Information. The official New South Wales road accident statistics are compiled by this Department from Police reports of accidents which cause death or injury or damage to property estimated to be in excess of \$50.

Presentation. New South Wales accident facts are tabulated under general headings (such as likely cause, type of road user responsible and time of day) in accordance with a uniform pattern adopted by all States and Territories some years ago.

During the year two important improvements were made in the method of producing road accident statistics. In former years details of road accidents in their areas were supplied to Councils in typewritten form, the information being produced by a lengthy process of decoding computer information, sorting and typing. Now, a computer prints out direct and in plain language the details of accidents in each area and these are despatched direct to the Councils each three months. In addition to substantial savings in staff time, the Councils are supplied with additional information some six weeks earlier than previously.

The second change was the introduction of an accident spot map system. Each day maps of sections of the Metropolitan area and large country towns are marked with the locations of accidents, thus giving an immediate bird's eye view of the accident situation in the area. A colour code indicates whether the accident caused property damage or bodily injury, whether injuries were fatal and whether drivers, passengers or pedestrians were involved. Photo-

graphs of the maps, in both colour and black and white, are taken each quarter and comparison of them provides an easy visual reference to each area's accident history and trend. This furnishes a basis for remedial measures. Prints of the photographs are also made available to the Department of Main Roads each quarter.



ROAD ACCIDENT "SPOT MAPS"

Pictured is part of the Department's Statistical Section at Head Office where, as explained in the text on this page, maps showing road accident locations in Sydney, Newcastle, Wollongong and the larger country centres are readily available for reference.

Distribution and Use. Wide distribution to Government, Local Government and civic bodies and to motorists, and motor trade organisations continued with the aim of stimulating interest and corrective action. The supply to Councils each quarter of particulars of accidents in their areas continued this year in the improved format mentioned above. Departmentally, the figures are used as a basis for publicity, evaluation of proposed amendments to the law and to pinpoint localities calling for special engineering or enforcement attention.

Separate Statistical Bulletins. Road accident statistics are published each six months in special bulletins which present a comprehensive, detailed and current road accident picture. Consequently, this report summarises the main points only but several informative graphs appear as Appendix 21.

Main points this year. In the year ended 30th June, 1968, 74,026 accidents in which 1,174 persons were killed and 30,352 injured were reported.

Changes in each category are as follows:—

- Fatalities — 78 more than last year — an increase of 7.1%.
- Non-fatal injuries — 794 more than last year — an increase of 2.7%.
- Accidents — 4,984 more than last year — an increase of 7.2%.

The rate per 10,000 vehicles registered was higher for accidents and persons killed, but lower for non-fatal injuries. Rates were:—

- Accidents — 503 as against 493.
- Fatalities — 7.9 as against 7.8.
- Non-fatal injuries — 206 as against 211.

Other principal points were:—

- The daily average of deaths (3.2) increased slightly and persons injured increased from 81 to 83. Saturday remained the worst day.
- 62.9% of accidents were in the County of Cumberland but those outside it (37.1%) caused 58% of deaths. 33.4% of accidents accounting for 39% of deaths occurred on straight roads.
- Human failure, mostly by drivers, caused 88% of accidents, 92.3% of fatalities and 86.6% of injuries. 41% of pedestrians killed were 60 years or more of age.

- 90.7% of accidents were collisions — between vehicles, vehicles with fixed objects, vehicles with pedestrians or vehicles with animals.
- Failure to yield right of way at intersections was the principal cause of accidents whilst excessive speed was responsible for the greatest number of deaths.

THE DEPARTMENT'S TRAFFIC ENGINEERING ROLE

MEASURES TO ASSIST MOVEMENT OF TRAFFIC

General. In the traffic engineering field the Department's main responsibility is to provide traffic signals and other traffic facilities such as marked footcrossings, roadmarkings and a variety of traffic signs to reduce traffic conflict, minimise risk to pedestrians and motorists, and to assist the safe and orderly movement of pedestrians and vehicles. The Department does not construct roads or bridges or provide signs relating to the physical features of them such as "curve" signs, but actively collaborates with other State and local government authorities concerning major traffic re-organisation proposals, traffic management schemes and the design and channelisation of intersections.

This Year's Work. A measure of the growth of the Department's activities is provided by the fact that 87 new sets of traffic signals (as compared with an annual average of 47 installations over the last 5 years) were commissioned this year. These included additions to the Inner-City system, co-ordinated systems in Broadway (City) and Victoria Road, Drummoyne, and a number of sets of signals in North Sydney and Cammeray on the approaches to the Warringah Expressway. A list of all these locations is given in Appendix 22. In addition, 24 sets of signals, eight of which were linked with existing adjacent installations, were modernised to meet changes in the local traffic patterns. Considerable progress was also made in respect of the requirements of places outside the Metropolitan area, seven such installations being completed.

Planning of further installations was begun and, as at 30th June, 1968, contracts had been let for a further 34 sets to be installed during 1968-69. The total value of such contracts, which also embrace the modernisation of four additional sets of signals, is \$330,046. A separate contract was let for the supply and installation of six additional television cameras in the City and associated screens in the Traffic Signals Control Centre at a cost of \$105,320.

INNER CITY TRAFFIC SIGNAL PROJECT

Earlier Progress. On 1st July, 1967, 94 sets of traffic signals with 16 television cameras to monitor their operation from the traffic control centre, had been installed. These installations comprised stages 1, 2, 3 and 4 of the project. The area embraced was bounded by Bridge Street, Grosvenor Street, York Street, Margaret Street, Kent Street, Bathurst Street, George Street, Rawson Place, Eddy Avenue, Elizabeth Street, Wentworth Avenue, College Street, Queen's Square and Macquarie Street.

This Year's Work. During the year 8 additional sets of traffic signals were installed along Day Street, Sussex Street and Harbour Street and two additional sets of pedestrian-actuated traffic signals were installed at marked footcrossings, one in Pitt Street near Angel Place and the other in Kent Street near "Caltex House" bringing the total of traffic signal installations to 102 and completing stage 5 of the project.

CO-ORDINATED SIGNALS FOR ARTERIAL ROADWAYS

Broadway. During the year the first traffic control system in Australia to use a fully solid state master controller was built and commissioned by the Department. The system's master controller is housed in the Traffic Control Centre. At the end of the year it incorporated six fully traffic actuated intersections in Broadway, which is one of Sydney's main traffic distributors to its western suburbs. The system can operate independently or may be linked to the Inner-City Control System. It makes substantial use of presence detectors for timing and can detect queueing conditions. At present the system operates basically against the background of predetermined programmes based upon study of street conditions at various times of the day. But the timing of lights at the individual intersections is flexible within the limits of predetermined programmes and is adjusted by the tactical detectors. In addition in each predetermined programme the limits of the green time for Broadway may be expanded or contracted manually from the control centre. All green signals, special signals, detector operation and traffic queue alarms are displayed on a "mimic" diagram of Broadway and its intersecting and joining streets under the control of the system. Work is progressing on the development of full strategic control facilities, which will make the system fully automatic in its operation. Television surveillance is being provided to cater for emergency conditions and to assist in the evaluation of strategic control techniques and equipment. "Before and after" travel time studies in the controlled area have disclosed that the signal equipment has reduced travel time.

Victoria Road. A system comprising 4 sets of co-ordinated traffic signals along Victoria Road between Westbourne Street and Day Street, Drummoyne was commissioned on 9th May, 1968. This system will be extended to embrace the installation of lane control signals on the Iron Cove Bridge when current work on the construction of an additional traffic lane on the southern side has been completed.

Warringah Expressway. Co-inciding with the opening of the Warringah Expressway on 18th June, 1968, 11 new traffic signal installations were commissioned. Most of these and the 3 existing signals were grouped into small systems on the expressway overpasses at Mount Street (3), Falcon Street (2), Ernest Street (2) and Miller Street (5).

Parramatta Road. Delays occurred in the development and construction of the master control equipment for a co-ordinated signal system along Parramatta Road between Missenden Road, Camperdown and Old Canterbury Road, Lewisham. However, it is expected that the equipment will be submitted to the Department for acceptance testing by the end of 1968.

Temporary Traffic Signals. Traffic signals were installed on the Pacific Highway near Mount Kuring-Gai Railway Station to control highway traffic and allow vehicles engaged in construction of the Berowra extensions to the Newcastle Expressway to cross the highway without risk of collision.

Future Co-ordinated Signals System. In order to accelerate the future installation rate of co-ordinated signal systems the Department is currently developing and manufacturing a master control unit for High Street, Maitland. The unit will be the prototype for a number of projected co-ordinated signal systems including one for Crown Street, Wollongong and another for Bayswater Road and New South Head Road between Kings Cross Road, Kings Cross, and Ocean Street, Edgecliff. Tenders will be invited for the manufacture of the units in accordance with specifications developed by the Department from the prototype. Separate contracts will be let simultaneously for site works associated with individual signal systems.

Job Allocation. The Department's resources were again utilised to install 10 additional sets of traffic signals associated with the Inner City System and 18 of the 77 sets of signals commissioned outside the City area, including 13 sets on the Warringah Expressway overpasses. The remainder were installed under contract to the Department's designs and specifications. The Department's staff was responsible for 16 of the 24 signal reconstruction jobs completed during the year; the balance being by contract. The number of traffic signals in service at the 30th June, 1968 totalled 635, after allowing for 4 sets of pedestrian operated traffic signals that were removed when signals were installed at adjacent intersections.

Maintenance. The Department's technicians are responsible for the modification and maintenance of traffic signals in the Sydney Metropolitan Area whilst local Electricity Supply Authorities, on behalf of this Department, maintain signals in Newcastle, Wollongong and other country centres.

FLASHING "PEDESTRIAN" SYMBOL SIGNS

Forty-nine signs were erected during the year and 16 were removed following the installation of traffic signals. The total number in service is now 386, of which 71 are in country areas.

SPEED LIMITS

The 35 m.p.h. speed limit applicable in built-up areas was imposed on 33 lengths of road (totalling 26 miles 10 chains) in small settlements where, in the absence of street lighting, the general limit did not apply automatically and where the high speed of motor vehicles endangered the safety of the local residents.

The Motor Traffic Act empowers the Minister for Transport to fix speed limits on public streets within and outside built-up areas. During the year speed limits varying from 45 m.p.h. to 65 m.p.h. were applied to 82 lengths of road totalling 176 miles 41 chains.

Outside built-up areas and other areas in which higher speed limits have been fixed by direction of the Minister of Transport a *prima facie* speed limit of 50 m.p.h. applies. The Australian Road Traffic Code Committee has recently recommended that this limit be replaced with an absolute speed limit of 65 m.p.h. and at the close of the year this proposal was listed for consideration by the Australian Transport Advisory Council.

A review of speed zoning on the Pacific Highway between Sydney and Hexham and the New England Highway between Hexham and Maitland resulted in some modification of the limits on certain portions of these highways and appropriate new signposting was completed. Where speed zoning is reviewed, as in this case, or new speed zoning is implemented, it is now established policy to supplement the kerbside speed limit signs with numerals 12 feet high on the carriageway showing the speed limit. The carriageway numerals are provided where a change occurs in the speed limit and, in certain cases, at intermediate points.

REGULATION OF PARKING

The Department annually supplies a large number of signs to designate restrictions on the use of kerbspace decided upon by the Commissioner of Police and the nine Parking Advisory Committees. The great majority of these signs are produced by the Department in its Traffic Facilities Workshops at Rosebery, the remainder being manufactured under contract to the Department's specifications.

CLEARWAY RESTRICTIONS

The "Clearway" restrictions imposed on Parramatta Road on the 19th June, 1967 proved an outstanding success in providing for easier traffic movement in peak-hours on main traffic arteries. On the 29th April, 1968 "Clearway" restrictions were applied to eight additional lengths of arterial roadway (totaling 18 miles) on the northern side of the Sydney Harbour Bridge. These included:—

- Pacific Highway between Bradfield Highway and Bobbin Head Road, Turramurra;
- Willoughby Road between Crows Nest and Mowbray Road, Chatswood;
- Mowbray Road between Willoughby Road and Penshurst Street, Willoughby;
- Penshurst Street between Mowbray Road and Victoria Avenue, Chatswood;
- Military Road between Spit Road and Falcon Street, North Sydney.
- Spit Road between Military Road and Spit Bridge, Seaforth;
- Falcon Street between Military Road and Pacific Highway, Crows Nest; and
- Mount Street between Pacific Highway and Arthur Street, North Sydney.

The signposting of these streets involved the display of 1,195 "Clearway" signs and the alteration of the hours of operation of 868 parking signs.

A large programme of signposting additional "Clearways" in the Metropolitan Area is being developed.

OTHER FACILITIES PROVIDED

12,843 separate facilities (including marked footcrossings, traffic domes, stop signs, one-way traffic and other signs) were provided during the year. The Department now maintains over 125,000 separate traffic facilities of this nature in addition to 635 traffic signals and 386 overhead symbol signs.

APPOINTMENT OF TRAFFIC FACILITIES SUPERVISORS

In accordance with the Department's policy of decentralisation, 9 Traffic Facilities Supervisors were appointed in country districts during the year. These officers will provide within their respective Regions on-the-spot contact with local Police and the District Engineers of the Department of Main Roads and Shire and Municipal Authorities, to ensure that the traffic facilities supplied by the Department are installed in accordance with the Department's standards and properly maintained. These standards have been incorporated into a manual of "Instructions for the Installation and Maintenance of Traffic Facilities".

ESTABLISHMENT OF ENGINEERING DISTRICTS

Four Engineering Districts, each under the control of a District Engineer, were established within the Metropolitan area during the year. This was done to meet more effectively expanding responsibilities in traffic engineering, particularly in the provision and maintenance of traffic signals. The District Engineers also supervise Mechanical Inspectors at Motor Registries and those engaged in duties related to the Authorised Inspection Station Scheme and the inspection of second hand vehicles in dealers' yards. The additional staff employed to implement this change will be used more efficiently, particularly through economies in travelling time from job to job. This applies to installation and maintenance gangs and to supervising staff.

COST

Total expenditure on traffic facilities during the year was \$2,961,117 — \$482,850 more than last year. In addition a further amount of \$122,900 was allocated as a provision for the value of work in progress at the year's end. Installation, maintenance and operation of traffic signals most of which are in continuous operation, cost \$1,978,359. The balance of \$982,759 was spent on the provision and maintenance of other types of facilities.

MECHANICAL 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 conditions of vehicles before renewal of registration. More specific information follows in regard to particular fields of vehicles inspection.

PUBLIC PASSENGER-CARRYING VEHICLES

Passenger-carrying public vehicles (omnibuses, taxi-cabs and private hire cars) are subjected to more extensive, more frequent and stricter examinations than are private vehicles. Such inspections are made at regular intervals by qualified technicians of the Department. Vehicles in the Metropolitan, Newcastle and Wollongong Transport Districts are examined more frequently than those outside these Districts and as far as practicable all passenger carrying public vehicles throughout the State are examined twice each year. Statistics of inspections made this year appear in Appendix 23.

PRIVATE VEHICLES

New Vehicles about to be Registered. An arrangement exists whereby the distributors of practically all motor cars and light commercial vehicles submit samples of new-model vehicles and then receive authority to certify 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 to the motor trade. This year this authority embraced 316 distributors, an increase of 13 over last year.

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.

Renewals of Existing Registrations. The procedures adopted to check the condition of private vehicles immediately prior to renewal of registration are described in the next paragraph.

AUTHORISED INSPECTION STATION SCHEME

Outline and purpose of Scheme. In all parts of the State (except for a few remote areas) motor service stations with the necessary facilities have been appointed as Authorised Inspection Stations, and qualified members of their staff 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 in order to obtain appointment as an Authorised Inspection Station. The great majority of inspections made are annual checks of items of equipment specified by the Department.

Authorised Inspection Station Scheme Film. As a road safety measure from the important aspect of mechanical fitness of motor vehicles, the Department commissioned the production of a colour film which described the Authorised Inspection Station Scheme and shows the correct procedures to be followed in the inspection of motor vehicles. It is proposed to show the film to the proprietors and staff of Authorised Inspection Stations at meetings of Trade Associations. At these meetings the film will be preceded by brief introductory talks by the Department's Regional Superintendents.

Statistics. On the 30th June, 1968, 3,871 Authorised Inspection Stations employing 7,184 examiners were authorised for the Scheme compared with 3,840 and 7,112 respectively, twelve months previously.

Fees. Fees for inspections, which are fixed by the Department, remained at 50c for a motor cycle, 70c for a trailer and \$1.00 for any other type of vehicle.

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. Seventeen 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 110 inspection stations and 128 examiners were disqualified during the year either indefinitely or for periods of up to two years. In 103 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 vehicle inspectors as to their fitness for use on the road. Further information concerning the functions of these stations appears on page 27.

Defect Notices. Police and Authorised Officers of this Department may, under Motor Traffic Regulation 94B, issue notices directing that vehicles used on public streets in defective condition be taken off the road unless repaired. Serious defects such as faulty brakes or steering result in the issue of notices immediately prohibiting 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 vehicles 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 vehicle examiner is stationed.

Inspection of vehicles in second hand dealers' yards. There are 8,500 second hand motor dealers licences in issue and during the year 6,182 vehicles offered for sale in 545 used car yards were inspected. 2,015 vehicles (or 32.7%) were found to be in satisfactory condition and the balance were defective. In 1,670 instances repairs were effected on the spot and in 1,413 cases, "Defect" notices were issued — 1,258 for major defects and 155 for minor defects. The number plates in respect of 1,084 vehicles were surrendered.

Where a "Defect" notice is issued an adhesive label is attached to the wind-screen of the defective vehicle and it is an offence for any person other than a member of the Police Force or an authorised officer of the Department to obliterate or interfere with the label.

Number of Notices Issued. The total number of "Defect" notices issued in 1967-68 as compared with the two previous years is shown hereunder:—

Notices for —	1965-66	1966-67	1967-68
● Serious defects	27,564	34,130	32,092
● Other defects	14,885	13,173	14,003
	-----	-----	-----
TOTAL	42,449	47,303	46,096
	-----	-----	-----

EXPENDITURE ON NEW OR REMODELLED REGISTRY PREMISES	YEAR	STAFF LEVELS
\$167,785	1967-68	2,253
\$510,115	1966-67	2,094
\$424,586	1965-66	2,031
\$ 75,884	1964-65	1,975
\$268,552	1963-64	1,880
NIL	1962-63	1,839
\$215,282	1961-62	1,754
\$ 88,442	1960-61	1,741
\$184,510	1959-60	1,606

Minor Functions, Staff, Premises and Equipment

MINOR FUNCTIONS

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. Under the Act, 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 require that training vehicles used by them must be safe, properly equipped and fitted with dual footbrake (and, where fitted, clutch) pedals. On 30th June, 1968, 1,022 licences were in issue as against 874 as at 30th June, 1967. The discretionary powers conferred on the Commissioner by the Act were exercised again this year when nine applicants were refused licences and one licence was cancelled. No appeals were made to the Court against these decisions.

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 vehicle 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 the 30th June, 1968, 8,506 dealers were licensed — 851 more than on 30th June, 1967. 14 applications for licences were refused but an appeal to the Court against one such decision was upheld. Three licences were cancelled during the year, one being restored on appeal to the Court.

Log Books for Drivers of Heavy Vehicles. To assist in the enforcement of limits the Motor Traffic Act imposes in this respect 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. Since 1st May, 1967 log books have been obtainable only by the drivers personally from this Department or the corresponding authorities in another State or Territory. This year, 23,001 books were issued by this Department, 19,650 going to drivers who were residents of New South Wales and 3,351 to drivers from other States. Marulan and Berowra Lorry Checking Stations issued 2,754 and 1,863 of these books, respectively. A nominal charge of 60 cents per book is made to cover production costs.

LAND AND BUILDINGS

POLICY

While making further progress with its programme of replacing inadequate rented Motor Registry premises with modern offices of its own, the Department stepped up land acquisition to provide sites for Registries to be conducted by its own staff at a number of centres where the work is currently done by Police. By the end of the year ten sites had been acquired and negotiations for a further seven were in hand. Details appear in a later paragraph.

BUILDING ACTIVITIES THIS YEAR

Head Office — Administrative Building. Work was completed on the addition of seven floors to the Southern Office Block, previously of four floors. This

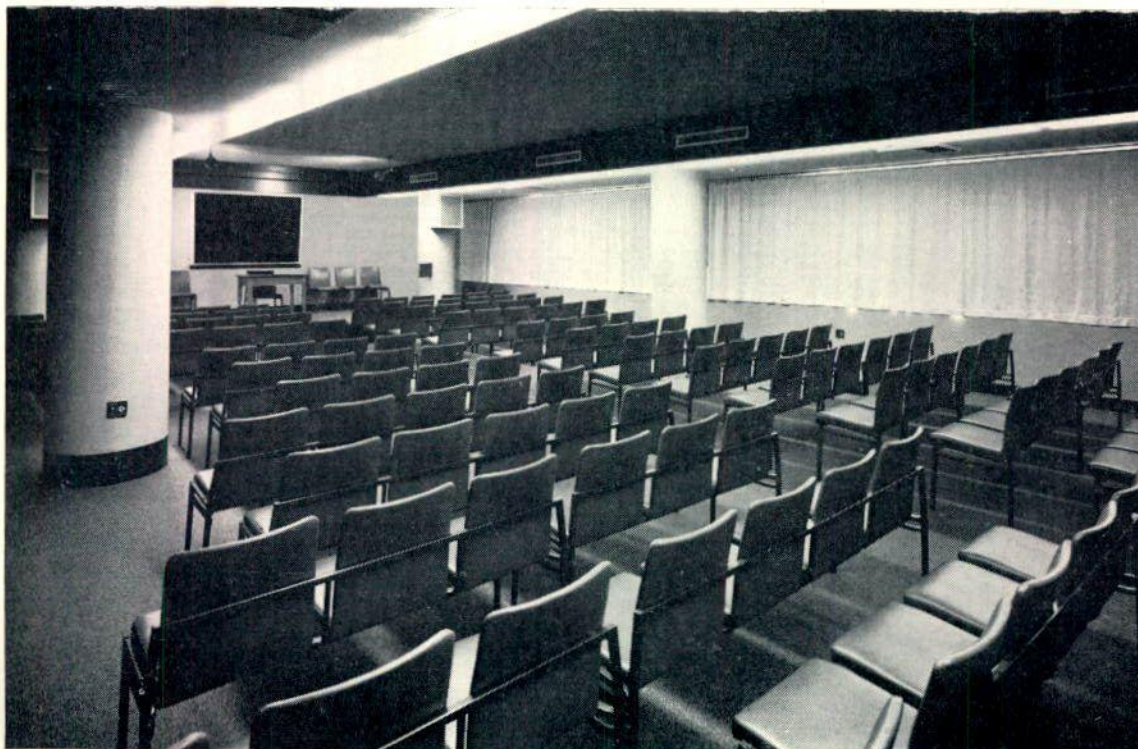
work, together with associated improvements to the existing four floors and to an adjoining building, cost \$1,418,260. The new floors eased serious accommodation problems at Head Office and enabled rented office space in the City to be dispensed with. Three of the seven new floors are used to house the administrative activities of the Traffic Branch of the Police Department. An exterior view of the Southern Office Block, as completed, appears on the front cover.

Alterations to the Northern Office Block, to cost approximately \$30,000, were nearing completion at the end of the year.



NEW OFFICE ACCOMMODATION

Air conditioning, good lighting and functional furniture in the new Southern Office Block provides staff with a working environment which is pleasant as well as conducive to efficiency.



HEAD OFFICE THEATRETTE

Located in the Southern Office Block, the theatrette has seating for 150. Equipment includes the normal modern aids to lectures and conferences such as sound amplification and film projection systems.

Road Accident Prevention and Research Unit. Concurrently with initial planning as to the objectives and functioning of this project, which has received Government approval, a site was cleared and work commenced on the foundations of the building to house the Unit. As will be seen from the site sketch on the inside front cover, the Unit will adjoin the Administrative Buildings on the Head Office site.

Regional Offices. New premises for the Western Regional Office and Motor Registry at Dubbo were completed at a cost of \$169,158. Additions and alterations to the Wollongong Motor Registry to provide accommodation for the Superintendent and staff of the South Coast Regional Office at a cost of \$84,268, and alterations to the Hunter and Central Coast Regional Office which cost approximately \$41,000, were completed.



WESTERN REGIONAL OFFICE

At Dubbo the headquarters of the Western Regional Branch was completed this year. The building (pictured) also houses the Dubbo Motor Registry. Like other regional headquarters, the building is of high standard and modern design.

Motor Registries. New Motor Registry premises were completed at Charlestown and Cessnock at a cost of \$90,585 and \$54,562 respectively. Just prior to the end of the financial year tenders were called for the construction of new registry premises at Fairfield, Mittagong, Richmond, Raymond Terrace and Tweed Heads and plans were advanced to the tender stage for a new registry at Singleton and a District Office and Registry building at North Sydney for which land is being purchased.

Due to increased business at Chullora and Five Dock Motor Registries, temporary offices were erected on the premises to deal with renewals of licences and registration business until funds become available for construction of larger registry premises.

Alterations to Waitara Motor Registry (\$15,536) and Gosford Motor Registry (\$7,102) were also completed.

Lorry Checking Stations. In order to make way for further work by the Department of Main Roads on the Sydney-Newcastle Expressway, work commenced just prior to the end of the report year on the construction of a new twin-unit Lorry Checking Station at Berowra. Both units will be incorporated within the Expressway's road system and it is planned to complete them in time for the opening of the section of the Expressway between Hawkesbury River and Berowra.

ACQUISITION OF PROPERTY

Traffic Signals Control Centre. The building at 4 Brisbane Street, Sydney, the top floor of which houses the City Traffic Signals Control Centre, was purchased from the Department of Government Transport for \$100,000. Other floors in the building are to be altered to accommodate the headquarters of the Eastern District, Engineering Branch, and for other traffic facilities activities.

Motor Registries. Properties on which to build new premises to replace rented premises now used for Motor Registries conducted by the Department's own officers were acquired at Mittagong, Richmond and Wyong and negotiations for sites for the same purpose were in progress at Inverell, Kiama and Moree when the report year ended.

Centres in which sites were obtained for construction of further Registry premises so that local Police could be relieved of Registry duties are Cootamundra, Muswellbrook, Raymond Terrace, Singleton, Tumut and Tweed Heads. In the Metropolitan Area, a site was bought at Fairfield where there is no Registry at present. Land adjoining the Wollongong and Nowra Motor Registries was also purchased for extensions to the registries.

Marulan Checking Station. The acquisition of additional property at Marulan completed requirements for the proposed rebuilding and extension of the Lorry Checking Station.

EQUIPMENT

Electronic Data Processing. For many years this Department has used electronic data processing equipment to perform a variety of tasks. The greatest benefit obtained is the printing of the several million licence and registration renewal notices despatched to motorists each year and to record a similar volume of renewal payments. Another advantage has been the ability to handle very speedily mass changes to the records such as were made necessary by the increases as from 1st July, 1968 in premium rates for Third Party Insurance. More modern and faster equipment has been installed progressively as the volume of work has increased in keeping with the continued increases in the numbers of licences and registrations. The present equipment has been able to meet requirements to date. However, data processing trends are kept under constant review in order that the Department will be able, when necessary, to secure replacement equipment best suited to its particular needs.

Mail Handling. During the year approximately 6,441,000 items of mail were despatched by the Department with the use of the latest mail handling equipment. The Department of Education was again assisted by making the equipment available for the despatch of about 67,000 letters informing candidates for School Certificate and Higher School Certificate examinations of their results. Use of the Department's automatic mail inserting machine enabled receipt of the results to be expedited and avoided delaying press publication of the information.

Postcode. The Department, as one of the largest mail users in New South Wales, was particularly affected by the introduction of the "Postcode" system in November, 1967. It proved impracticable to include the Postcode on the great bulk of outgoing mail because this is prepared by automatic data processing equipment from cards which cannot be modified to include the additional symbols. Suitable provision will be made in new equipment, when obtained at some future date but, in the meantime the postcode is being shown on the substantial amount of typewritten correspondence despatched by the Department.

New Telephone System. On 22nd April, 1968 a completely new type of P.A.B.X. switchboard began operating at Head Office. The new system was installed to meet additional requirements of the Southern Office Block and to provide for future expansion of telephone services as the need arises. The switchboard has improved facilities for communication within the office and for the prompt transfer of incoming calls.



NEW SWITCHBOARD CONSOLE

Improved telephone communication was achieved by installing the new cordless switchboard console pictured above. Features of the equipment include press-button selection of extensions for incoming calls and provision for the transfer of calls without interrupting the switchboard operators.

Teleprinters. The possible saving in communication costs which may be achieved by the installation of teleprinter equipment in the offices of Regional Superintendents is being examined. Work is proceeding on the installation of a pilot teleprinter service between the Department's Head Office and the Regional District Office at Newcastle.

Printing Plant. The Department's own printing plant again this year produced large quantities of the wide variety of stationery items used in day to day activities of the Department. Production was also undertaken of a substantial range of stationery for the Police Traffic Branch staff housed in the Department's new Southern Office Block. Only specialised types of stationery (such as that used in conjunction with electronic data processing equipment) needs to be obtained from outside the Department.

STAFF

GENERAL

Number of Employees. On the 30th June, 1968 2,253 persons were in the employ of the Department, 159 more than a year previously. Details are given in Appendix 24.

Industrial Relations. The year saw a continuation of the harmony that has been a consistent feature for some years of relations between the Administration and employees.

Staff Training. With the object of developing maximum efficiency in its officers, the Department continued its programme of staff training throughout the year. This has included:—

- Participation by two senior officers in Administrative Staff courses at the University of New South Wales.
- Training in Basic Management (Supervision) of selected officers from the higher salaried officer grades.
- Training in shorthand of selected female officers from two groups — one comprising girls, who by attendance at Technical College in their own time, were approaching the standard of efficiency for general stenography work, and the other, a smaller group for those who displayed aptitude for high-speed work such as recording proceedings at important meetings.
- A typing course (usually supplementary to training acquired by night study) designed to develop typing skill and adapt it to Department procedures.
- Detailed training of 648 officers to meet the demands of particular jobs.
- Instruction for technicians in applied electronics and switching circuitry to cope with the specialised nature and increasing complexity of traffic signal systems.
- To provide for future requirements for technically qualified staff in the specialised field of traffic control signal systems, the Department is sponsoring the academic training of a number of trainee electrical engineers and the technical training of apprentices in the electrical and painting trades.

AMENITIES

Canteen. In the interests of the large Head Office Staff a well equipped canteen has operated since the Department moved from the City to Rosebery in 1956. It continues to provide comprehensive meal and refreshment services and the majority of officers draw on its services in one way or another every day.

Institute. The Institute covers a wide variety of social, educational and sporting activities for the staff. Its policy is decided by a committee which includes representatives of male and female officers. Membership at 1,235 on 30th June, 1968 was equivalent to 55% of the staff. Services provided at a very modest cost include:—

- Arrangement of financial assistance for evening class instruction at Technical Colleges in subjects such as Transport Administration, Accountancy, English, Shorthand and Typing.
- A lending library of 5,072 books.
- First-aid classes conducted at lunchtime.
- Promotion of and financial assistance for an extensive range of sporting clubs.

Working in close harmony with the Institute is an active Social Club which plays a valuable role in the promotion of good social relationships within the Department by arranging theatre parties, an annual ball and other social activities.

Credit Union. The Motor Transport Employees' Co-operative Ltd. (established 1953) operates within the Department to encourage systematic saving and as a source of cash loans at equitable interest rates for provident purposes. The Credit Union is a registered co-operative society. Business is transacted, outside working hours, by honorary office bearers and does not involve calls on Departmental time or public funds. Membership is now 1,034 (equal to 46% of the total staff).

APPENDICES

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APPENDIX 1

SUMMARY OF COLLECTIONS		
From 1st July, 1967 to 30th June, 1968 and a comparison with 1967		
Previous Year		Year ended 30th June, 1968.
\$	Motor Vehicle Taxation (net) on —	\$
32,047,537	(a) Motor vehicles, other than public motor vehicles in the Metropolitan, Wollongong and Newcastle Transport Districts (paid into Main Roads Funds)	33,988,984
536,947	(b) Public motor vehicles in the Metropolitan, Wollongong and Newcastle Transport Districts (paid into Public Vehicles Fund) ..	552,953
32,584,484	Total net collections of motor vehicles taxation	34,541,937
11,405,130	Ton-mileage Charges (net) on— Commercial goods vehicles of more than four tons carrying capacity (paid into Main Roads Funds)	12,565,544
14,192,810	Fees for motor vehicle registration, driver and rider licences, etc., and miscellaneous collections (paid into Road Transport and Traffic Fund)	14,947,956
33,532,399	Insurance Premiums (net) for Government Insurance Office under Motor Vehicles (Third Party Insurance) Act, 1942, as amended	35,140,488
2,636,211	Ad-valorem Stamp Duty (net) on motor vehicle registrations under Stamp Duties Act, 1920, as amended (paid into Consolidated Revenue Fund)	3,015,525
68,225	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)	69,780
3,826,775	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)	4,376,326
98,246,034	Total Fees, Tax, etc.	104,657,556
561,403	Sundry Contributions by Other Governmental Bodies	570,582
1,551,206	Balances on Funds brought forward	1,317,409
100,358,643	Total	106,545,547

APPENDIX 2

SUMMARY OF DISBURSEMENTS From 1st July, 1967 to 30th June, 1968 and a comparison with 1967		
Previous Year		Year ended 30th June, 1968.
\$		\$
	Costs of Administration—Department of Motor Transport—	
4,610,526	Salaries and Wages	4,959,044
1,770,551	Purchase of Assets	1,128,908
129,000	Road Safety Council	229,000
1,689,761	Other Goods and Services	1,935,242
8,199,838		8,252,194
6,292,516	Recoup to Consolidated Revenue—Costs of Police Supervision of Traffic	7,414,202
	Provision of Traffic Facilities—	
1,585,913	Traffic Control Signals	1,978,358
892,354	Signs, Roadmarkings, etc.	982,759
2,478,267		2,961,117
	Payments to State Transport Undertakings—	
2,500,000	Railways	2,500,000
1,586	Omnibuses	2,704
2,501,586		2,502,704
	Payments to Roads Authorities—	
42,684,944	Department of Main Roads (Main Roads)	45,392,709
715,473	Councils, Shires, etc. (Omnibus Routes)	744,146
43,400,417		46,136,855
	Collections received for and transmitted to—	
33,532,399	Government Insurance Office	35,140,488
2,636,211	Stamp Duties Office	3,015,525
36,168,610		38,156,013
99,041,234	Total Disbursement	105,423,085
1,317,409	Balances Carried Forward	1,122,462
100,358,643	Total	106,545,547

APPENDIX 3

ROAD TRANSPORT AND TRAFFIC FUND					
Statement of Receipts and Payments for the year ended 30th June, 1968 and a comparison with 1967					
Receipts			Payments		
Previous Year		Year ended 30th June, 1968	Previous Year		Year ended 30th June, 1968
\$		\$	\$		\$
13,617,903	Motor Traffic Act, 1909, as amended	14,327,299	3,368,834	Salaries and Wages	3,272,478
13,516	Motor Vehicles Taxation Management Act, 1949, as amended	14,444	80,507	Pay Roll Tax	86,631
132,701	Transport Act, 1930, as amended.	136,208	20,289	Travelling Concessions to Employees	17,772
13,764,120		14,477,951	38,355	Travelling Expenses	69,329
16,173	Less Refunds	14,635	27,530	State Superannuation Fund	22,611
13,747,947		14,463,316	14,619	Railway Superannuation Fund	16,883
59,347	Exchange, Search Fees, etc.	57,778	256,714	Postal and Telephone Charges	292,736
4,379	Unclaimed Moneys	4,714	9,368	Maintenance of Motor Vehicles	12,020
31,946	Miscellaneous	49,876	305,823	Printing, Stationery, Office Stores and Data Processing Rental	285,866
13,843,619		\$ 14,575,684	15,541	Maintenance of Office Equipment	19,933
311,461	Commission on Insurance Premiums collected	333,200	155,768	Building Maintenance and Rent	200,074
8,288	Compulsory Vehicle Examination—Service Station Fees	8,332	129,000	Road Safety Council	229,000
23,620	Second-Hand Dealers' Licence Fees	23,804	34,298	Electric Light and Power	42,444
5,500	Motor Vehicle Driving Instructors' Licence Fees	6,435	76,230	Interest, Exchange — Sinking Fund	76,610
322	Air Transport Act, 1964—Licence Fees	501	74,163	General Expenses	76,667
115,270	Consolidated Revenue Fund—Contribution towards cost of collection of "Ad valorem" Stamp Duty	118,500	4,607,039		4,721,054
29,000	Contributions by Commonwealth Government—Road Safety Council	29,000	42,638	Purchase of Assets —	
520	Towards the cost of preparing special information	520	1,059,855	Purchase of Land	141,151
29,520		29,520	10,385	Erection of Buildings	479,741
			59,950	Purchase of Motor Vehicles	14,672
			1,172,828	Purchase of Office Furniture and Equipment	110,096
					745,660
				Recoup of value of Police services in respect of supervision of Traffic, Registration of Vehicles and Licensing of Drivers	7,414,202
			6,292,516	Less—	
			440,476	Amount recouped from State Transport (Co-ordination) Fund	593,136
			143,097	Councils' proportion of Parking Meter Supervision Costs	138,106
			5,708,943		6,682,960
				Contribution by Road Transport and Traffic Fund towards Traffic Facilities Works-in-Progress—Metropolitan	122,900
			80,800	Motor Vehicle Registration Labels	29,821
			29,516	Motor Vehicle Number Plates	146,234
			123,897	Provision of Traffic Facilities	2,637,239
			2,276,429		
			2,429,842		2,813,294
			13,999,452		\$ 15,085,868
14,337,600	Total Receipts \$	15,095,976		Payment to Country Main Roads Fund under Section 202, Transport Act, 1930, as amended	10,108
			338,148	Total Payments \$	15,095,976
			14,337,600	Trust Moneys—	
	Trust Moneys—			Security Deposits, etc.	
34,240	Balance Brought Forward	31,073	15,540	Refunds	12,488
12,373	Receipts	12,433	31,073	Balance Carried Forward	31,018
14,384,213		\$ 15,139,482	14,384,213		\$ 15,139,482

I certify that the above Statement of Receipts and Payments for the year ended 30th June, 1968, of the Road Transport and Traffic Fund has been examined and is correct. D. FAIRLIE Auditor General of New South Wales, Sydney, 30th October, 1968.

T. W. GAUT
Acting Chief Accountant
1st August, 1968

APPENDIX 4

PUBLIC VEHICLES FUND (SPECIAL DEPOSITS ACCOUNT)

Statement of Receipts, Expenditure and Distributions for the Year ended 30th June, 1968 and a comparison with 1967

Receipts			Expenditure and Distributions		
Previous Year		Year ended 30th June, 1968	Previous Year		Year ended 30th June, 1968
\$		\$	\$		\$
424,303	1st July — Balance brought forward	466,480		Distribution to Municipalities, Shires and other Authorities—	
	Motor Omnibuses—			Tax—	
316,741	Tax—		315,974	Metropolitan	322,760
39,790	Metropolitan	326,575	39,494	Newcastle	40,142
24,454	Newcastle	40,922	24,966	Wollongong	24,586
	Wollongong	24,632			
380,985		392,129	380,434		387,488
	Commonwealth Aid Roads Act, 1964, Grant—			Commonwealth Aid Roads Act, 1964, Grant—	
	Allocated—		228,668	Metropolitan	236,485
230,212	Metropolitan	238,576	27,804	Newcastle	28,076
27,956	Newcastle	28,116	14,414	Wollongong	17,160
15,348	Wollongong	17,764	270,886		281,721
273,516		284,456	651,320	Total	\$ 669,209
654,501	Total, Motor Omnibuses .. \$	676,585		Expenditure from Receipts of Tax on Other Public Vehicles—	
	Other Public Vehicles—			Improved Traffic Facilities—	
	Tax—		195,916	Metropolitan	300,650
143,201	Metropolitan	147,277	4,647	Newcastle	17,528
9,334	Newcastle	10,347	1,275	Wollongong	5,700
3,427	Wollongong	3,200	201,838	Total	\$ 323,878
155,962	Total, Other Public Vehicles \$	160,824		Distribution of Service Licence Fees—	
	Contribution by Road Transport and Traffic Fund towards cost of Traffic Facilities Works-in-progress—		55,363	Metropolitan	65,633
	Metropolitan	122,900	5,805	Newcastle	4,818
80,800			2,985	Wollongong	4,486
	Service Licence Fees—		64,153	Total	\$ 74,937
59,384	Metropolitan	60,707		Balances in Fund at 30th June—	
5,853	Newcastle	4,770	80,355	Motor Omnibuses—	
2,988	Wollongong	4,303	8,546	Tax—	
68,225	Total, Service Licence Fees \$	69,780	5,763	Metropolitan	84,171
				Newcastle	9,325
			57,553	Wollongong	5,809
			6,989	Commonwealth Grant—	
			3,837	Metropolitan	59,644
				Newcastle	7,029
			196,645	Wollongong	4,441
			9,736	Other Public Vehicles—	
			2,702	Tax—	
				Metropolitan	124,072
				Newcastle	2,555
				Wollongong	201
				Contribution by Road Transport and Traffic Fund towards cost of Traffic Facilities Works-in-progress—	
			80,800	Metropolitan	122,900
				Service Licence Fees—	
			12,574	Metropolitan	7,648
			798	Newcastle	750
			182	Wollongong	
			466,480		\$ 428,545
1,383,791	Grand Total	\$ 1,496,569	1,383,791	Grand Total	\$ 1,496,569

I certify that the above Statement of Receipts, Expenditure and Distribution for the year ended 30th June, 1968, of the Public Vehicles Fund has been examined and is correct. D. FAIRLIE Auditor General of New South Wales, Sydney, 30th October, 1968.

T. W. GAUT
Acting Chief Accountant
1st August, 1968

APPENDIX 5

PAYMENTS FROM PUBLIC VEHICLES FUND

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

Paid to—	Payments made during year ended 30th June—	
	1967	1968
	\$	\$
METROPOLITAN TRANSPORT DISTRICT—		
(a) Councils—		
Ashfield	9,357	9,680
Auburn	13,444	13,908
Bankstown	30,234	31,276
Baulkham Hills	2,001	2,070
Blacktown	10,444	10,804
Botany	4,963	5,134
Burwood	9,031	9,343
Camden	207	214
Campbelltown	2,219	2,295
Canterbury	27,947	28,911
Concord	7,812	8,081
Drummoyne	7,980	8,255
Fairfield	15,324	15,853
Holroyd	9,557	9,887
Hornsby	4,454	4,607
Hunters Hill	1,699	1,757
Hurstville	15,318	15,846
Kogarah	8,899	9,207
Kuringai	7,387	7,642
Lane Cove	4,407	4,559
Leichhardt	20,714	21,428
Liverpool	7,750	8,018
Manly	6,402	6,623
Marrickville	13,214	13,670
Mosman	5,543	5,735
North Sydney	11,144	11,528
Parramatta	16,232	16,791
Penrith	1,740	1,800
Randwick	33,808	34,974
Rockdale	14,861	15,373
Ryde	9,906	10,247
Strathfield	6,656	6,886
Sutherland	9,661	9,995
Sydney	165,627	171,339
Warringah	11,379	11,772
Waverley	14,408	14,904
Willoughby	15,103	15,624
Windsor	567	587
Wollondilly	144	149
Woollahra	13,999	14,482
(b) Authorities—		
Department of Railways	66	69
Department of Health	525	543
National Park Trust	54	56
Necropolis Trustees (Rookwood)	136	140
	572,323	592,062
(c) Capital Debt Reduction	27,681	32,816
TOTAL—METROPOLITAN	600,004	624,878
NEWCASTLE TRANSPORT DISTRICT—		
(a) Councils—		
Newcastle	52,166	52,482
Lake Macquarie	13,734	13,818
Port Stephens	3,551	3,573
Stroud	633	637
Gloucester	116	117
	70,200	70,627
(b) Capital Debt Reduction	2,903	2,409
TOTAL—NEWCASTLE	73,103	73,036
WOLLONGONG TRANSPORT DISTRICT—		
Councils—		
Wollongong	37,407	40,819
Shellharbour	4,944	5,396
Campbelltown	3	4
Kiama	12	13
*TOTAL—WOLLONGONG	42,366	46,232
COMBINED GRAND TOTAL	715,473	744,146

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.

APPENDIX 6

STATE TRANSPORT (CO-ORDINATION) FUND

Statement of Receipts and Payments for the Year ended 30th June, 1968, and a comparison with 1967

Receipts			Payments		
Previous Year		Year ended 30th June, 1968	Previous Year		Year ended 30th June, 1968
\$		\$	\$		\$
434,309	State Transport (Co-ordination) Act, 1931, as amended—	446,933	588,784	Administrative Expenses—	878,053
694	Licence Fees	630	317,244	Salaries and Wages	235,475
433,615	Less Refunds	446,303	254,659	Purchase of Assets	323,970
27,939	Miscellaneous Fees	32,190	1,160,687	Other Expenses	1,437,498
34	Less Refunds	—		Payment to Police Department for services in connection with the supervision of the State Transport (Co-ordination) Act	593,136
27,905		32,190	440,476		2,030,634
14,274	Police Court Penalties and Legal Costs Recovered	15,681	1,601,163		
14,274		15,681			
79,642	Revenue in respect of the carriage of passengers	90,047			
—	Less Refunds	86			
79,642		89,961			
3,284,506	Revenue in respect of the carriage of goods	3,811,319			
13,167	Less Refunds	19,128			
3,271,339		3,792,191			
3,826,775	Total Receipts	4,376,326	58,803	Payments to Commissioner for Railways and Commissioner for Government Transport under the provisions of section 26(7) of the State Transport (Co-ordination) Act of Revenue collected in respect of the carriage of passengers and goods	
			2,441,197	Railways—	
			1,586	Passenger charges	57,932
			2,501,586	Goods charges	2,442,068
			4,102,749	Omnibuses—	
1,270	Security Deposits—	1,580		Passenger charges	2,704
320	Balance from previous year ..	90			2,502,704
1,590	Receipts	1,670		Total Payments	\$ 4,533,338
10		—	1,580		
1,580	Less Refunds	1,670		Security Deposits held at 30th June	1,670
1,126,903	Balance brought forward from previous year	850,929	850,929		
4,955,258		\$ 5,228,925	4,955,258	Balance in Fund at 30th June	693,917
					\$ 5,228,925

I certify that the above Statement of Receipts and Payments for the year ended 30th June, 1968, of the State Transport (Co-ordination) Fund has been examined and is correct.

D. FAIRLIE Auditor General of New South Wales,
Sydney, 30th October, 1968

T. W. GAUT
Acting Chief Accountant
1st August, 1968

APPENDIX 7

ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958, AS AMENDED						
Monthly Receipts of Ton-Mileage Charges for the Year ended 30th June, 1968, and a comparison with 1967.						
Month	Interstate Vehicles		Intrastate Vehicles		Totals	
	1967-68	1966-67	1967-68	1966-67	1967-68	1966-67
	\$	\$	\$	\$	\$	\$
July	334,954	312,887	675,730	665,976	1,010,684	978,863
August	354,904	330,567	649,339	623,586	1,004,243	954,153
September	355,118	341,017	765,164	699,297	1,120,282	1,040,314
October	370,740	303,486	648,273	650,443	1,019,013	953,929
November	359,389	315,837	775,621	655,425	1,135,010	971,262
December	323,319	233,280	649,170	613,404	972,489	846,684
January	249,876	269,632	602,705	559,989	852,581	829,621
February	364,819	264,302	728,199	660,610	1,093,018	924,912
March	353,953	252,998	756,235	589,103	1,110,188	842,101
April	324,145	295,313	686,933	623,291	1,011,078	918,604
May	354,196	352,970	869,498	715,935	1,223,694	1,068,905
June	362,300	380,098	692,373	739,820	1,054,673	1,119,918
Total.....\$	4,107,713	3,652,387	8,499,240	7,796,879	12,606,953	11,449,266
					41,409	44,136
					Less Refunds	
					Net	12,565,544
						11,405,130

APPENDIX 8

COST OF ADMINISTRATION OF THE ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958, AS AMENDED		
From 1st July, 1967, to 30th June, 1968, and a comparison with 1967. Charged against Main Roads Fund—Special Deposits Account No. 91		
Previous Year	Head of Expenditure	Year ended 30th June, 1968
\$		\$
652,908	Salaries	808,513
16,025	Pay Roll Tax	20,906
38,693	Travelling Expenses and Allowances	49,143
21,853	Maintenance and Running of Motor Vehicles	25,734
20,187	Postage and Telegrams	23,569
2,739	Telephone Charges	8,181
9,221	Printing and Stationery	11,425
3,435	Office Stores	5,819
2,493	Light and Power	11,345
8,463	Maintenance of Buildings	17,446
1,497	Maintenance of Office Furniture and Machines	1,388
221,038	Erection of Buildings	99,724
6,011	Purchase of Office Furniture and Equipment	18,940
9,414	Purchase of Land	707
44,017	Purchase of Motor Vehicles	28,402
6,476	Land Radio-Telephone Communication	2,105
2,280	Road side Inspection Bays	—
31,641	Legal Costs	11,856
—	Uniforms	13,294
7,480	Sundries	13,430
1,105,871	Total	\$ 1,171,927

APPENDIX 9

CONVICTIONS UNDER ROAD MAINTENANCE (CONTRIBUTION) ACT FOR YEAR ENDED 30th JUNE, 1968

Vehicle Classification ↓	CONVICTIONS FOR FAIL TO —				Total Convictions
	Deliver Return	Pay Charges	Comply with Notice	Show Journey	
Intrastate	2,435	3,156	5	5	5,601
Interstate—					
N.S.W.	245	1,167	2	—	1,414
Victoria	572	1,404	1	—	1,977
Queensland	300	577	—	—	877
South Aust.	281	1,067	3	—	1,351
Western Aust.	37	49	—	—	86
A.C.T.	25	79	—	—	104
Northern Terr.	2	—	—	—	2
Tasmania	—	—	—	—	—
Total (Interstate) ..	1,462	4,343	6	—	5,811
Grand Total	3,897	7,499	11	5	11,412

APPENDIX 10

CONVICTIONS BY COURTS UPON LEGAL PROCEEDINGS TAKEN BY DEPARTMENT IN YEAR ENDED 30th JUNE, 1968

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

Breach of conditions of permit	4
Drive or operate contrary to terms of licence	384
Drive or operate unlicensed public motor vehicle	47
Total	435

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

Unlicensed Driver	6
Fail to produce licence for inspection	34
Fail to give correct change	3
Demand more than correct fare	12
Fail to carry out punctually a hiring or comply with request of hirer	17
Fail to drive by shortest practicable route	1
Set meter in motion before being hired	2
Fail to set meter in motion or keep in motion	42
Fail to stop meter	25
Fail to run to timetable (omnibus)	44
Fail to drive away from stand	54
Place taxi on disengaged stand	53
Fail to display vacant sign	28
Fail to obscure vacant sign or fail to extinguish light	31
Fail to accept hiring	81
Stand at place other than public stand	36
Leave driving seat of taxi-cab or to tout for passengers	4
Multiple hire	172
Smoke whilst conveying passengers	1
Attract notice by calling	82
Incivility	16
Fail to stop vehicle for enquiry	4
Start vehicle whilst passenger alighting	1
Fail to observe condition of licence for omnibus	1
Fail to furnish return of omnibus operations	21
Miscellaneous offences	4
Total	775

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

Unlicensed driver	1
Drive unregistered vehicle	10
Fail to stop vehicle when signalled	3
Unlawful possession of plates	3
Fail to notify disposal	61
Fail to apply for transfer	66
Transfer number plate	3
Vehicle and equipment exceed length, height or width	21
Not display name and address of owner	5
Exceed weight	81
Not display aggregate weight	7
Fail to carry log book	26
Total	287

Road Maintenance (Contribution) Act, 1958, as amended:—

Omit item from record	5
Fail to furnish record	3,958
Fail to pay charges	7,529
Fail to furnish record (Director)	1
Fail to pay charges (Director)	12
Total	11,505

Vagrancy Act:—

Use obscene or insulting language	1
Total	1
Grand Total	13,003

In some cases the proceedings were actually instituted before 1st July, 1967

NOTE: See also page 24 regarding enforcement of traffic regulations.

APPENDIX 11

MOTOR REGISTRIES IN OPERATION AS AT 30th JUNE, 1968

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

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 police duties.

A new Motor Registry was appointed at Charlestown on 13th November, 1967. Registries conducted by the Department now total 58 (excluding the Motor Registry Section of Head Office).

APPENDIX 12

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

District Motor Registry	Year ended 30th June —	
	1967	1968
	\$	\$
Head Office (Motor Registry Section)	7,235,289	7,661,206
Albury	417,371	655,860
Armidale	322,162	361,873
Bathurst	486,380	544,572
Bega	217,927	264,507
Beverly Hills	1,941,923	2,355,080
Blacktown	996,912	1,218,640
Broken Hill	533,872	572,143
Campbelltown	386,766	497,678
Casino	226,950	271,846
Cessnock	408,462	440,771
Charlestown (New Registry — opened 13th November, 1967)	—	542,542
Chullora	2,409,498	3,049,070
Coffs Harbour	293,919	414,121
Cooma	267,749	305,666
Cowra	241,480	297,714
Dubbo	422,265	674,273
Five Dock	2,662,119	3,154,813
Forbes	249,078	298,795
Glen Innes	184,395	217,691
Gosford	717,661	850,275
Goulburn	512,034	620,766
Grafton	432,523	524,880
Griffith	408,654	490,214
Gunnedah	265,565	317,428
Inverell	302,129	393,513
Katoomba	202,783	236,855
Kempsey	306,853	417,000
Kiama—(New Departmental Registry—taken over from Police on 5th June, 1967)	8,295	154,172
Kogarah	1,881,922	2,191,635
Leeton	236,239	291,939
Lidcombe	1,731,700	2,145,866
Lismore	635,914	745,500
Lithgow	321,410	355,814
Liverpool	1,957,411	2,338,566
Maitland	638,656	737,554
Manly	1,447,501	1,858,734
Miranda	1,522,912	1,877,964
Mittagong	273,139	331,270
Moree	256,073	318,795
Murwillumbah	278,857	335,818
Newcastle	3,940,409	3,939,549
North Sydney	2,085,960	2,249,389
Nowra	431,662	492,415
Orange	624,671	754,301
Parkes	255,872	309,955
Parramatta	3,312,357	3,783,568
Penrith	812,156	991,236
Queanbeyan	325,950	362,412
Richmond	390,839	483,872
Ryde	1,677,305	2,097,123
Tamworth	709,791	955,163
Taree	496,954	627,130
Toronto	320,543	389,029
Wagga Wagga	825,752	1,055,713
Waitara	1,198,533	1,548,931
Wollongong	2,804,081	3,146,678
Wyong	261,841	356,331
Young	244,710	319,507
TOTAL	54,962,134	65,195,721

*As explained on page 22 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 90% of Motor Registry business

APPENDIX 13

MOTOR VEHICLE REGISTRATIONS CURRENT, 1910 TO 1968								
As at —	Public Vehicles Metropolitan, Newcastle and Wollongong*				Other Vehicles			Traders' Plates
	Cabs	Vans	Buses	Private† Hire Cars	Cars	Lorries**	Cycles	
31st December—								
1910‡								4,374
1911	175	3	4		3,975	2,788		6,945
1916	268	32	12		14,175	845	254	22,656
1921	407	376	180		28,665	3,524	413	44,856
1926	779	1,723	486		104,675	22,986	1,320	157,393
1931	1,091	1,967	776		144,749	37,259	458	209,424
1936	1,155	2,036	567		183,406	65,221	909	276,712
1939	1,341	1,765	825		216,443	83,977	1,194	328,554
1940	1,357	1,641	870		207,446	82,767	1,007	316,363
1941	1,359	1,534	881		188,561	82,977	901	295,159
1942	1,350	1,260	901		171,967	77,964	651	268,911
1943	1,348	1,157	911		177,247	82,782	636	278,441
1944	1,352	1,079	1,016	533	183,833	89,604	644	293,607
1945	1,362	1,159	1,045	491	187,921	99,363	752	309,997
1946	1,358	1,372	1,103	480	194,973	120,367	1,077	344,229
1947	1,580	1,431	1,349	490	205,433	140,108	1,289	379,088
1948	1,645	1,521	1,536	506	224,906	157,276	1,637	422,425
1949	1,652	1,553	1,732	503	250,628	175,654	1,959	473,256
30th June—								
1950	1,695	1,561	1,854	516	272,355	187,909	2,189	510,540
1951	2,014	1,666	1,905	511	311,535	214,673	2,500	581,655
1952	2,285	1,704	1,954	519	341,927	233,791	2,569	632,301
1953	2,304	1,433	2,003	503	363,767	241,232	2,668	659,010
1954	2,321	1,398	2,064	489	397,090	256,773	2,850	705,436
1955	2,479	1,403	2,123	368	440,603	276,734	3,088	766,585
1956	2,567	1,453	2,122	331	482,068	299,858	3,343	828,781
1957	2,624	1,445	2,197	318	514,587	321,895	3,463	882,096
1958	2,745	1,604	2,466	288	552,919	343,487	3,603	941,693
1959	2,759	1,745	2,551	286	558,175	373,209	3,823	1,005,123
1960	2,775	1,902	2,709	275	626,562	409,322	4,009	1,076,327
1961	2,803	2,034	2,882	280	662,433	443,444	3,967	1,142,239
1962	2,832	2,081	2,890	273	699,523	469,010	3,407	1,201,767
1963	2,868	2,169	2,962	258	742,072	505,951	3,296	1,279,070
1964	2,855	2,226	3,023	274	786,633	545,921	3,447	1,362,591
1965	3,124	2,344	3,123	280	838,280	595,841	3,482	1,465,360
1966	3,131	2,425	3,323	282	877,435	633,949	3,425	1,544,201
1967	3,135	2,492	3,114	270	918,140	675,996	3,379	1,630,769
1968	3,171	2,551	3,132	270	975,323	721,736	3,434	1,741,961

* Wollongong included from 1st July, 1957
† Private hire cars included in cars before June, 1944
‡ Total figure only available
§ Includes country public vehicles
** Includes tractors and trailers
|| Pre-war peak

APPENDIX 14

BRAND NEW MOTOR VEHICLES REGISTERED, 1958 TO 1968					
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
Total	897,486	654,330	38,109	1,589,925	

APPENDIX 15

DRIVERS' AND RIDERS' LICENCES

Table 1—Licences in Issue at Intervals Since 1910

As at	Number	As at	Number	As at	Number
31st December —		30th June—		30th June—	
1910	5,471	1946	518,644	1959	1,227,564
1911	8,840	1951	748,343	1960	1,275,245
1916	32,000	1952	827,355	1961	1,358,822
1921	68,653	1953	870,048	1962	1,419,666
1926	225,908	1954	914,239	1963	1,450,842
1931	313,327	1955	999,751	1964	1,526,810
1936	380,461	1956	1,048,901	1965	1,608,218
1940	*474,881	1957	1,091,467	1966	1,668,941
1941	446,639	1958	1,149,472	1967	1,763,786
				1968	1,829,599

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

Table 2—Dissection of Licences by Type

Class or Type	On 30th June—	
	1967	1968
Class 1	1,374,683	1,427,098
Class 2	4,137	4,407
Class 3	246,625	247,546
Class 4	25,140	24,155
Class 5	53,968	59,947
Taxi-cab driver (Transport Districts)	12,608	13,006
Motor cycle rider	46,625	53,440
*TOTAL	1,763,786	1,829,599

*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 or 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: To drive as described under Class 1 above or to ride a motor cycle. Generally Provisional licences are issued to persons making their first application for a licence. They impose special obligations to display "P" signs and restrict speed to no more than 40 m.p.h. Offences for which Provisional licences may be cancelled are:— Drive negligently, exceed speed limit, not stop after accident, not make right-hand turn properly, not have control over vehicle, disobey or fail to comply with traffic control light signal, cross centre line at grade or curve, cross separation lines, not keep wholly within traffic lane, not make left-hand turn properly, not draw out from boundary of carriageway with safety, not give way to vehicle on right, pass stopped vehicle at marked foot-crossing, not give way at marked footcrossing, 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.

Applicant's for all other types of licences must have held a driving licence for at least twelve months previously. The normal minimum age is 21 but, to assist carriers and primary producers to overcome present difficulties in obtaining the services of persons to drive heavy lorries, the practice was continued of granting Class 3 licences to persons between 19 and 21 who are otherwise eligible and have been offered employment requiring a Class 3 licence.

APPENDIX 16

CANCELLATION, SUSPENSION AND REFUSAL OF DRIVING LICENCES
Table 1—Offences Entailing Automatic Disqualification and Variations by Order of the Court.

Type of Offence	Decision of Court		Disqualifications Imposed									Appeals			
	Con- victed	*Dis- charged Section 556A	Automatic			† Automatic Disqualification Varied by Court to—					TOTAL	Dismissed (conviction confirmed)	Allowed (conviction quashed)	Dismissed	
			Six Months	One Year	Three Years	Less than 3 months	3 months— less than 6 months	6 months— less than 1 year	1 year— less than 3 years	3 years or more				Uncon- ditionally	Condition- ally
Drive whilst under influence	5,030	387	—	985	295	1,964	656	470	394	266	5,030	321	27	7	28
Drive in manner or at speed dangerous	1,293	11	—	382	33	363	168	122	114	111	1,293	133	14	1	5
Not stop after injury accident—Sec. 8(1)	41	1	—	10	5	13	2	—	7	4	41	4	—	—	—
Drive whilst disqualified ★	594	—	415	—	—	16	8	32	56	67	594	40	3	—	—
Culpable driving	45	—	—	14	7	—	—	—	6	18	45	—	—	—	—
By negligent act cause grievous bodily harm	15	—	—	7	2	—	—	—	3	3	15	—	—	—	—
Manslaughter	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	7,018	399	415	1,398	342	2,356	834	624	580	469	7,018	498	44	8	33

* 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 (Cont'd.)

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	68,786	14,957	763	1,073
Negligent driving	—	15,501	1,300	1,043
Not stop after accident (Section 8(3) or 8(4))	—	339	15	54
Other offences (cross unbroken centre line, etc.)	74,693	25,494	1,428	875
TOTAL	143,479	56,291	3,506	3,045

Appeals to higher Courts against suspensions or disqualifications were heard in 680 cases of which 95 were allowed and 585 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
Drinking habits	47	117
Criminal Offences	61	163
Traffic Offences	13,295	59
Criminal and traffic offences	13	24
Physical disabilities	404	380
Other grounds	64	12
TOTAL	13,884	755

There were 1075 appeals to Courts of Petty Sessions in respect of the abovementioned suspensions and cancellations; 446 were allowed, and 629 dismissed. In respect of refusals, there were 4 appeals, each of which was dismissed.

APPENDIX 17

COMPETITIVE GOODS JOURNEYS EXEMPT FROM CHARGES UNDER THE STATE TRANSPORT (CO-ORDINATION) ACT

Distance	Trips	Tons Carried
Up to 100 miles	12,413	84,027
101-200 miles	10,652	81,529
Over 200 miles	8,814	84,408
TOTAL	31,879	249,964

In addition, 13,801 permits available for periods of one month or more were issued for the carriage of exempt goods but particulars of the number of journeys made and the tonnages carried are not available.

NOTE: The journeys covered by this table competed with the railways for more than 50 miles but permits to authorise them were granted exempt from charges. Page 27 gives explanatory information.

APPENDIX 18

**PARTICULARS OF COMPETITIVE GOODS JOURNEYS MADE ON PAYMENT OF CHARGES UNDER THE STATE
TRANSPORT (CO-ORDINATION) ACT**

Period	*0.83c per ton mile		*1.25c per ton mile		*1.66c per ton mile		*2.50c per ton mile		Totals	
	Trips	Tons Carried	Trips	Tons Carried	Trips	Tons Carried	Trips	Tons Carried	Trips	Tons Carried
Year ended 30th June, 1968										
Up to 100 miles	3,222	19,056	7,361	59,086	54	435	33,833	258,530	44,470	337,107
101-200 miles	6,132	34,795	10,786	86,138	94	798	49,850	420,572	66,862	542,303
Over 200 miles	3,750	19,913	2,858	26,108	4	44	9,786	66,633	16,398	112,698
Totals	13,104	73,764	21,005	171,332	152	1,277	93,469	745,735	127,730	992,108
1966-67	12,282	66,576	18,548	150,048	127	935	93,432	692,432	124,389	909,991
1965-66	11,345	53,896	16,971	134,003	134	945	70,363	602,481	98,813	791,325
1964-65	12,554	62,795	18,234	144,039	165	1,362	69,485	579,239	100,438	787,435
1963-64	13,424	65,431	15,735	127,706	180	1,395	65,334	562,619	94,673	757,151
1962-63	14,119	70,456	15,632	124,529	136	1,173	63,343	513,217	93,230	709,375
1961-62	13,600	69,716	13,626	109,470	251	2,259	63,093	543,015	90,570	724,460
1960-61	12,885	62,988	11,968	94,917	242	1,897	61,616	474,499	86,711	634,301
1959-60	13,139	58,801	12,063	98,719	188	1,499	62,085	512,017	87,475	671,036
1958-59	14,787	64,973	9,862	84,158	249	1,651	59,365	473,384	84,263	624,166
1957-58	15,373	71,357	6,882	55,662	536	3,050	57,817	413,369	80,608	543,438
1956-57	15,618	66,741	4,504	28,351	402	1,987	48,617	308,603	69,141	405,682
1955-56	19,892	94,573	3,835	23,389	646	3,776	40,231	279,781	64,604	401,519

*Up to 31st December, 1965 charges calculated on weight were based on the aggregate of the **tare plus carrying capacity**. From 1st January, 1966 the charge was based on the aggregate of **one half of the tare plus the carrying capacity**.

In addition, 6,107 permits were issued for charges calculated on a flat rate basis or on rail freight. The number last year was 7,787.

APPENDIX 19

PRIVATELY OPERATED OMNIBUS SERVICES IN THE TRANSPORT DISTRICTS

Table 1 — Numbers of operators, services and vehicles as at 30th June, 1968 and 30th June, 1967

	Metropolitan		Newcastle		Wollongong	
	1968	1967	1968	1967	1968	1967
Operators	122	127	15	15	13	13
Services	211	209	23	23	23	22
Omnibuses—						
In Service	992	945	99	95	162	171
In Reserve	180	174	17	29	26	23
Total	1,172	1,119	116	124	188	194
Petrol	231	249	23	23	9	11
Diesel	941	870	93	101	179	183
Total	1,172	1,119	116	124	188	194
Single Deck	1,159	1,104	84	93	177	183
Double Deck	13	15	32	31	11	11
Total	1,172	1,119	116	124	188	194

Table 2 — Operating and financial particulars, years ended 31st March, 1968 and 31st March, 1967

	Metropolitan		Newcastle		Wollongong	
	1968	1967	1968	1967	1968	1967
Number of employees	1,213	1,324	123	128	250	260
Omnibus Mileage	23,585,899	25,973,115	2,450,682	2,519,499	5,415,313	5,429,946
Passengers Carried	102,746,426	99,215,210	5,664,553	5,332,096	14,415,575	14,618,638
	\$	\$	\$	\$	\$	\$
Book Value of Plant	4,324,763	4,764,733	335,944	318,955	851,291	784,608
Revenue	9,331,842	8,613,229	700,583	653,485	1,661,579	1,616,931
Expenditure	8,509,222	7,786,714	680,746	613,028	1,643,273	1,587,134
Net Profit	822,620	826,515	19,837	40,457	18,306	29,797
Included in expenditure—						
Owners' Wages	309,250	271,103	26,831	24,880	30,953	26,307
Depreciation	934,188	900,221	69,198	52,123	98,354	95,699
Interest Payments on Loans, etc.	159,900	162,580	13,709	9,815	25,195	20,859
	c.	c.	c.	c.	c.	c.
Revenue per mile	39.56	33.16	28.59	25.98	30.68	29.8
Expenditure per mile ..	36.08	29.98	27.78	24.33	30.34	29.2
Net Profit per mile	3.48	3.18	.81	1.65	.34	.6

APPENDIX 20

TWO-WAY RADIO TAXICABS 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
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 (100.0%)	12 (80.0%)	112 (97.4%)	2 (16.7%)
1966	2,575 (88.8%)	133 (52.5%)	114 (100.0%)	12 (80.0%)	115 (99.1%)	2 (16.7%)
1965	2,514 (86.6%)	133 (52.5%)	107 (100.0%)	12 (75.0%)	115 (99.1%)	2 (16.7%)
1964	2,188 (82.9%)	133 (52.5%)	99 (100.0%)	8 (53.3%)	114 (98.3%)	2 (12.5%)
1963	2,054 (77.4%)	132 (52.8%)	99 (100.0%)	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%)
1959	1,483 (57.8%)	115 (43.9%)	77 (81.0%)	— —	95 (95.0%)	3 (42.9%)
1958	1,359 (53.3%)	115 (38.2%)	71 (74.7%)	— —	87 (87.9%)	3 (37.5%)

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

Two-way radio service is provided in the 91 centres named below. The vehicles (taxi-cabs and private hire cars) now total 593, an increase of 1 since 30th June, 1967.

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

APPENDIX 21

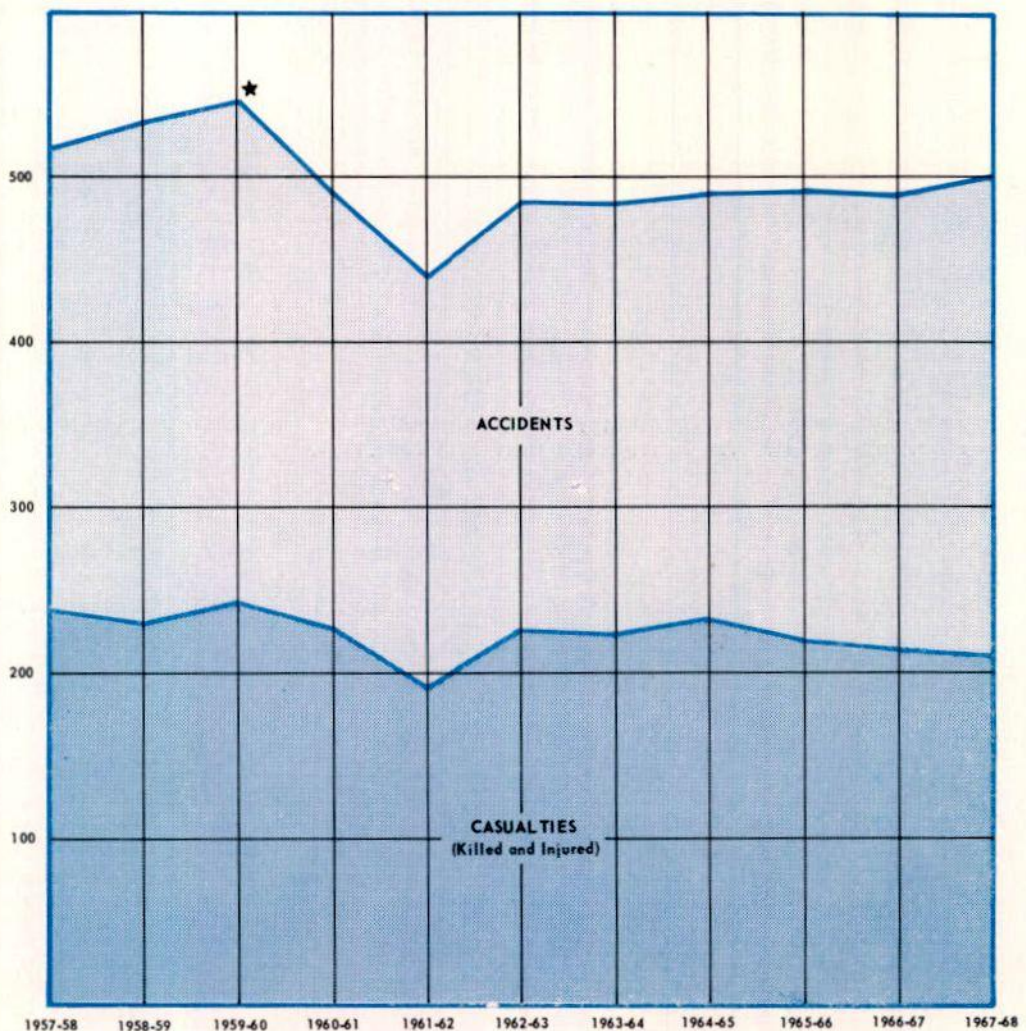
ROAD ACCIDENTS IN NEW SOUTH WALES

The chart hereunder, and the ten further charts on pages 69 to 72 inclusive, show the overall road accident situation in New South Wales from a variety of viewpoints.

A description of the basis and use of official road accident statistics is given on page 38, and on the following page are selected main statistical highlights for this year.

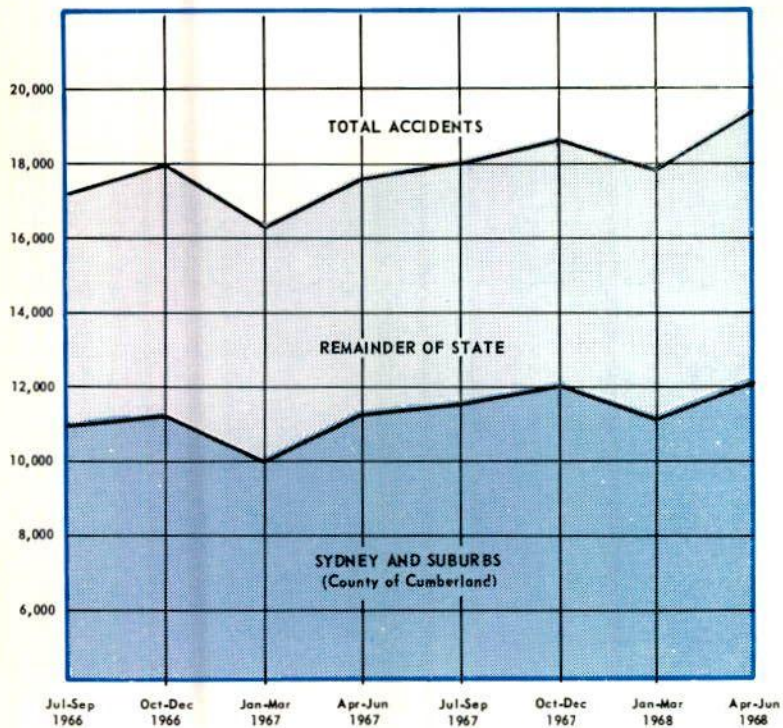
As a means of providing road accident information in more detail (and also at more frequent intervals) than is practicable per medium of its Annual Report, the Department publishes, and makes wide distribution of, very comprehensive statistical bulletins each six months. The bulletins should be consulted if detail not given in this Report is required.

**CHART 1 — ACCIDENTS AND CASUALTIES (fatal and non-fatal)
PER 10,000 VEHICLES REGISTERED — 1957-58 to 1967-68**

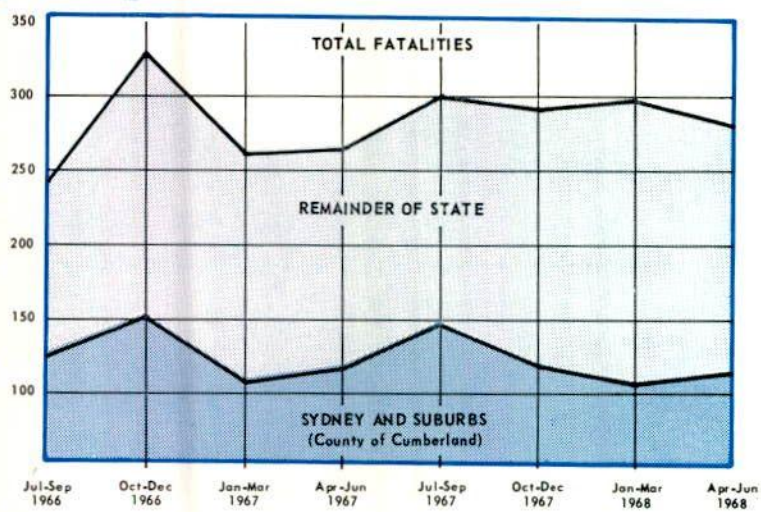


★ Some part of the drop was attributable to an increase, from \$20 to \$50, in damage value criterion on 1st May, 1960. Damage only accidents under \$50 ceased to be reportable.

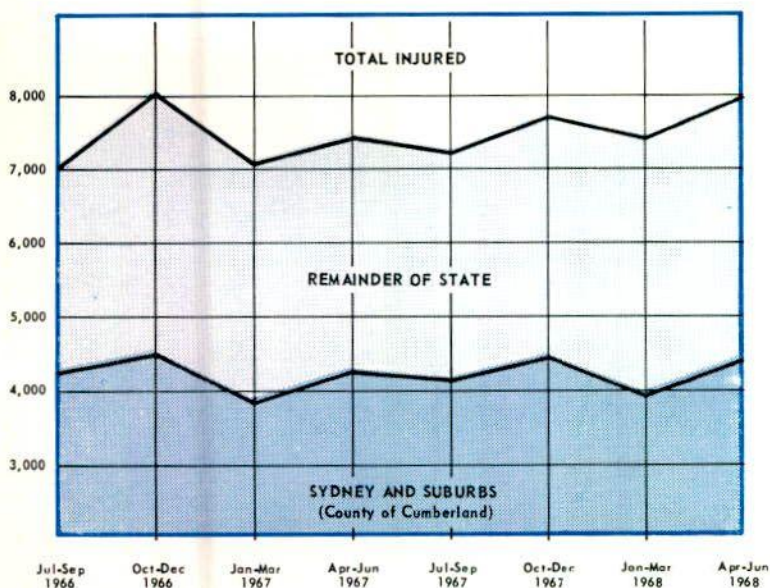
**ACCIDENTS, KILLED AND INJURED (non-fatal)—SYDNEY
(including suburbs) AND REMAINDER OF STATE—
QUARTERLY PERIODS FROM JULY, 1966 TO JUNE, 1968**



**CHART 2—
ACCIDENTS**



**CHART 3—
KILLED**



**CHART 4—
INJURED
(NON-FATAL)**

ACCIDENTS, KILLED AND INJURED—CITIES OF SYDNEY,
NEWCASTLE AND WOLLONGONG—QUARTERLY
PERIODS FROM JULY, 1966 TO JUNE, 1968

CHART 5—
ACCIDENTS

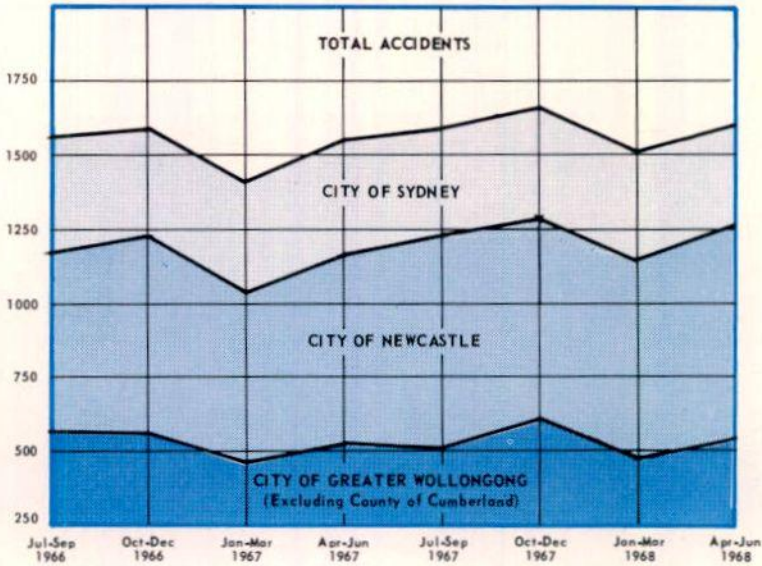


CHART 6—
KILLED

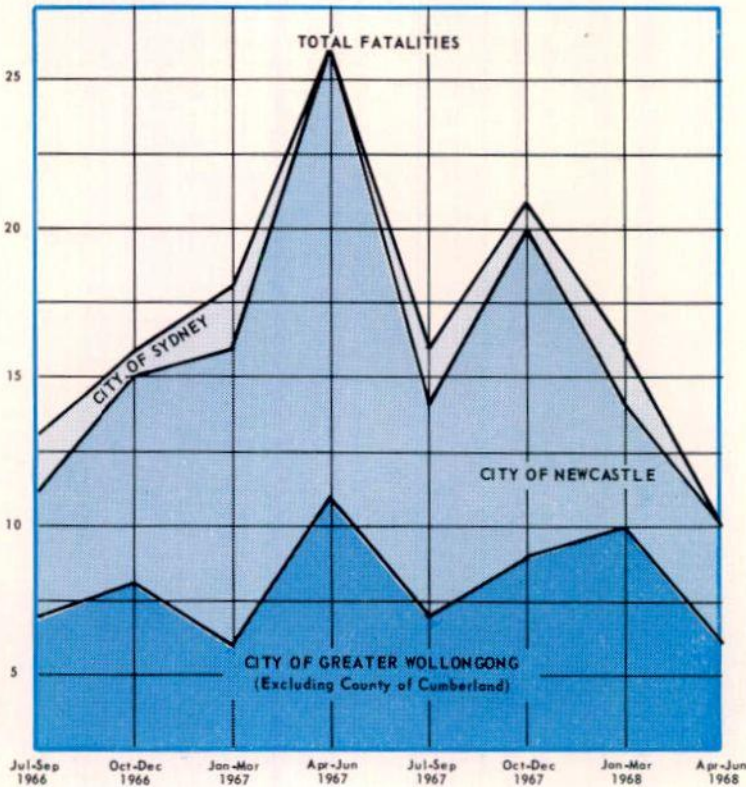
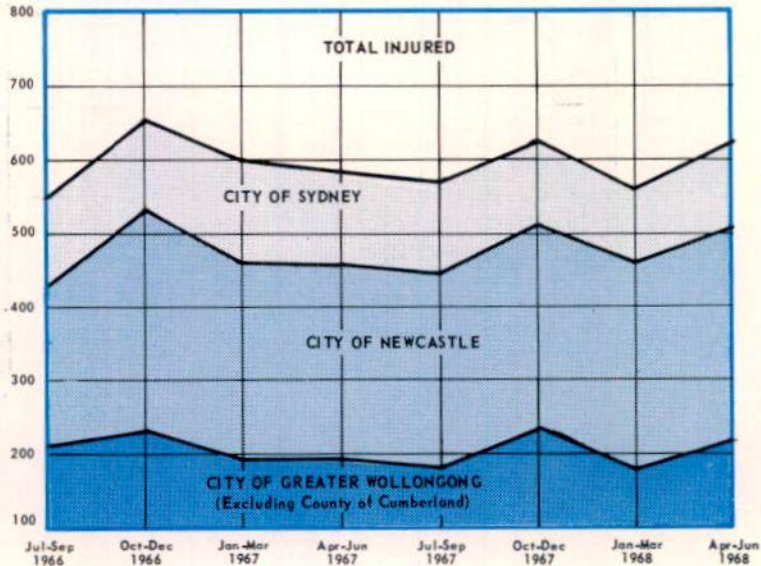
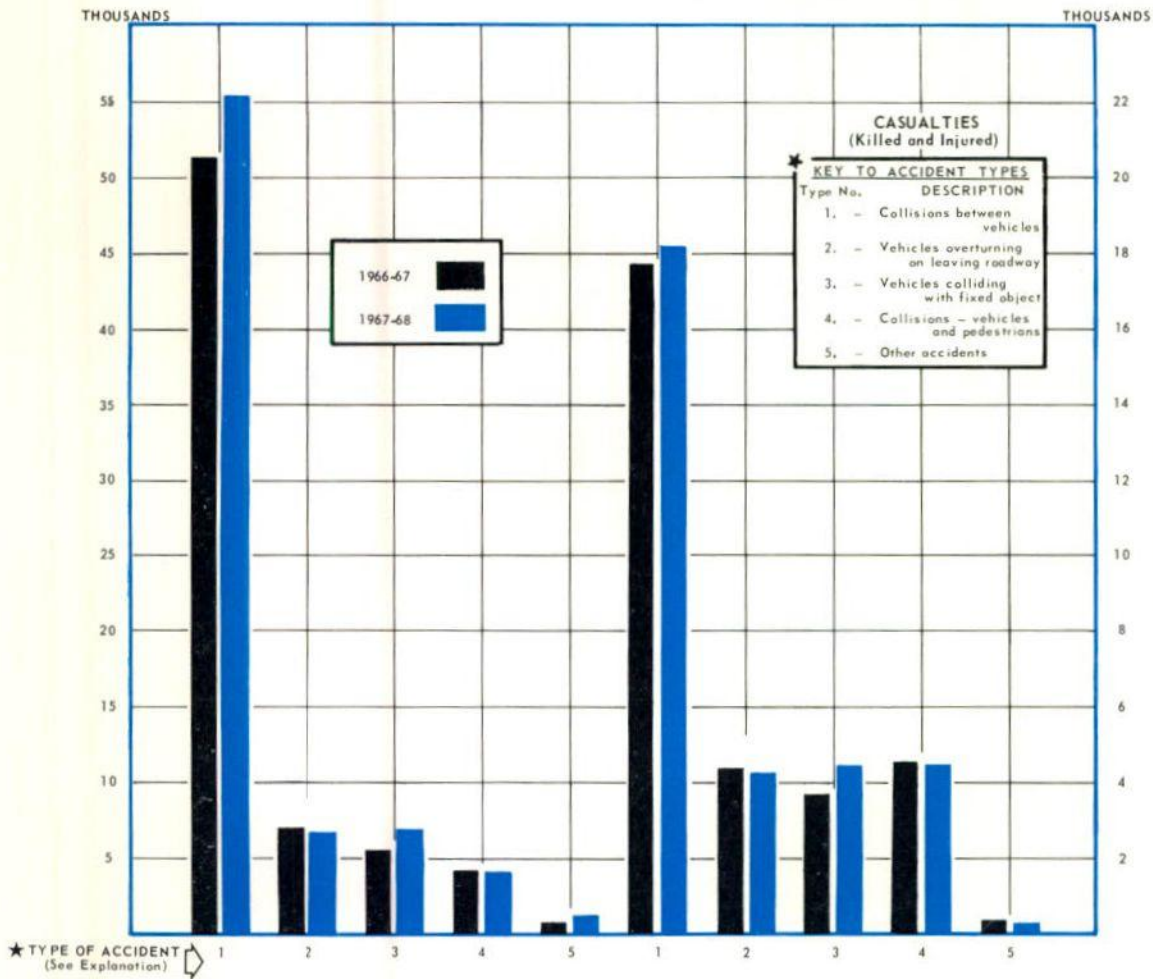


CHART 7—
INJURED
(NON-FATAL)



**CHART 8 – TYPE OF ACCIDENTS AND CASUALTIES (fatal and non-fatal)
FOR EACH TYPE OF ACCIDENT – 1966-67 AND 1967-68**



**CHART 9 – CLASSES OF ROAD USERS KILLED AND INJURED –
1966-67 AND 1967-68**

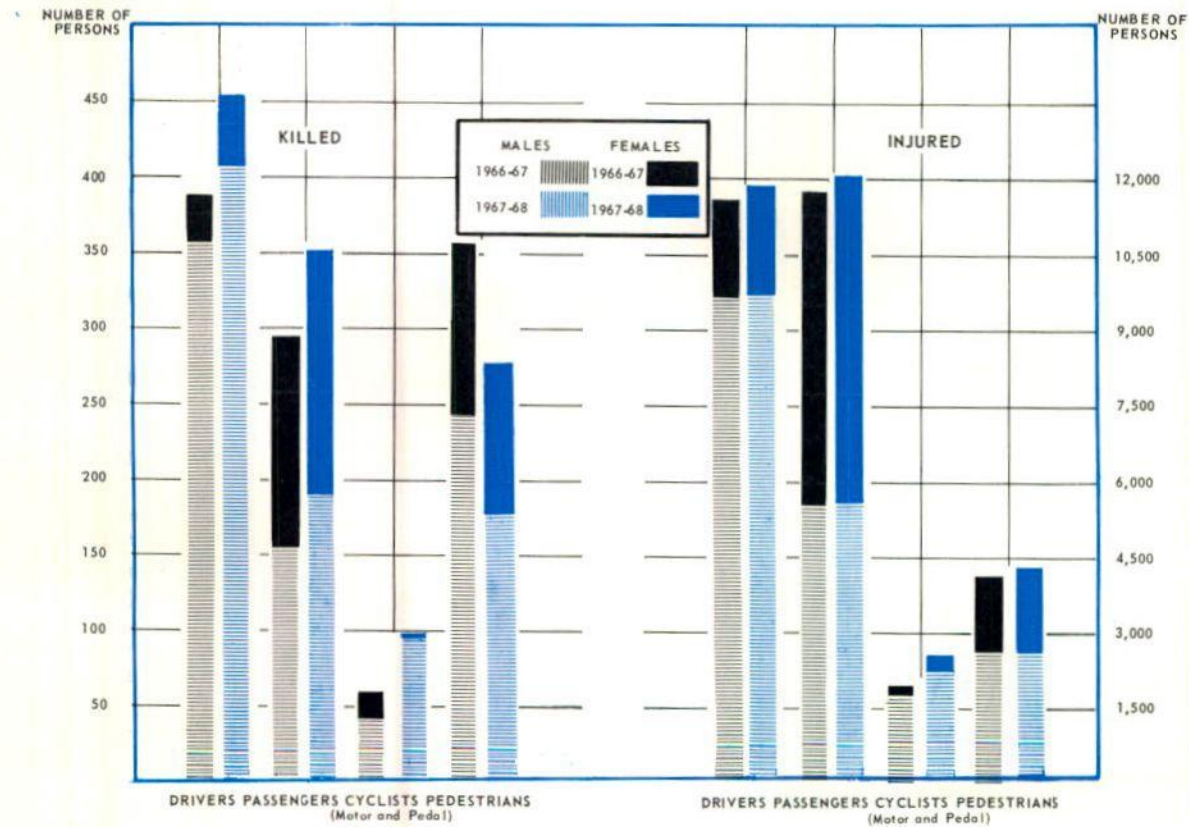


CHART 10 — AGE AND SEX OF PERSONS KILLED 1966-67 AND 1967-68

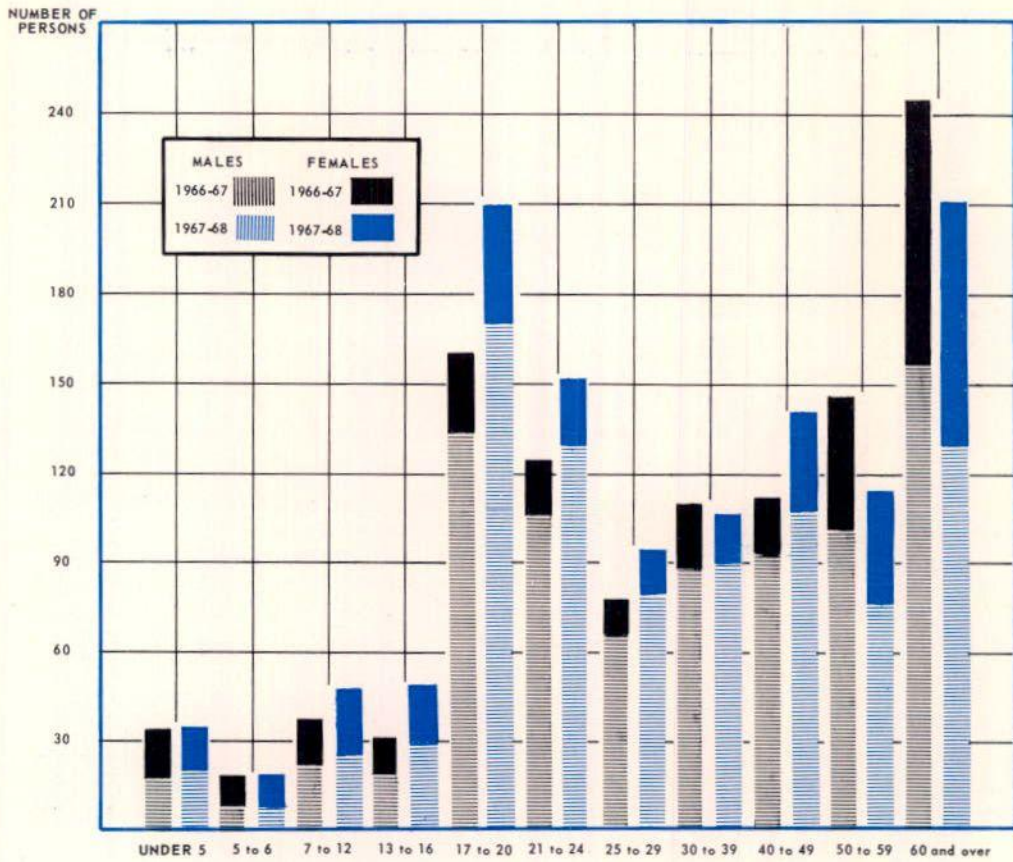
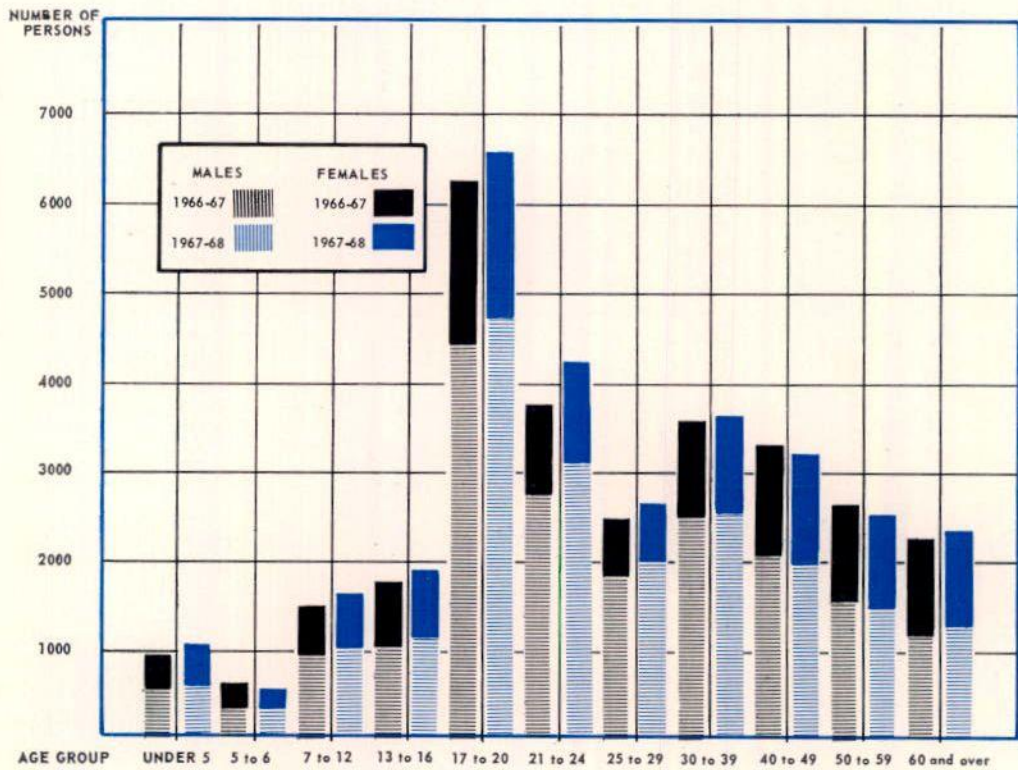


CHART 11 — AGE AND SEX OF PERSONS INJURED 1966-67 AND 1967-68



APPENDIX 22

TRAFFIC CONTROL LIGHT SIGNAL INSTALLATIONS COMPLETED IN YEAR FROM 1st JULY, 1967 TO 30th JUNE, 1968

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

TRAFFIC SIGNALS COMMISSIONED IN ASSOCIATION WITH THE WARRINGAH EXPRESSWAY

1. Alfred and Mount Streets, North Sydney — 6th July, 1967.
2. Falcon Street and Off Loading Ramp on western side of Falcon Street Overpass — 18th July, 1967.
3. Mount and Arthur Streets — 18th June, 1968.
4. Mount Street and On and Off Loading Ramps in the centre of Mount Street Overpass — 18th June, 1968.
5. Kurraba Road and Alfred Street — 18th June, 1968.
6. *Across Expressway Off Loading Turn Ramp into Falcon Street — 18th June, 1968.
7. Falcon Street and Off and On Loading Ramps on eastern side of Falcon Street Overpass — 18th June, 1968.
8. Ernest Street and On and Off Loading Ramp on the western side of Ernest Street Overpass — 18th June, 1968.
9. Ernest Street and On and Off Loading Ramp on eastern side of Ernest Street Overpass — 18th June, 1968.
10. *Across On Loading Turn Ramp, north of Miller Street Overpass — 18th June, 1968.
11. Miller Street and On Loading Ramp, north of Miller Street Overpass — 18th June, 1968.
12. Miller Street and Off Loading Ramp, south of Miller Street Overpass — 18th June, 1968.
13. Miller and Amherst Streets, Cammeray — 18th June, 1968.

SYDNEY AND SUBURBS

BEXLEY	Stoney Creek and Preddys Roads — 23rd October, 1967.
BRIGHTON	The Grand Parade and Bay Street — 16th January, 1968.
BURWOOD	Burwood Road and Gipps Street — 1st August, 1967. Burwood Road and Deane Street — 23rd October, 1967. Shaftesbury and Paisley Roads and Railway Parade — 13th March, 1968.
CAMPERDOWN	*Pymont Bridge Road, north-east of Layton Street — 4th September, 1967.
CARINGBAH	Taren Point and Parraweena Roads — 18th January, 1968.
CASTLECRAIG	Eastern Valley Way and Edinburgh Road — 12th October, 1967.
CHATSWOOD	Victoria Avenue and Archer Street — 22nd November, 1967.
CONCORD	Parramatta Road, Leicester Avenue and Young Street — 28th August, 1967. Parramatta Road and Mosely Street — 28th August, 1967.
CROYDON	Hume Highway, Croydon and Malvern Avenues — 7th November, 1967.
DARLINGTON	City Road and Cleveland Street — 6th March, 1968. *City Road, south of Codrington Street — 30th May, 1968.
DEE WHY	*Fisher Road at Regent Street — 12th October, 1967.
DRUMMOYNE	Lyons and Hampden Roads and Janet Street — 7th December, 1967. Victoria Road and Edwin Street — 9th May, 1968.
ERMINGTON	Victoria Road and Spurway Street — 15th May, 1968.
FAIRFIELD	*The Crescent, west of Smart Street — 6th September, 1967.
FIVE DOCK	Queens and Harris Roads — 27th July, 1967. Great North and Lyons Roads — 11th October, 1967.
FOREST LODGE	Parramatta Road and Ross Street — 28th July, 1967.
GREENWICH	Greenwich and River Roads — 11th March, 1968.
LAKEMBA	Canterbury Road and Haldon Street — 11th July, 1967.
LIVERPOOL	Hume Highway and Elizabeth Street — 25th July, 1967.
MARRICKVILLE	Marrickville and Illawarra Roads — 25th January, 1968.
MOORE PARK	Lang, Cook and Robertson Roads — 28th March, 1968.
NORTH MANLY	Kentwell Road and Condamine Street — 15th August, 1967.

APPENDIX 22 (Continued)

TRAFFIC CONTROL LIGHT SIGNAL INSTALLATIONS COMPLETED IN YEAR FROM 1st JULY, 1967 TO 30th JUNE, 1968

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 (Continued)

NORTH PARRAMATTA	North Rocks and Windsor Roads and Church Street — 28th March, 1968.
PEAKHURST	Forest, Boundary and Bonds Roads — 9th October, 1967.
PENNANT HILLS	Pennant Hills Road and Yarrara Street — 12th June, 1968.
PENRITH	Great Western Highway and Parker Street — 26th July, 1967.
RANDWICK	*Avoca Street, south of Short Street — 17th June, 1968.
ROCKDALE	Bestic and West Botany Streets — 20th November, 1967.
ROSEVILLE	*Babbage Road, north of Allan Street — 27th September, 1967. Babbage Road and Clive Street — 30th October, 1967. Pacific Highway and Boundary Street — 13th November, 1967.
RYDE	Church and Junction Streets — 23rd August, 1967. Victoria Road and Church Street — 13th May, 1968.
SANS SOUCI	Rocky Point Road and Russell Avenue — 14th September, 1967.
ST. LEONARDS	Pacific Highway and Herbert Street — 7th June, 1968.
ST. MARYS	Great Western Highway, Queen Street and Mamre Road — 26th February, 1968.
SYDNEY	*Pitt Street, north of Angel Place — 1st August, 1967. Day and Druitt Streets — 6th November, 1967. Day, Harbour and Liverpool Streets — 6th November, 1967. Day and Bathurst Streets — 6th November, 1967. Harbour, Pier and Goulburn Streets — 6th November, 1967. *Kent Street at Caltex House — 6th November, 1967. Sussex and Hay Streets — 30th January, 1968. Sussex and Bathurst Streets — 21st May, 1968. Sussex and Liverpool Streets — 21st May, 1968. Sussex and Goulburn Streets — 21st May, 1968. Derwent and Arundel Streets and Broadway — 8th April, 1968. Glebe Road and Broadway — 8th April, 1968. City Road, Bay Street and Broadway — 8th April, 1968. Mountain Street and Broadway — 8th April, 1968. Regent and Harris Streets and Broadway — 8th April, 1968.
TEMPE	Unwins Bridge Road, Griffiths Street and Richardsons Crescent — 3rd January, 1968.
TURRAMURRA	Pacific Highway and Kissing Point Road — 20th December, 1967.
WAHROONGA	Pacific Highway and Pennant Hills Road — 21st March, 1968.
WEST LANE COVE	Burns Bay Road and Penrose Street — 20th March, 1968.
WEST RYDE	*Victoria Road at Endeavour Street — 29th May, 1968. Victoria and Chatham Roads and Station Street — 29th May, 1968.
WILLOUGHBY	Mowbray Road and Penshurst Street — 23rd January, 1968. Sailors Bay and Alpha Roads — 18th June, 1968.
WINDSOR	George Street and Richmond Road — 19th February, 1968.
YAGOONA	Hume Highway, William Street and Auburn Road — 28th February, 1968.

NEWCASTLE DISTRICT

ADAMSTOWN HGTS	Pacific Highway and Brunner Road — 19th December, 1967.
BELMONT	Pacific Highway and Macquarie Street — 11th December, 1967.
BELMONT NORTH	John Fisher Road and Pacific Highway — 11th December, 1967.
MAYFIELD	*Pacific Highway, north-west of Wilson Street — 25th January, 1968.

WOLLONGONG DISTRICT

CORRIMAL	Princes Highway and Railway Street — 21st August, 1967.
WOONONA	*Princes Highway, north of Nicholson Lane — 21st August, 1967.

COUNTRY AREA

CESSNOCK	Vincent and Cooper Streets — 11th December, 1967.
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APPENDIX 23

INSPECTIONS OF PUBLIC MOTOR VEHICLES, YEAR ENDED 30th JUNE, 1968

METROPOLITAN TRANSPORT DISTRICT

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1968 ..	1,172	2,942	244	4,358
Inspections made	6,389	11,970	752	19,111
Repair Notices issued	586	640	67	1,293
**"Not to Use" Notices issued	25	188	17	230

NEWCASTLE TRANSPORT DISTRICT

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1968 ..	116	115	14	245
Inspections made	634	474	70	1,178
Repair Notices issued	2	14	2	18
**"Not to Use" Notices issued	—	2	2	4

WOLLONGONG TRANSPORT DISTRICT

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1968 ..	188	115	12	315
Inspections made	644	473	36	1,153
Repair Notices issued	23	24	—	47
**"Not to Use" Notices issued	—	9	—	9

COUNTRY DISTRICTS

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1968 ..	1,850	1,112	323	3,285
Inspections made	3,641	2,200	636	6,477
Repair Notices issued	358	118	10	486
**"Not to Use" Notices issued	18	3	1	22

*Indicates that the vehicles were found to be unfit for service and their operation was suspended.

APPENDIX 24

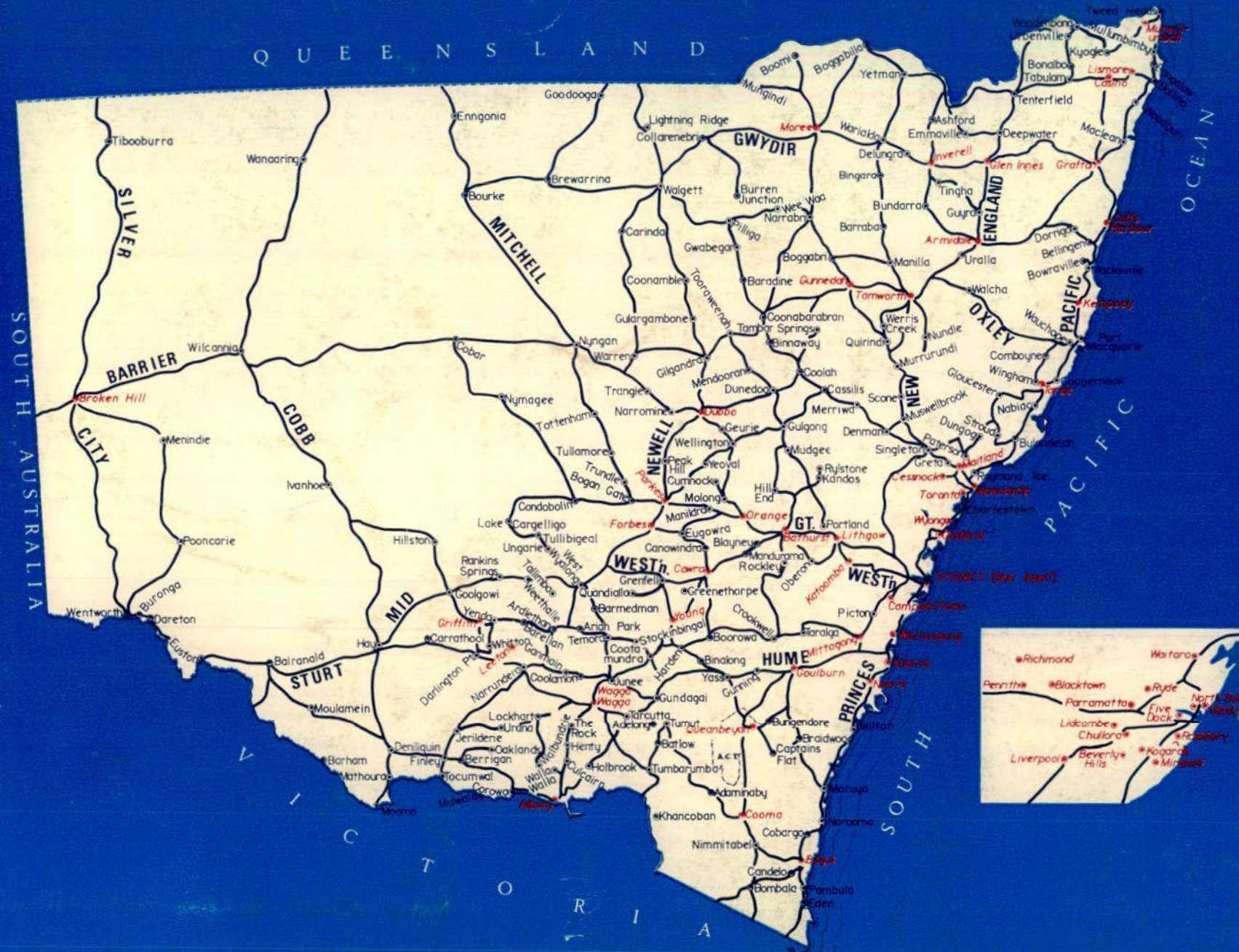
STAFF EMPLOYED				
		On June 30th—		
		1966	1967	1968
METROPOLITAN—				
	Male	1,311	1,269	1,398
	Female	583	648	588
		<u>1,894</u>	<u>1,917</u>	<u>1,986</u>
NEWCASTLE—				
	Male	14	16	23
	Female	6	7	9
		<u>20</u>	<u>23</u>	<u>32</u>
COUNTRY—				
	Male	75	101	172
	Female	42	53	63
		<u>117</u>	<u>154</u>	<u>235</u>
TOTALS—				
	Male	1,400	1,386	1,593
	Female	631	708	660
GRAND TOTAL		<u>2,031</u>	<u>2,094</u>	<u>2,253</u>
<p>NOTE: Wages Staff (included in the above figures) totalled 218 on 30th June, 1966 (207 males, and 11 females) and 178 (167 and 11) on 30th June, 1967. The corresponding figures for 1968 were 185 (172 and 13).</p>				

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

On 1st January, 1910 the 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 regulation 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, 1968 the number of vehicles registered had risen to 1,741,961 and the number of drivers' licences in issue to 1,829,599.



DISTRICT MOTOR REGISTRIES

The map at left shows the location of Motor Registries in New South Wales. Numbering 257, these Registries have been appointed throughout the State to provide motorists with local facilities for attending to vehicle registrations and drivers' licenses as well as other types of transactions with the department.

The 58 Registries in suburbs of Sydney and the larger country centres are conducted by the Department of Motor Transport. The remaining 199 Registries are conducted by Police in conjunction with other Police duties. Progressively new premises are being provided for Motor Registries to meet with growing demands. In recent years over 40 specially designed modern Registry buildings have been erected to give effect to this policy. Those illustrated on pages 1 and 23 are typical of the high class of Registry provided.



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