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NEW SOUTH WALES

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ANNUAL REPORT

1965-1966

COMMISSIONER FOR MOTOR TRANSPORT
NEW SOUTH WALES

New South Wales

PROVISIONAL

MT. 65/66 a

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DISTRICT MOTOR REGISTRIES

To provide motorists with local facilities for attending to vehicle registrations and drivers' licences as well as other types of Departmental transactions concerning motor vehicles, over 250 Motor Registries have been appointed throughout the State, as shown on the map below.

All Registries in suburbs of Sydney and the larger country centres are conducted by the Department of Motor Transport. These Registries, numbering 56 handle at least 90% of business transacted at Motor Registries. The remaining Registries (place names in black) are conducted by Police in conjunction with other Police duties.

Progressively, high class premises are being provided for Motor Registries, and additional offices are being opened to keep pace with growing demands. In recent years almost 40 specially designed and modern Registry buildings have been erected — three examples being illustrated above.





ANNUAL REPORT

1965-1966

COMMISSIONER FOR MOTOR TRANSPORT
NEW SOUTH WALES



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.



6th December, 1966.

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

Dear Mr. Morris,

I have pleasure in submitting to you for presentation to Parliament the Annual Report of the Department of Motor Transport for the year ended 30th June, 1966.

In keeping with the practice adopted in recent years the report describes in some detail the work of the Department during the year and also includes some background information designed to convey a better understanding of the Department's responsibilities and future plans.

I again place on record, with appreciation, the contribution made by the staff of this Department to the achievements of another successful year.

Yours faithfully,

A. R. Coleman

Commissioner.

OUTLINE OF ADMINISTRATIVE FUNCTIONS

(and principal Acts of Parliament)

- Registration of motor vehicles and licensing of drivers— *Motor Traffic Act, 1909-66*
- 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, 1962-65
- Regulation of commercial goods-carrying and passenger-carrying road services; licensing of passenger ferries operating in Port Jackson—
Transport Act, 1930-66 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, roadmarkings and other traffic facilities; road safety activities—
Transport Act, 1930-66 and Motor Traffic Act, 1909-66
- 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, 1961*

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THIS YEAR IN BRIEF AND A PRINCIPAL STATISTICS AND

STATISTICS

	1965-66	Variation
FINANCIAL		
Receipts—	\$	\$
Motor Vehicle Registration Tax	32,218,203	up 2,175,177
Fees (registrations, licences, etc.)	13,557,399	up 399,627
Ton Mileage Charges (heavy lorries)	11,035,113	up 789,473
Third-party Insurance premiums	30,977,537	up 1,424,003
Charges on road services competing with rail	3,767,028	down 151,012
Stamp Duty (vehicle registrations)	2,929,550	down 476,952
Sundry	535,158	up 8,984
TOTAL	95,019,988	up 4,169,300
Payments—		
Cost of Traffic Police	5,620,986	up 147,542
Administrative costs, Dept. Motor Transport	6,922,634	up 891,866
Traffic Facilities	1,788,938	up 134,826
Funds provided for roads—		
Councils, etc.	697,280	up 19,728
Department of Main Roads	43,524,279	up 2,295,233
Collected for and remitted to—		
Govt. Insurance Office	30,977,537	up 1,424,003
Stamp Duties Office	2,929,550	down 476,952
Payments to Govt. Transport Services	2,501,793	down 299,955
TOTAL	94,962,997	up 4,136,291
VEHICLES AND DRIVERS		
Registrations in force (on June 30)	1,544,201	up 78,841
Brand-new vehicles registered	161,982	down 13,583
Driving licences (all types) in force (on June 30)	1,668,941	up 60,723
TRAFFIC FACILITIES		
Traffic control light installations—		
completed during this year	30	down 39
total in service	495	up 30
expenditure this year (incl. maintenance)	\$1,273,751	up \$ 110,763
Other facilities—		
completed this year (round figures)	6,000	down 100
total in service (round figures)	107,000	up 6,000
expenditure this year	\$ 515,187	up \$ 24,063
Total expenditure for year	\$1,788,938	up \$ 134,826
ROAD ACCIDENTS		
Accidents	65,868	up 3,899
Persons killed	1,134	up 49
Persons injured	28,730	up 822
STAFF AND PREMISES		
Total staff	2,031	up 56
New Registries appointed	2	—
Motor Registries in operation	258	up 1
New Registry premises completed this year	7	up 5

EVENTS

1965-66

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.

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.

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.

5

REVIEW OF THE PREVIOUS FIVE YEARS

MAIN EVENTS — 1960-61 TO 1965-66

1964-65	1963-64	1962-63	1961-62	1960-61
\$	\$	\$	\$	\$
30,043,026	28,541,194	22,939,120	19,098,748	18,262,156
13,157,772	12,573,424	10,098,422	8,084,186	7,673,866
10,245,640	9,232,202	8,010,400	7,205,158	7,031,320
29,553,534	26,972,142	25,279,634	19,250,490	17,772,068
3,918,040	3,613,654	3,300,084	3,158,766	2,948,480
3,406,502	3,252,228	1,258,454	Stamp duty payable on and after 1st January, 1963	
526,174	470,184	407,428	407,132	339,826
90,850,688	84,655,028	71,303,542	57,204,480	54,027,716
5,473,444	5,220,896	4,847,816	4,265,758	3,933,876
6,030,768	5,609,458	5,025,834	4,693,740	4,728,750
1,654,112	1,462,570	1,065,092	830,716	796,460
677,552	653,512	660,004	623,126	604,932
41,229,046	38,889,988	30,776,196	25,230,758	24,252,100
29,553,534	26,972,142	25,279,634	19,250,490	17,772,068
3,406,502	3,252,228	1,258,454	Stamp duty payable on and after 1st January, 1963	
2,801,748	3,401,822	2,001,772	2,001,956	2,002,678
90,826,706	85,462,616	70,914,802	56,896,544	54,090,864
1,465,360	1,362,591	1,279,070	1,201,765	1,142,239
175,565	162,052	145,829	121,571	126,209
1,608,218	1,526,810	1,450,842	1,419,666	1,358,822
69	20	43	45	67
465	396	376	333	288
\$ 1,162,988	\$ 952,000	\$ 617,864	\$ 450,244	\$ 468,076
6,100	6,000	11,000	8,000	13,000
101,000	95,000	89,000	78,000	70,500
\$ 491,124	\$ 510,570	\$ 447,228	\$ 380,472	\$ 328,384
\$ 1,654,112	\$ 1,462,570	\$ 1,065,092	\$ 830,716	\$ 796,460
61,969	56,917	53,931	47,857	49,435
1,085	974	894	887	934
27,908	25,662	24,580	19,886	22,244
1,975	1,880	1,839	1,754	1,741
2	2	—	2	5
257	255	254	254	252
2	6	—	7	4

EVENTS

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.	1962-63
Deficit in Road Transport and Traffic Fund. "Infringement Notice" system applied to some traffic breaches. Further down-turn in rate of increase of vehicle registration. Borthwick airline report adopted by Government and High Court action taken by Airlines of N.S.W. Driving Instructor licensing legislation enacted. Restrictions on heavy lorries approaching Sydney at week-ends. National Traffic Code adopted. Third-party insurance premiums increased. Preliminary planning of Inner-city signals project completed.	1961-62
Down-turn in rate of registration increases. Marked acceleration of pedestrian traffic signal programmes. Flashing overhead signs for footcrossings introduced. Safety belt standards formulated. Berowra Checking Station opened. General increase in maximum penalties for traffic offences. Disqualification of drivers by Courts—provision made for flexible system. Survey started of intrastate air services. New building at Head Office site extended. Two-way radio system for Departmental vehicles installed. "Driver Improvement" campaign launched. TV films on road safety themes produced. Visit of Chief Traffic Engineer overseas.	1960-61



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, usually 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 the ordinary vehicle registration **tax**. Similarly, charges under the State Transport (Co-ordination) Act in respect of road journeys in competition with railways are not payable on interstate operations. However, vehicles so used must be registered, are subject to the Road Maintenance (Contribution) Act—described in some detail later—and must comply with roadworthiness and safe-driving requirements. They carry distinctive number plates with the prefix "IS". On 30th June, 1966, 1,954 such vehicles were registered in this State.

CONTINUED INCREASE IN INCOME AND EXPENDITURE

The increase in the number of licence and registration transactions which has been evident in recent years continued this year. These increases created a further record in revenue collected which considerably benefited the funds of the Department of Main Roads whilst this Department, in its own specialised field of traffic facilities, was able to continue a high rate of expenditure in the public interest.

TOTAL COLLECTIONS

Collections this year again reached a record figure of \$95,019,988 an increase of \$4,169,300 over last year. Appendix 1 gives details and shows the result for each main heading—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 collected on behalf of two other Government agencies—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 \$30,977,537 and \$2,929,550, respectively accounted for \$33,907,087. The Department's own operating expenditure on, for example, premises and equipment, salaries, and items such as stationery and postage, amounted to \$6,922,634 whilst \$1,788,938 was spent on traffic facilities. The cost of Police traffic services was \$5,620,986. The Department of Railways was paid \$2,500,000 from collections from operators of competitive road journeys whilst a total of \$44,221,559 was paid to road authorities—principally the Department of Main Roads.

Appendix 2 gives a more detailed summary.

MAIN ROADS FUND

SOURCE OF REVENUE

- Tax, as distinct from fees—see Road Transport and Traffic Fund—paid upon registration of motor 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 tax collected upon registration—and **not** from the ton-mileage charges—the cost of administering the Road Maintenance (Contribution) Act. The balance, plus all 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 construction of main roads.

RESULTS FOR THE YEAR

	\$	\$
Tax received (after refunds)	31,691,796	
Less— Administrative costs (Road Maintenance)	759,363	
	<hr/>	
Net tax proceeds		30,932,433
Ton-mileage charges (after refunds)		11,035,113
		<hr/>
TOTAL (paid to Main Roads Funds)		41,967,546
		<hr/>

Tax revenue and ton-mileage charges were higher than last year by 7.1% and 7.7% respectively.

For information in detail, see—

- Appendix 1 for tax collections (including tax on public vehicles).
- Page 26 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 and 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 expenditure is on traffic facilities and road safety activities. Pursuant to Section 202 of the Transport Act, any balance unexpended after meeting these charges must be paid to the Country Main Roads Fund. An amount of \$1,556,733 was paid to the Fund this year.

RESULTS FOR THE YEAR

RECEIPTS	\$
Registration, licence and other fees	13,088,423
Commission (on G.I.O. premiums)	293,609
Sundry	236,183
	<hr/>
TOTAL	13,618,215
 PAYMENTS	
Administrative Costs (Dept. Motor Transport)	4,231,850
Police Services	5,084,380
Traffic Facilities	1,663,456
Purchase of Assets (land, buildings, etc.)	1,007,085
Contribution towards Traffic Facilities Works-in-Progress	64,600
Motor Vehicles for Police Road Safety Patrols	10,111
Payment to Country Main Roads Fund	1,556,733
	<hr/>
TOTAL	13,618,215

An audited detailed statement appears as Appendix 3.

EXPLANATORY NOTES

- (1) **Other Expenditure on Administrative Costs**—The amount shown as “Administrative Costs (Dept. 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 \$5,620,986. Of this amount, \$393,469 was debited to the State Transport (Co-ordination) Fund and \$143,137 recouped from certain Councils for parking meter enforcement costs. The net balance payable from the Fund for this year was thus \$5,084,380.
- (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 \$64,600 debited to this Fund against Works-in-Progress.
- (4) **Payment to Country Main Roads Fund**—As provided by Section 202 of the Transport Act, the unexpended balance as at 30th June, 1966 (amounting to \$1,556,733) was paid to the Country Main Roads Fund.

PUBLIC VEHICLES FUND

EXPLANATORY

Under the Transport Act, Buses, taxi-cabs, private hire cars and vans in three specified areas embracing Sydney, Newcastle and Wollongong, known 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 and the three Transport Districts are described on pages 29 to 32.

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 specifically to assist 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

- Reduction of capital debt of bus services operated by the Department of Government Transport. This is equal to half the service licence fees for Metropolitan and Newcastle bus services.
- Assistance to authorities—usually Councils—responsible for roads used by the buses. This accounts for all the bus tax and the balance of the service licence fees.
- Payments, towards cost of traffic signals, of amounts received as registration tax on public vehicles other than buses. As regards other amounts spent on traffic signals see Note below.

RESULTS FOR THE YEAR

RECEIPTS	\$
Tax (buses)	372,038
Allocation from Federal roads grant	262,996
Tax (other vehicles)	154,369
Service Licence Fees	68,209
Allocation from Road Transport and Traffic Fund towards Traffic Facilities Works-in-Progress	64,600
TOTAL	922,212
PAYMENTS	
Capital debt reduction (Government Transport services)	31,756
Assistance to road authorities	665,524
Traffic signals	125,482
TOTAL	822,762

A balance of \$324,853 brought forward from 1964-65 was held in the Fund at the start of the year; and a balance of \$424,303 remained as at 30th June, 1966. An audited detailed statement appears as Appendix 4.

NOTE

Other Traffic Signals Expenditure—The amounts available each year from this Fund for traffic signals have for some time fallen far short of that needed for works on the current scale and the Road Transport and Traffic Fund has provided most of the money for traffic signals which, this year, included an additional provision of \$64,600 for payment in respect of Works-in-Progress. Details appear in Appendix 3.

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		448,154
Charges (goods)		3,220,963
Charges (passengers)		77,586
Other (mostly penalties)		20,325
	TOTAL	3,767,028
PAYMENTS		
Administrative costs (Dept. Motor Transport)	709,710	
Police Services	393,469	
Purchase of Assets	204,515	
		1,307,694
Payments to revenue of —		
Railways	2,500,000	
Government Bus Services	1,793	
		2,501,793
	TOTAL	3,809,487

A balance of \$1,169,362 brought forward from 1964-65 was held in the Fund at the start of the year; and a balance of \$1,126,903 remained as at 30th June, 1966. An audited detailed statement appears as Appendix 6.

ROAD MAINTENANCE CHARGES

EXPLANATORY

Mileage Charge Payable. The Act, which commenced on 1st May, 1958, requires owners of commercial lorries with a load capacity exceeding 4 tons to pay a charge towards compensation for wear and tear caused by the vehicles to the public roads. The rate of charge per mile is five-eighths 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.

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 administration and enforcement of the Act are described in a later section headed "Commercial Transport Services", commencing on page 25.

RESULTS FOR THE YEAR

Receipts

As at, or for year ended, 30th June —	Intrastate		Interstate		Total
	Charges received	% of total	Charges received	% of total	Charges received (gross)
1965	\$ 7,017,884	68.3%	\$ 3,260,870	31.7%	\$ 10,278,754
1966	7,577,108	68.4%	3,502,899	31.6%	11,080,007
Increase in collections	\$559,224 (8.0%)		\$242,029 (7.4%)		801,253 (7.7%)

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

Administrative Costs

Year ended 30th June	Cost	
	Total Amount	As % of Collections
1965	\$657,632	6.4%
1966	\$759,363	6.9%

Appendix 8 gives details under a range of expenditure headings.

COMMENT

The results for 1965-66 show increases for all headings. The continued rise in total collections, \$801,253 or 7.7%, is attributed to natural expansion in the industry and effective administrative and collection procedures. The ratio of administrative costs to collections compares favourably with results in other Australian States with corresponding legislation.



POLICY DEVELOPMENTS AND LEGAL ACTIVITIES

CONTINUING POLICIES

Reference to established policies applicable to particular activities which continued without substantial change are included in the individual sections of this report dealing with such activities—for example policies dealing with premises and equipment are mentioned in the section commencing on page 44; and commercial goods transport policies in the section commencing on page 25. Information of more general character follows immediately, with emphasis on changes this year.

IMPORTANT POLICY DEVELOPMENTS

INTRASTATE AIRLINES POLICY

At 30th June, 1965—as mentioned in my last report—the dispute as to reallocation of intrastate air services was the subject of investigation by a Committee of Enquiry set up by the Governments of the Commonwealth and New South Wales and comprising myself as Commissioner for Motor Transport and Mr. Gerald Unkles, Assistant Director General of Civil Aviation with the following terms of reference—

“The advisers shall study all aspects of the intrastate air route pattern within the State of New South Wales and recommend to their respective Ministers such reallocation as appears to them necessary, having regard to the following considerations:—

- (1) the public need, comfort and convenience of air travellers;
- (2) the totality of air services within the State;
- (3) the safety, regularity and efficiency of airline operations;
- (4) the requirement of keeping in operation two independent airlines within New South Wales;
- (5) the need to effect a fair and equitable reallocation having regard to (4) above;
- (6) the desirability of making maximum use of existing airports and airways facilities.

In the course of their study the Committee shall consult with the operators of East-West Airlines and Airlines of New South Wales and with regional representatives interested in airline operations on proposed reallocations.”

In its report dated 12th July, 1965, the Committee recommended the transfer from Airlines of New South Wales to East-West Airlines the right to operate from Sydney to Bathurst, Parkes, Kempsey, Forster and Scone. The recommendations were adopted by both Governments for a trial period of twelve months and came into effect as from the 22nd November, 1965.

PROVISIONAL DRIVERS' LICENCES

Amendments to the Motor Traffic Regulations which came into effect on 4th January, 1966 provide for the issue of provisional drivers' and riders' licences and also revised the powers of the Commissioner in relation to the refusal, suspension and cancellation of licences.



IDENTIFICATION OF PROVISIONAL DRIVERS

The display of a "P" sign as illustrated is one of the requirements for holders of provisional licences.

Provisional Licences. The regulations now provide that provisional licences must be issued to all "new" drivers (e.g. persons who have not previously held a driver's or rider's licence for a period of twelve months) and may be issued to a person after a period of cancellation of a licence or pending enquiries as to whether a licence should be granted. A provisional licence shall be subject to any conditions determined by the Commissioner, including a speed limit of 40 miles per hour and the requirement to display "P" signs on the vehicle. Any such licence may be cancelled forthwith if the holder commits any of the driving offences which are listed on the licence or fails to observe any other condition of the licence.

Powers of Commissioner. To clarify the powers of the Commissioner relative to the refusal, cancellation or suspension of licences the Regulations for Motor Traffic were amended, as from 4th January, 1966, to require the Commissioner to refuse, cancel or suspend a licence if, in his opinion, a person's driving record or his conduct or habits are such that it would not be in the interests of public safety for that person to hold a licence. The new regulation places a similar obligation on the Commissioner if he considers that a person does not have a good knowledge of the driving rules or is not competent and medically fit to drive a motor vehicle with safety.

The Commissioner may cancel any licence issued in error or as a result of false statement or misrepresentation or if the prescribed fee has not been paid. To determine whether a licence should be granted, or an existing licence cancelled, the Commissioner may request a person to furnish any information or undergo any medical, driving or other test as may reasonably be required. A licence may be suspended for failure to furnish such information or undergo a test required.

OTHER POLICY ACTIVITIES

Decentralisation—Establishment of Regional Districts. In line with the Government's policy on decentralisation and to provide residents of country districts of New South Wales with Departmental representation at executive level within their own areas, the State has been divided into a number of administrative regions with a Regional Superintendent in charge of each region.

Following preliminary surveys arrangements were made for the first three regions, viz. Western, Northern and Southern with headquarters at Dubbo, Armidale and Wagga Wagga respectively, to be established as from 1st July, 1966. The Regional Superintendents will have administrative and other staff at their disposal and will be directly responsible to the Commissioner for:—

- (1) the control and management of Departmental Motor Registries within their regions;
- (2) the implementation within their regions of the legislation administered by the Department; and
- (3) the investigation and, where appropriate, determination of matters referred to them or arising locally in relation to the operation of public and other motor vehicles and their drivers.

The Regional Superintendents will be empowered to deal directly with local matters in accordance with the policies laid down by the Government and myself as Commissioner, hence their appointment should prove particularly beneficial to country residents. They will be available for consultation on the spot with interested parties concerning any motor transport problems, in contrast with the present necessity of dealing by correspondence with the Department's Head Office. This should lead to a more ready solution of such problems and prove particularly advantageous in connection with the operations of public vehicles, in that it will allow for better consultation between the Department and local Government Bodies in the exercise of their respective controls.

Overseas Investigations by Senior Officers. The Department and its achievements in the field of traffic control received notable recognition during the year when the Chief Engineer, Mr. R. A. French, was invited to address the 35th Annual Meeting of the Institute of Traffic Engineers held in Boston, Massachusetts, in October, 1965 on the subject of "Urban Traffic Signals". As acceptance of the invitation involved a considerable amount of travel and as the necessity existed for inquiries to be made in several overseas countries Mr. French, accompanied by Mr. W. R. Butler, Assistant Secretary of this Department and Superintendent A. J. McCloskey of the Police Department visited Europe, North America and the Far East to study the latest trends in traffic engineering and control and driver licensing procedures and enforcement. It is pleasing to report that the address by Mr. French was very well received; also that the studies by the three officers revealed that procedures in New South Wales compare favourably with current practices in the countries visited.

Mr. F. J. McGuinness, Assistant Registrar of Motor Vehicles, visited the United States of America to study the latest trends in the application of data processing equipment to driver licensing procedures. Mr. McGuinness was still overseas at the close of the period covered by this report.

Matters Dealt with or under Consideration. A number of other policy matters were dealt with whilst further questions were still under consideration when the year ended. Following long-established practice other Government Departments and organisations affected were consulted where necessary. In some cases decisions reached were reflected in the new legislation or regulations described on pages 17 to 19.

In others, administrative work necessary to give effect to decisions was completed. Subjects included: amendment to the Motor Traffic Regulations concerning an increase in the speed limit for buses and tourist coaches outside built-up areas; the use of red and amber arrows in traffic light signals; prohibition on vehicles entering choked intersections; and an increase, under certain circumstances, in the overall length of articulated vehicles. The Regulations for Public Vehicles were amended to provide for increases in taxi-cab fares in the Metropolitan, Newcastle and Wollongong Transport Districts.

COMMITTEES AND CONFERENCES

Many policy questions dealt with by the Department call for contact with other Government authorities or bodies representative of trade and industry. In some fields regular meetings are arranged to facilitate this work, as described in the individual paragraphs which follow.

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 twenty-third meeting in Perth on 8th and 9th July, 1965. Matters considered included—amendments to and progress in the adoption of the National Road Traffic Code and the Australian Road Traffic Code Committee's report on absolute speed limits and school bus signs; reports by Committees on Driver Improvement and Compulsory Motor Vehicle Inspections; a review of activities and proposed plans of the Australian Road Safety Council; report of official Government Members of the Australian Motor Vehicle Standards Committee concerning safety features in motor vehicle design together with that Committee's proposed amendments to the revised Draft Regulations, report on motor vehicle lighting and the questions of maximum length of articulated vehicles and sale of regrooved tyres; the third progress report of the Committee of Transport Economic Research; and a number of other items dealing with such matters as hours of driving legislation, road cattle trains and uniform liability of carriers by road transport.

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, the Committee of Transport Economic Research 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. The New South Wales representatives on the various Committees—descriptions of whose work follow immediately—are officers of this Department.

COMMITTEE OF TRANSPORT ECONOMIC RESEARCH

The fifth and final part of the Committee's report on the pattern and trends in the transport of goods and passengers in Australia and demands which the traffic is creating for transport development generally, was prepared during the year and submitted to the Australian Transport Advisory Council for consideration at its meeting in July, 1966.

This particular part represents a co-ordinated summary of preceding parts of the report dealing with air, rail, road and sea transport, respectively, the completion of which was noted at the 1965 meeting of the Council.

AUSTRALIAN ROAD TRAFFIC CODE COMMITTEE

The Committee met in Adelaide in February, 1966. It reviewed a number of provisions of the National Road Traffic Code to meet situations encountered in practical application of the Code in the various States. Amongst the matters considered were speed limits outside built-up areas; speed limits for goods vehicles and vehicles drawing trailers; pedestrian crossings; overtaking by vehicles; vehicles turning across double centre lines; "Give Way" signs; giving way at cross-overs on divided roads; stopping at level crossings; and the duties of drivers after accidents.

The provisions of a draft United Nations Convention on Road Traffic were also considered by the Committee. Australia is a signatory to the 1949 United Nations Convention on Road Traffic and it is proposed that it should ratify the revised Convention, which contains standard rules for international road traffic and standard technical specifications for vehicles and their equipment.

AUSTRALIAN MOTOR VEHICLE STANDARDS COMMITTEE

Functions of Committee. This Committee provides the uninterrupted contact, between trade interests and Government authorities (Federal and State) concerned with motor vehicles, which is so valuable in view of the continuous development in vehicle construction and operation. It is assisted by a State Committee with similar aims. Standards for vehicles and equipment adopted for New South Wales have closely followed the Committee's recommendations.

This Year's Work. The Department again took an active part in discussions with trade representatives in the State and in Conferences of the Commonwealth Body. Subjects dealt with included: performance of headlamps; braking performances of new motor vehicles; use of wheel chocks by heavy vehicles; safety glass; specifications for fuel tanks; seat belt anchorages; dimensions of omnibuses, articulated vehicles and vehicle combinations; aggregate weights and maximum wheel loadings; specifications for tow-trucks; the effect on air pollution by emissions from motor vehicles; modification of vehicles; particularly by inexperienced persons; and road trains.

OTHER COMMITTEES

TRAFFIC ADVISORY COMMITTEE

This Committee was established by the Minister for Transport to advise on any traffic matters which the Minister may refer to it, or on which the Committee, of its own motion, may raise for consideration. Its principal functions are to overcome traffic congestion problems and to ensure the free movement of traffic.

The members of the Committee are the Commissioner for Motor Transport (Chairman), the Commissioner for Government Transport, the Commissioner for Main Roads and the Commissioner of Police and towards the close of the period under review, arrangements were being made to have the State Planning Authority represented. In addition, the Committee may co-opt any other authority as may be necessary from time to time, for example, a Municipal Council may be consulted on a matter affecting its area. The results achieved by the Committee have been notable, particularly in dealing with problems at a number of traffic trouble spots. In addition, the Committee was responsible for the organisation and introduction of traffic arrangements associated with regional shopping centres at Roselands and Bankstown. Amongst the matters currently under consideration are introduction of a "clearway" system to eliminate the stopping of vehicles at the kerb on arterial roads during peak periods, and the separation of pedestrians and traffic, by way of subways or footbridges, at selected locations viz., Railway Square, Parramatta Road at Sydney University, Princes Highway, Sylvania and Beecroft Road at Epping Railway Station.

TAXI ADVISORY COUNCIL

This Council was set up during the year following a decision by Cabinet and its members who include the Commissioner for Motor Transport (Chairman), the Commissioner of Police, an administrative officer of the Ministry of Transport, and representatives, respectively, of taxi-cab owners, taxi-cab drivers and the public.

The main function of the Council is to advise the Minister for Transport on matters of policy relating to the taxi industry in the Metropolitan, Newcastle and Wollongong Transport Districts and in particular on such matters as:—

- (a) the best methods of maintaining a satisfactory standard of service to the public and thus minimising causes for complaint;
- (b) the extent to which existing methods of allocating licences should be altered;
- (c) the extent to which additional licences, if any, should be granted;
- (d) the conditions under which transfers of licences should be permitted;
- (e) the extent to which, and the conditions under which, women may be permitted to work as taxi-cab drivers;
- (f) appropriate conditions of employment in the industry;
- (g) fares;
- (h) any other matters affecting the industry referred to the Council by the Minister for Transport or the Commissioner for Motor Transport.

The Council first met in February, 1966 and has continued to meet regularly since that date. Results so far achieved include: elimination of part-time driver's licences; removal of the restriction on the issue of taxi-cab drivers' licences to women; and the widening of the conditions governing the operation of certain taxi-cabs. Further details appear under the heading "Taxi cabs and Hire Cars" on page 30.

PARKING ADVISORY COMMITTEES

Under the Local Government Act, Parking Advisory Committees have been appointed, at the request of the Councils, 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 Local Government and the various State Government authorities specially concerned with road traffic and transport—that is, this Department, the Police and the Department of Government Transport. The first Committee established, that for the City of Sydney, has now functioned for 12 years and was responsible for establishment of an efficient and practical technique for making balanced allocations of street use and kerbspace as between conflicting interests of moving traffic and the various classes of kerbspace users. Under the Local Government Act, each Parking Advisory Committee is required to submit its own annual report. Consequently their activities are not traversed in detail here. However, this Department again continued to make a substantial contribution to their work on the policy level, with clerical and technical assistance and in the practical matter of erecting the parking and traffic signs needed to give effect to Committee decisions.

CONFERENCE OF STATE ROAD TRANSPORT AUTHORITIES

Meetings. The representatives of State road transport authorities meet each year to consider development and problems of common interest in order to obtain the benefit of experience in these matters and to develop and maintain uniform administrative practices. This has been of particular advantage in the administration of the road maintenance charges legislation.

This Year's Conference. The sixteenth conference was held in Rockhampton, Queensland from 17th to 19th May, 1966. Matters discussed included new legislation passed by the various States since the last meeting and administrative and enforcement policies in connection with the control of public passenger and goods vehicles and the collection of road maintenance charges.

A progress report was received concerning the introduction of uniform legislation to control the hours of driving of heavy vehicles whilst subjects such as the control of tow-trucks, the effect of the introduction of the New South Wales Taxi Advisory Council and the adequacy of present transport statistical information were discussed.

COLOMBO PLAN

The Department continued to co-operate with the objectives of the Colombo Plan by providing visiting Fellows with an insight into its policies and practices in which they were interested.

A Fellow from the Department of Traffic in Ceylon was given a general insight into all the Department's activities, whilst two Fellows from the Department of Transport and Civil Aviation, Fiji, were given more specialised training regarding public vehicle operations and the inspection of motor vehicles.

PUBLIC RELATIONS

Adequate publicity was secured as required through the press and other media on all activities which were of public importance.

The City Signals Scheme continued to generate wide public interest and many visits of inspection to the Control Centre by community groups, overseas visitors, etc., were arranged.

NEW LEGISLATION ENACTED

LAW REFORM (MISCELLANEOUS PROVISIONS) ACT, 1965

This Act, which became effective as from 15th April, 1966, amended the Motor Vehicles (Third Party Insurance) Act, 1942, in connection with payments into Court and the Motor Traffic Act, 1909, to provide for affidavit evidence in traffic cases.

MAIN ROADS (AMENDMENT) ACT, 1965

This Act provides for the proclamation of toll works and also provides that any toll work shall be deemed not to be a public street within the meaning of the Road Maintenance (Contribution) Act, 1958.

MOTOR TRAFFIC AND TRANSPORT (AMENDMENT) ACT, 1965

Under the provisions of this new Act regulations may be made to permit the affixing of distinctive labels to defective vehicles and to enable Police and Departmental inspectors to enter premises to inspect vehicles which are being held for sale or are in a damaged condition as a result of an accident. The Act also provides for the imposition of penalties for the unauthorised removal of "Defective Vehicle" labels. Planning necessary to introduce the scheme had reached an advanced stage at the close of the year. Further information appears on page 42.

NEW REGULATIONS MADE

Provisional Licences and Revision of Powers of Commissioner in relation to the refusal, suspension and cancellation of licences. The Motor Traffic Regulations were amended to provide that a provisional licence must be issued to a "new" driver and may be issued to a person after a period of cancellation of a licence or pending enquiries as to whether a licence should be granted. The amended Regulations require the Commissioner to refuse, cancel or suspend a licence if, in his opinion, a person's driving record or his conduct or habits are such that it would be detrimental to public safety for him to hold a licence or where a person is not competent or medically fit to drive a motor vehicle with safety. These new provisions are more fully described on pages 13 and 24.

Red and Amber Arrows in traffic light signals. An amendment to the Motor Traffic Regulations which became effective on 8th October, 1965 provides for the use of red and amber arrows in traffic control light signals. A red arrow prohibits a driver turning in the direction of the arrow notwithstanding that there is a circular green signal facing him. An amber arrow indicates a coming change to red. At the same time the opportunity was taken to provide for situations where the "stop" line on the roadway at traffic lights is temporarily missing, for example, as a result of road re-surfacing.



NEW SIGNAL EQUIPMENT

Legislation introduced this year provides for the use of red and amber arrows to control the movement of turning traffic. An example of the new equipment is shown.

Taxi-cab fares. The Regulations for Public Vehicles were amended to provide for increases in taxi-cab fares as follows:—

Metropolitan Transport District—Waiting time for each five minutes and the mileage rate increased from 1s 3d to 1s 6d (15c).

Newcastle and District Transport District—Waiting time for each five minutes and flag fall increased from 1s to 1s 6d (15c).

Wollongong Transport District—Waiting time increased from 1s to 1s 6d (15c) for each five minutes; mileage rate increased from 1s 9d to 2s (20c).

Speed Limits. The speed limit for buses and tourist coaches on roads outside built-up areas was increased from 40 to 50 miles per hour. The amendment to the Motor Traffic Regulations providing for such increase also introduced a speed limit of 45 miles per hour in respect of any vehicle and trailer combination travelling outside built-up areas. (This restriction does not affect the existing special (and lower) speed limits outside built-up areas for lorries and trailers having a gross weight in excess of three tons).



SPEED ZONING ON MAIN HIGHWAYS

Speed limits (up to 60 m.p.h.) imposed on main highways required the production and erection of signs indicating the limits applied in various areas. Illustrated is a sign erected on the Hume Highway near Sydney.

Length of articulated vehicles. The overall length of articulated vehicles was extended from 45 to 47 feet by virtue of an amendment to the Motor Traffic Regulations which became effective on 22nd April, 1966. The new Regulation provides that, in any such case, the distance between the front of the semi-trailer portion and the centre of its axle (or axles) shall not exceed 31 feet.

Hand "Stop" signal. The Motor Traffic Regulations were amended to provide for the acceptance of a "stop" signal by means of a brake lamp. This Regulation removes the requirement for a driver to make physical hand signals provided the vehicle is equipped with, and the driver makes use of, approved mechanical signalling apparatus and stop lamp(s).

Choked Intersections. To ease congestion, which occurred particularly at peak periods, caused by vehicles being unable to proceed through intersections and thus preventing the movement of vehicles in the cross street, the Regulations for Motor Traffic were amended to prohibit the entry of a vehicle into an intersection when it is evident that the vehicle will not be able to proceed through the intersection or, where a turn is being made, will not be able to complete the turn and clear the intersection.

Miscellaneous. A number of other amendments were made in relation to one-way traffic streets, lists of Motor Registries, list of taxi-cab and van stands, parking restrictions and the manner of driving upon Queens Square.

LEGAL PROCEEDINGS AND ENFORCEMENT

STATISTICAL DETAILS

Details of the numbers of the various types of offences for which the Department instituted Court proceedings are given in Appendix 10. The total, though still large, shows some falling off compared with those of previous years. This is accounted for in some respects by changes in Departmental policy and in others by reduced activity by carriers due to adverse conditions.

COMMENT

Road Maintenance (Contribution) Act. Convictions under this Act have been substantially maintained despite the effect on carriers of drought conditions. The Department continued to prosecute directors of Companies in suitable cases.



INTERCEPTION OF HEAVY VEHICLES BY ROVING PATROLS

One of the measures adopted by the Department in the enforcement of the Road Maintenance (Contribution) Act and State Transport Co-ordination Act is the interception of heavy vehicles by Road Patrols.

Motor Traffic Regulations. A change of policy relative to the failure of registration holders to return number plates resulted in a sharp decrease in the number of convictions under this heading. Most classes of offences involving the use of motor lorries have shown decreases following the general economic trend.

Public Vehicles (Goods and Passengers). Convictions for offences regarding the operation of taxi-cabs have not followed the general pattern of decreasing numbers. In some instances, notably refusals of hirings, incivility and multiple hirings, increases have occurred. This appears to reflect a more general readiness on the part of the public to report the shortcomings of taxi-cab drivers.

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 licenced. The licence system, besides providing for learners' permits, 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.

An amendment to the Motor Traffic Regulations which became effective on 4th January, 1966 provides for the issue of "Provisional" licences to "new" drivers. In accordance with this new Regulation a person who has not previously held a licence for at least twelve months is issued with a provisional licence which is conditioned to provide that, during the first year of driving, the holder must not drive a vehicle at more than 40 miles per hour and that "P" signs must be displayed on the vehicle being driven. A further condition of the licence provides that the Commissioner may cancel the licence if such conditions are not observed or if the holder commits an offence, as specified in the licence, which is a breach of safe driving practices. A practical driving test and eyesight test must be passed before an original licence of any class can be obtained. Oral tests of knowledge of the traffic regulations are given to persons obtaining licences for the first time, and some types of licences, for example for public passenger vehicles, are issued only to experienced drivers.

MOTOR REGISTRIES

Local Facilities Provided. With the object of providing the best possible service to the public and pursuing the policy of decentralization, Motor Registries are established in Suburbs of the Sydney Metropolitan area and at other centres throughout the State.

Registry Operations, Number and Location. At the majority of country centres Motor Registry work is handled by Police in conjunction with other Police duties. However, at the larger centres separate offices have been established and these, being staffed by officers of this Department, are known, for convenience, as "Departmental" Registries. With the opening of new premises at Campbelltown on 16th July, 1965, Lidcombe on 22nd December, 1965 and the transfer of Motor Registry work from the Police at Wyong on 31st August, 1965, the number of Departmental Registries rose by three to now total 56. Conversely, with the closing of Camden Registry on 27th August, 1965 and the transfer of duties at Wyong the number of Registries conducted by the Police decreased from 204 to 202. Overall the total number of Motor Registries increased from 257 to 258 and their locations are listed in Appendix 11 and are shown on a map inside the front cover.

It is estimated that the Departmental Registries transact in excess of 90% of all Registry business and details of revenue collections at them are given in Appendix 12.



LOCAL FACILITIES FOR MOTORISTS

The Department's continuing policy of providing modern, functional premises for the convenience of residents is illustrated in these views of a recently completed Motor Registry.



Standards of Service. Frequent inspections of Registries are made by senior officers in the interests of efficiency and to ensure that premises and equipment are maintained in good order. During the year additional officers were appointed to improve the service at the Departmental Registries at Armidale, Beverly Hills, Casino, Coffs Harbour, Cooma, Cowra, Forbes, Gosford, Gunnedah, Inverell, Katoomba, Kempsey, Leeton, Moree, Murwillumbah, Parkes, Parramatta, Queanbeyan, Richmond, Ryde, Toronto and Young.

Additionally, the plan to equip all Departmental Registries with cash registers was implemented in conjunction with the changeover to decimal currency. Provision of this facility enables motorists to obtain receipted documents immediately and eliminates the delay occasioned previously by the need for such documents to be forwarded to Head Office for processing and subsequent re-posting to applicants. The capital cost of the additional cash registers will be recovered by contra saving in postal charges.

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 72 on the 30th June, 1966, two less than last year, the Government Insurance Office of New South Wales continued to conduct the great bulk of compulsory third-party insurance—approximately 92%. Premiums for these Government Insurance Office insurances may be, and almost invariably are, 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 \$30,977,537—a rise of \$1,424,003 on last year. Commission received in this connection totalled \$293,609 and was credited to the Road Transport and Traffic Fund.

Premium Rates. Regulations under the Act prescribe **maximum** premiums. These have remained unchanged since 1st June, 1962.

REGISTRATIONS AND LICENCES

Statistics. The next three paragraphs give the main points of the position at the end of the report year but detailed information and comparisons extending over some years appear in—

- Appendix 13 — Total registrations in force for vehicles of various types
- Appendix 14 — Brand-new vehicles registered during the year
- Appendix 15 — Number of driving licences in force and scope of various licence types.

Total Registrations in Force. On 30th June, 1966, motor vehicle registrations had risen to the further record level of 1,544,201—78,841 more than a year previously.

Brand-New Vehicles. Registrations of brand-new vehicles in New South Wales totalled 161,982 for the year as against 175,565 for last year. There were less new passenger vehicles and goods vehicles registered than in the previous year (6,805 and 7,456, respectively) whilst new motor cycles maintained the increase which has been evident in recent years.

The sharp downward trend in the registration of new passenger and goods vehicles is considered to be a reflection of the effects on the rural economy as a result of the drought conditions which prevailed throughout most of the State during the year under review.

Drivers' Licences. On 30th June, 1966, total driving licences—vehicle drivers' and cycle riders'—numbered 1,668,941, an increase of 60,723 or 3.7%.

Volume of Business. It will be clear from figures like the foregoing 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 Departmental office with the result that handling very substantial volumes of business by mail has become part and parcel of daily operations, the totals this year exceeding 3,500,000 incoming and 7,000,000 outgoing mail items. Modern equipment is used to assemble mail and additional machinery to cope with increased demand was installed this year.

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. This Department maintains records of traffic offences, other than certain quite minor offences, committed by individual motorists and, as required, supplies information therefrom to facilitate Police adjudication upon reports of further offences, and to assist determination by the Courts of appropriate penalties. The number of offences recorded on the Department's records during the year rose to 220,732 as against 191,444 for the previous year. In 121,462—55.0%—of these cases liability for the offences had been satisfied by payment of the appropriate standard penalties under the "Infringement Notice" System.

During the year under review convictions for offences involving automatic disqualification increased from 6,037 to 7,200, a rise of 19.6%. The figures also reveal that there has been a steep decline in the application of Section 556A of the Crimes Act by Courts in respect of driving whilst under the influence of intoxicating liquor. In the year 1964-65 such Section was applied on 592 occasions in the 5,042 cases heard (a ratio of 1 : 8.5) whilst in the year under review the corresponding figures were 350 and 5,520 (1 : 15.7).

DISQUALIFICATION OF DRIVERS

Powers of Courts to Disqualify. Drivers convicted of specified major offences such as drunken driving 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 that, in respect of:—

- (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, 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.

192 provisional licences were cancelled in the period between 4th January, 1966 (the date of introduction of the provisional licence scheme) and 30th June, 1966.

- (b) **Other Licensees** — Where more than one offence against the safe driving laws is recorded against a licensee, he is informed that the Department keeps records of offences by drivers and is requested to conform closely to the driving laws in the future. Where 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 either suspended (usually for a short period of one month or less) or, because of an adverse driving record, cancelled. In the lattermentioned case 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.

Disqualifications Imposed. During the year the Courts found proved 7,567 major offences of types which result in automatic disqualification in the absence of a Court order to the contrary. 367 offenders were discharged (without conviction) under section 556A of the Crimes Act. Of the balance of cases (7,200) in which convictions were recorded, the statutory automatic period of disqualification operated in 2,281 instances, but in the remaining 4,919 instances the Courts imposed other, and usually shorter, disqualification periods.

There were also 3,255 instances, as compared with 2,165 last year, where the Courts revoked the licences of drivers convicted of other serious offences which do not come within the ambit of the automatic disqualification provisions.

The Commissioner issued 43,525 warnings and suspended or cancelled 4,676 licences as compared with 4,881 last year, under the Licences Review Scheme.

A further 407 licences were suspended or cancelled on grounds other than traffic offences, mainly physical disabilities. Refusals totalled 634, of which 425 were based on physical disabilities or drinking habits. Appendix 16 gives information in more detail.

COMMERCIAL TRANSPORT SERVICES

GENERAL BACKGROUND

SPECIAL LEGISLATION APPLICABLE

Licensing Acts. There are two Acts applicable to commercial road transport services—the Transport Act, 1930-1966 and the State Transport (Co-ordination) Act, 1931-1964. The policy followed under these Acts is designed to reduce or eliminate wasteful 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 goods licences reflect a general policy but passenger-carrying licences are varied to suit individual circumstances.

Licensing of Aircraft. Control of the operation of commercial aircraft within the State, previously a function under the State Transport (Co-ordination) Act, is now achieved under the licensing provisions of the Air Transport Act which was introduced in October, 1964. Some further information concerning the operation of air services within New South Wales appears on pages 12, 13 and 33.

Special Revenue Measures. The principal Statute in this respect is the Road Maintenance (Contribution) Act which, as mentioned on page 11, 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 like weight limitation and maximum periods of driving are also provided.

Interstate Trade. By Court decisions, operations in the course and for the purposes of interstate trade are not subject to licensing but the vehicles and drivers must comply with road-worthiness and other safe-driving requirements. As regards Road Maintenance charges, however, interstate lorries are on the same footing as their intrastate counterparts.

GOODS VEHICLES

ADMINISTRATIVE PRACTICES

Policies and practices based on experience continued this year. A description of main features follows.

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 issued 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 from cement manufacturing places.

- **The rate of charge** imposed on competitive journeys was the maximum, 2.5c per ton per mile, unless the individual features of the case warranted some reduction or the loading was in a category mentioned in the next item. Up to 31st December, 1965 the charge was calculated on the aggregate of the tare weight plus the carrying capacity of the vehicle, but from 1st January, 1966 half of the tare weight is eliminated in the calculation of the chargeable weight.
- **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, roof tiles, seedlings 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 competitive journeys by lorries subject to the road maintenance charge are reduced by the amount of that charge.
- **Returns** are important features of Road Maintenance administration and it is a requirement that an owner shall furnish a monthly return of mileage travelled and pay the charges incurred by the fourteenth day of the following month unless he has entered into an Arrangement.
- **Arrangements.** The policy for encouraging suitable owners to convert to the special Arrangements provided 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. However it is mentioned that the amount payable must not be reduced nor any payment be postponed for more than three months. The number of owners who entered into these Arrangements for the submission of returns, mainly fleet owners, increased from 1,631 as at 30th June, 1965 to 1,909 as at 30th June, 1966. The number of vehicles concerned rose from 14,463 to 15,755. In addition, the number of vehicles covered by "quarterly" Arrangements—mainly primary producers' vehicles—increased from 8,709 to 8,778.

These Arrangements whilst facilitating the task of administering the Act, also promote considerable goodwill and understanding between the Department and vehicle operators. Details of liable vehicles recorded and revenue collected appear on page 28.

EVASION AND ENFORCEMENT

The Department continued to take firm and reasonable enforcement measures in order to ensure, as far as possible, protection of the revenue and compliance with road safety requirements. Road Patrols, Departmental Checking Stations and other sources reported 1,172,189 vehicle sightings and these constituted the main basis for enforcement action. Inspections at Checking Stations were made on the following scale:—

	Vehicles	Tonnages
Marulan	196,630	1,806,144
Berowra	178,446	748,184
Total	375,076	2,554,328

Details of the number of cases where it became necessary to proceed against operators are shown in Appendix 9.

Amendments to the Legislation which, as mentioned in my previous report, became effective during the year ended 30th June, 1965—

- (a) imposed on any director, member of the governing body or manager of a company certain obligations and liabilities where the company failed to submit journey records or pay charges due; and
- (b) empowered the Governor to 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.

With regard to (a), legal action against a director personally was taken only in extreme cases and after other avenues of enforcement had been unsuccessful. In such cases, notices, as provided in the amended legislation, were sent, and in a number of instances the outstanding journey records were received and, in some cases, the charges were paid as well. The position may be summarised as follows:—

Fail to Deliver Journey Records —					
Notice Sent 12		Complied With 2		Convictions 9	
				Fines \$1,530	
Fail to Pay Charges —					
Notices Sent 16		Complied With 3		Charges Paid \$3,074	
				Convictions 7	
				Fines \$450	
				Court Orders \$9,904	

With regard to (b), this amendment was introduced to counteract the activities of some fleet owners from other States, usually engaged on interstate cartage, who were using vehicles with a registered load capacity of not more than four tons and not normally liable for the payment of charges, for the carriage of loads in excess of four tons. Weighings conducted at the Departmental Checking Stations at Marulan and Berowra since the introduction of the revised law have shown that this practice has been reduced to the extent where the need has not arisen to invoke the new provisions.

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

Scope of Operations. Provided local deliveries are taken into account, the majority of journeys competed with the railways for less than 50 miles or not at all. However, operations which were competitive for distances exceeding 50 miles continued notwithstanding the availability of rail services and the imposition of charges. The main intrastate movement was of goods in the higher rail freight categories within 200 miles of Sydney.

Taxable Journeys under Permit—Table A (Trips and Tonnages) below shows the tonnages and numbers of journeys in the various rate categories. The overall result shows a slight decrease in the number of trips and a slight increase in tonnages carried. The decrease in trips would appear to be attributable mainly to the effects of the drought, whilst the increase in the tonnages appear to reflect a trend towards the use of vehicles with greater carrying capacities. More details are given in Appendix 18. Table B (Charges Collected) discloses a slight decrease in charges collected which may be attributed to fewer journeys because of the drought, concessions for drought relief which were allowed for a greater part of the year and the new method of calculation of charges which took effect from 1st January, 1966.

Table A — Trips and Tonnages

*Charge per ton per mile	.83c	1.25c	1.66c	2.50c	Total
Trips —					
1965-66	11,345	16,971	134	70,363	98,813
1964-65	12,554	18,234	165	69,485	100,438
Tonnages —					
1965-66	53,896	134,003	945	602,481	791,325
1964-65	62,795	144,039	1,362	579,239	787,435

* Up to 31st December, 1965, the charge was based on the **aggregate of tare plus carrying capacity**. From 1st January, 1966, the charge was based on **half the tare plus the carrying capacity**. 5,460 permits were issued for charges calculated on a flat rate basis or on rail freight. The number last year was 7,014. The decrease is largely attributed to a reduced movement of assembled cars carried as loading.

Table B — Charges Collected

Year ending 30th June —	Variation with Previous year	Collections
	\$	\$
1966	down 157,570	3,238,982
1965	up 296,638	3,396,552
1964	up 263,106	3,099,914
1963	up 120,668	2,836,808
1962	up 196,746	2,716,140

Exempt Journeys under Permit—There was an increase in permits for single journeys with goods exempt from charges. For this year 40,041 journeys with 287,778 tons were operated compared with 35,240 journeys with 240,606 tons for last year. Permits current for one month or more for these goods declined slightly from 12,334 last year to 11,053 this year. Further details appear in Appendix 17.

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

Liabe Vehicles Recorded and Revenue Received						
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
		\$		\$		\$
1966	43,982 (82.5%)	7,577,108 (68.4%)	9,310 (17.5%)	3,502,899 (31.6%)	53,292	11,080,007
1965	42,198 (83.9%)	7,017,884 (68.3%)	8,117 (16.1%)	3,260,870 (31.7%)	50,315	10,278,754

Receipts month by month — as well as **net** receipts (after refunds) — appear in Appendix 7. Particulars of administrative costs are given on page 11 and in Appendix 8.

“Arrangement” Cases

A short description of the “Arrangement” scheme appears on page 26. The following statistics indicate the proportion of work handled under this scheme.

	No. in force	Vehicles covered	Charges paid
			\$
1965-66	1,909	15,755	4,763,828 (43%)
1964-65	1,631	14,463	4,105,776 (40%)

The charges paid are included in the total shown in the previous table. These figures do not include primary producers' vehicles (8,589 this year — 8,495 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 Applied. 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 passenger varied from \$2.50 to 20 cents and individual fees from \$865 to \$8. The total of such fees amounted to \$34,790.

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 \$635,034.

Contribution by Government Bus Services. Although legally obliged to pay only the service licence fees the Department of Government Transport, as a matter of Government policy, contributes amounts calculated and subsequently distributed on the same basis as the fees and tax received from private bus services. The amounts so contributed this year totalled \$242,363.

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 vehicles and services is given on page 30, whilst more detailed particulars appear in Appendix 19. During the year, three services were amalgamated to provide a direct service between Rockdale, Tempe and Lilyfield and eight other services were diverted and extended to provide facilities to the Roselands Shopping Centre. Thirty-one services were extended into newly developed areas and additional school journeys were provided to meet increased patronage and to service new schools. A new service was also commenced in the Avalon-Whale Beach-Bilgola Plateau areas.

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 total 21.

Fares. As mentioned in my previous report, increased operating costs had caused many operators to lodge applications for fare increases and these were under review as at 30th June, 1965. In view of the known upward trend in operational costs, increases were authorised and became effective in most services as from 26th July, 1965. The majority of increases were 1d. for fares up to 11d. and 2d. for fares of one shilling and over. The previous general increase was granted in 1960.

With the introduction of decimal currency approval was granted for 3d. and 10d. fares to be converted to 3 cents and 9 cents, respectively, as a large proportion of revenue is derived from these fare groups and conversion in accordance with the statutory scale (viz. to 2c and 8c) would have resulted in substantial losses to operators.

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

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.

SUMMARY OF BUS STATISTICS (AS AT, OR IN YEARS ENDED, 30th JUNE, 1965 AND 1966)

• Buses in Service				
	Metropolitan	Newcastle	Wollongong	Total
1966	1,087	114	191	1,392
1965	1,112	149	185	1,446
Variation	down 25	down 35	up 6	down 54
• Service Licences				
1966	205	23	22	250
1965	206	23	22	251
Variation	down 1	nil	nil	down 1
• Revenue Derived by Department				
	\$	\$	\$	\$
1966	596,834	69,441	38,643	704,918
1965	578,182	67,482	39,102	684,766
Variation	up 18,652	up 1,959	down 459	up 20,152
• Bus Revenue Distributed for Roadworks				
	\$	\$	\$	\$
1966	560,274	66,974	38,275	665,523
1965	543,936	64,362	37,692	645,990
Variation	up 16,338	up 2,612	up 583	up 19,533

For details see —

- Appendix 19 re buses in service, passengers carried and trading results.
- Appendix 4 re revenue receipts.
- 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.

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. The operating conditions of "zoned" taxi-cabs in the Metropolitan Transport District were radically changed during the year under review. The changes followed the adoption of a recommendation by the Taxi Advisory Council that zoned taxi-cabs (excluding those zoned to the "City of Sydney") be permitted to operate anywhere within the Transport District. The new policy has reduced the number of hiring refusals, improved the overall availability of taxi-cabs at authorised ranks and generally made better use of existing taxi-cab facilities. The results achieved are regarded as being very favourable both to the public and to the taxi-cab industry generally. The change of policy has resulted in an increase, from 1,760 to 2,410, in the number of unrestricted taxi-cabs in the Metropolitan Transport District.

A change was also approved to permit those taxi-cabs which were previously restricted or "pegged" to a particular stand or to one or more adjacent stands to operate from groups of stands which were formed into districts. However, this approval had not been implemented at the close of the year. Approval was also given for all taxi-cabs to operate as "unrestricted" on hail and radio hirings when available for hire.

There has been no change in the operation of taxi-cabs and private hire cars in the Newcastle and Wollongong Transport Districts during the year under review.

Private Hire Car Operations. All private hire cars are permitted to stand for hire only at points specified in the licences. The great majority of stands are off the streets. Private hire cars cater extensively for hirings such as weddings and funerals and for contract work.

Standard of Service. Service of high standard is fostered by policies under which owners are required to have sole control and management of the taxi-cabs and to own and drive them as their sole or principal means of employment. Following a recommendation by the Taxi Advisory Council the policy with regard to drivers was changed by removing the distinction between "full-time" and "part-time" drivers and permitting females to obtain licences. This has eliminated "part-time" licences and has considerably eased the general shortage of taxi-cab drivers.

New Licences. No additional taxi-cab licences were issued in the Metropolitan or Wollongong Transport Districts during the year under review. As mentioned in my previous report, as at 1st July, 1965, there were six licences for issue in the Newcastle Transport District representing the remainder of fourteen licences previously approved. These, together with one additional licence, have now been issued.

Approval has been given for the establishment of an improved Metropolitan Transport District Taxi-cab Drivers' Seniority Register to replace the Register previously in use. Future issues of taxi-cab licences will be made from the new Register and, in future, a driver will not lose his position in the Register if he declines to accept a restricted licence. As at 30th June, 1966, advertisements calling for applications for inclusion in the new Register had not been placed in the press.

Enforcement. Frequent and strict inspections by Departmental technicians contribute towards the high standard of Sydney's taxi-cab and private hire car fleet. City and suburban patrols were maintained to enforce the Regulations, and all complaints were investigated. Court proceedings were taken where necessary—see Appendix 10.

Radio Control. As a result of a policy introduced several years ago, 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. A further increase in installations took place during the year. The progress in this field is illustrated by comparative figures in Appendix 20 but the Summary of Statistics below gives the up-to-date position.

Fares. Private hire car fares are not controlled. Taxi-cab fares are fixed by regulation and certain increases were authorised and became effective as from 12th September, 1965. Particulars of the new charges, with previous rates in brackets, are as follows—

Transport District	Flag Fall	Mileage Rate	Waiting Time (per hour)
Metropolitan	15c (15c)	15c (12c)	\$1.80 (\$1.50)
Newcastle	15c (10c)	15c (15c)	\$1.80 (\$1.20)
Wollongong	10c (10c)	20c (18c)	\$1.80 (\$1.20)

No difficulties were experienced when conversion to decimal currency was effected.

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 owners who claim their property. Less than half of these articles are claimed, the residue being sold through the Railway Department's regular lost property auction sales. The proceeds, which are small, are paid into the Road Transport and Traffic Fund.

SUMMARY OF TAXI-CAB AND HIRE CAR STATISTICS (AT 30th JUNE, 1965 AND 1966)

Vehicles in Service	Metropolitan		Newcastle		Wollongong	
	1965	1966	1965	1966	1965	1966
• Taxi-cabs—						
Restricted	1,141	491	25	28	116	116
Unrestricted	1,760	2,410	82	86	—	—
	—	—	—	—	—	—
Sub-total	2,901	2,901	107	114	116	116
	—	—	—	—	—	—
• Private Hire Cars	252	255	16	15	12	12
	—	—	—	—	—	—
TOTAL	3,153	3,156	123	129	128	128
	—	—	—	—	—	—
• Radio-Controlled Vehicles (included in above)						
Taxi-cabs	2,514	2,575	107	114	115	115
Private Hire Cars	133	133	12	12	2	2
	—	—	—	—	—	—
TOTAL	2,647	2,708	119	126	117	117
	—	—	—	—	—	—

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.

VEHICLES ON FIXED ROUTES

Services in Operation. On 30th June, 1966, 2,587 regular passenger-carrying services were operating in country districts. 1,721 buses and 1,210 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. 63 such services were operating as at 30th June, 1966.

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) —	1965	1966
• Taxi-cabs	1,153	1,151
• Private Hire Cars	339	336

Ballots for New Licences. Three new country hire-vehicle licences were issued this year and six licences were surrendered. Notwithstanding the Seniority Register adopted for the Metropolitan Transport District, it is probable that the ballot system will be retained as being most suitable for the different conditions which apply in country centres outside Transport Districts. Under that system additional licences considered by the Department and the local Council to be necessary are allocated by ballots for which applications are invited by Councils.

Two-way Radio. A notable change in recent years has been the advent of radio-control for country hire vehicles. With the assistance of the Postmaster-General's Department and local Councils the Department has promoted provision of this service which, generally, is conducted by operator co-operatives. Centres now provided with two-way radio service 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 44 from Sydney, 5 from Newcastle, 5 from Wollongong, 11 from Blue Mountains resorts, and 30 from other country towns. Reductions in Co-ordination Act charges which have applied for some years 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.

AIR SERVICES

Licences Necessary. Commercial aircraft used within the State must be licensed under the Air Transport Act. Further information concerning the reallocation of air routes within New South Wales appears on pages 12 and 13.

Number of Licences. At 30th June, 1966, a total of 363 aircraft, including those which operate in regular airline service, were licensed.

MISCELLANEOUS

Agents and Receiving Depots. Booking agents and proprietors of receiving depots connected with public passenger-carrying and goods-carrying services must be licensed. Licences in issue on 30th June, totalled 117.

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 33.

SPEED
LIMIT
50

ROAD SAFETY ACTIVITIES —

DRIVERS, VEHICLES

AND TRAFFIC FACILITIES

GENERAL POLICY

Most Departmental activities outside the field of collecting funds for roads and other revenues and the regulation of commercial transport services are conducted with road safety aims uppermost in mind, and policies are followed which are designed to reduce road risks and foster a community road safety attitude.

Specifically, continuing work includes the provision of many types of traffic facilities such as traffic lights and safeguards for children; constant review of driving laws; collection and dissemination of accident statistics as a basis for remedial education, engineering and enforcement; driver-improvement campaigns which accent educational messages to all drivers and a persuasive approach to first or infrequent offenders but extend to withdrawal of licences in serious cases; and attention to standards of vehicle fitness.

Substantial assistance, administrative and financial, is given to the Road Safety Council of New South Wales which concentrates on the educational approach to road safety.

EDUCATIONAL ACTIVITIES THIS YEAR

CO-OPERATION WITH NEW SOUTH WALES ROAD SAFETY COUNCIL

Assistance provided by the Department. The Department make a significant contribution to the effectiveness of the Road Safety Council by the provision of staff services, accommodation, motor vehicles and other facilities and its senior officers are freely available to assist the Council's officers in a wide variety of ways.

The Commissioner for Motor Transport, as Executive Vice President of the Council, provides leadership in the determination of the Council's policies and practices.

Highlights of this year. A co-ordinated publicity and action programme as between the Council and its 59 branches was a feature of the Council's activities this year and the participation of women in the overall effort for road accident prevention was more effectively co-ordinated through the Women's Co-ordinating Committee. Driver training courses were held for teenagers and professional driving instructors and re-training courses were conducted for professional drivers in industry. The first phase of a campaign to encourage children and adults to wear yellow rain-wear was launched and a special approach was made to old age pensioners in the matter of pedestrian safety.

A full coverage of the Council's activities can be found in its own Annual Report and accordingly they are not traversed in detail here.

Funds. The Department's Road Transport and Traffic Fund is the source from which the Commonwealth and State grants are made available to the Road Safety Council. Grants for the year under review totalled \$125,000 and were in the ratio of 20% Commonwealth and 80% State.

Additional State funds for education in road accident prevention are also expended through other agencies, notably the Police School Lecturing Section whose members (65 officers, men and women) lecture on road safety at schools, clubs and the like.

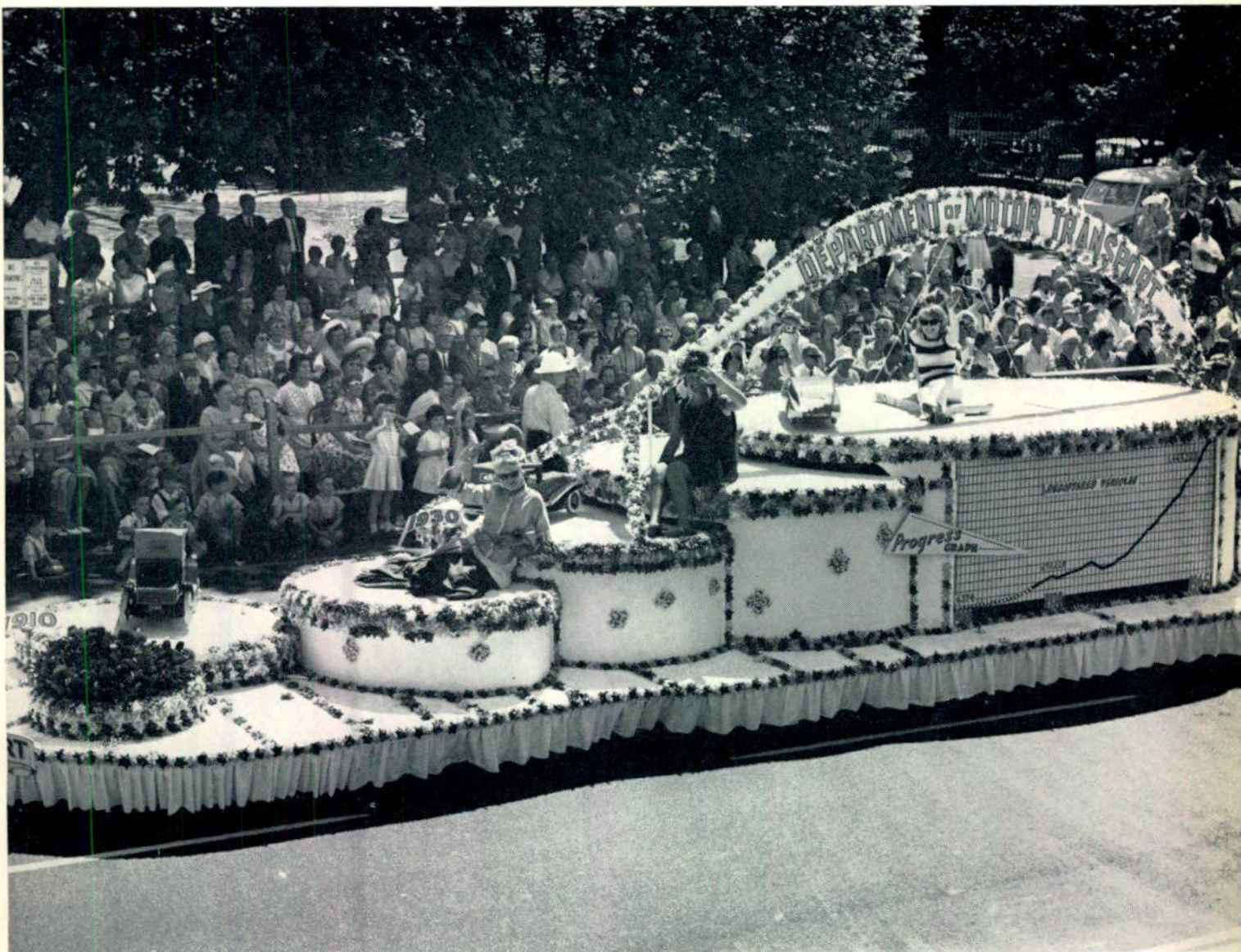
"RESPECT FOR ROAD RULES" CAMPAIGN

This campaign provides for each licensee to receive each year an appeal by the Commissioner for co-operation in reducing the road toll by knowing, understanding and observing the rules laid down for safe road usage. In addition, each such appeal usually explains and stresses the importance of a particular feature of safe-driving.

The current appeal points out to drivers some of the reasons why the Commissioner suspends or cancels licences where the holders fail to observe safe driving practices.

WARATAH SPRING FESTIVAL FLOAT

A further float, the 9th, designed, built and manned by Departmental Staff—pictured below—was entered in the 1965 Waratah Spring Festival Procession. The float harmonised with the theme of the procession, namely "Pageant of Progress", by realistically portraying the progress in the development of the motor vehicle, together with a graphic illustration of the continued rise in vehicle ownership.



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—for example, likely cause; type of road user responsible; times of the day, etc.—on a uniform and nationwide basis adopted some years ago. The Department's electronic data processing equipment was again used this year to produce, from pre-coded information, print-out sheets which convey, in a simple code-form, details of individual accidents at individual trouble spots.

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 individual Local Government bodies each quarter of particulars of accidents which occurred in their respective areas continued this year. The ready co-operation of Councils in assisting to reduce danger at trouble spots is appreciated. 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.

Separate Statistical Bulletins. Road accident statistics are published each six months in special bulletins which present a comprehensive, detailed and up-to-date 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, 1966, 65,868 accidents, in which 1,134 persons were killed and 28,730 injured, were reported.

There were increases in each category as follows:—

- Fatalities: 49 more than last year—an increase of 4.5%.
- Non-fatal Injuries: 822 more than last year—an increase of 2.9%.
- Accidents: 3,899 more than last year—an increase of 6.3%.

These increases continue to cause serious concern to all workers in the road safety field but need to be viewed in the light of figures which give a guide to the overall trend, that is the rates per 10,000 vehicles registered. These were lower for fatalities (8.5 as against 8.6) and non-fatal injuries (216 as against 222). However, accidents increased from 493 to 495.

Other principal points were:—

- The daily average of deaths (3.1) increased slightly and persons injured increased from 76 to 79. Saturday remained the worst day.
- 60.9% of accidents were in the County of Cumberland but those outside it (39.1%) caused 57.4% of deaths. 31.9% of accidents, accounting for 39.6% of deaths, occurred on straight roads.
- Human failure, mostly by drivers, caused 87.1% of accidents, 91.5% of fatalities and 86.1% of injuries. Whilst pedestrians caused more accidents, the number of pedestrians killed decreased slightly. 47% of pedestrians killed were 60 or more years of age.
- 87.4% 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

In the traffic engineering field, the Department's main responsibility is to provide traffic signals and other traffic facilities for example, marked footcrossings, road markings and a variety of traffic signs to reduce traffic conflicts and minimise risks 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 or road markings related to the physical features of them (such as "curve" signs or centre-lining) but actively collaborates with other State and local government authorities concerning major traffic re-organisation proposals, area traffic control schemes and the design and channelisation of intersections.

INNER CITY TRAFFIC SIGNALS PROJECT

Earlier Progress. At 1st July, 1965, 61 sets of traffic signals, with twelve television cameras to monitor their operation from the Traffic Control Centre, had been installed. These installations constituted Stages 1 and 2 and the major portion of Stage 3 of the project. The area embraced was bounded by Hay Street, Elizabeth Street, Queens Square, Macquarie Street, Martin Place, Barrack Street, York Street, King Street, Sussex Street, Druitt Street, Kent Street, Bathurst Street and George Street.

This Year's Work. Five additional signal installations were commissioned during the year and at 30th June, 1966 two additional cameras and 13 of the 29 signal installations comprising Stage 4 were completed except for minor works. Underground cable ducts had also been constructed for the remaining 16 signal installations and cables were being installed at nine of these locations. Inability to complete negotiations with the owner of a selected building prevented the installation of another television camera.

Control Centre. The nerve centre of the City Signal System is the Control Centre. All outside equipment—T.V. cameras and signals—are connected to and controlled from the Centre. The control capacity of the system's master control equipment was increased during the year from 95 to 130 intersections.

The efficiency of the signal system was further improved by the installation of loop detectors at 3 critical city intersections—viz. York and Market Streets, George and Goulburn Streets and Clarence and Barrack Streets. The detectors are designed to ensure that when traffic in East-West streets falls below predicted volumes the signals will change quickly in favour of traffic in the North-South streets. The use of this equipment constitutes the first step towards traffic actuated programming of the master control equipment. The early installation of loop detectors at 19 other intersections is planned.

Experience in the Operation of the System to date. In the months following the commissioning of Stage 2 of the system on 29th January, 1964, extensive surveys were made in the controlled area to determine the effect of the system on journey times and accident incidence. The surveys revealed that journey times had been reduced and accidents had decreased, as revealed by the graphs incorporated in my last report. Similar surveys were made following the commission of the majority of the signals in Stage 3 of the system and the further substantial improvements gained by the extension of the system are indicated by the charts which follow.

EFFECTS OF INNER CITY TRAFFIC SIGNALS

CHART 1—ACCIDENTS (All types) AND INJURIES IN CONTROLLED AREA

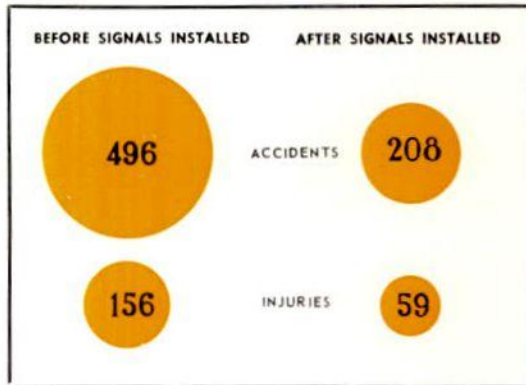
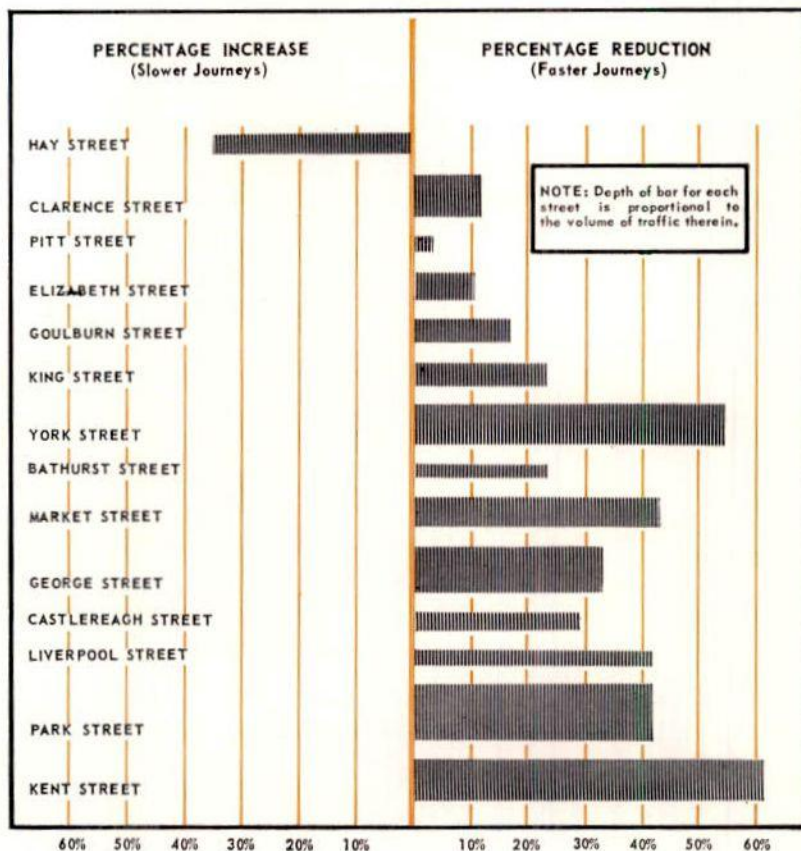


CHART 2—ACCIDENTS AND INJURIES INVOLVING PEDESTRIANS IN CONTROLLED AREA



CHART 3—VEHICLE TRAVEL TIMES IN CONTROLLED AREA—CHANGES EXPRESSED AS PERCENTAGE OF JOURNEY TIMES BEFORE SIGNALS INSTALLED



OTHER TRAFFIC SIGNALS WORK

New Signals Installed. Traffic signals were installed at a further 25 isolated locations not connected with the City project. Included in the total was a set of signals at the junction of Pacific Highway and the Newcastle Expressway at the Mount White Off-Loading Ramp. These signals will be removed when further progress has been made in the construction of the Expressway.

Co-ordinated Signals for Arterial Roadways. During the year three additional contracts were awarded for the establishment of a co-ordinated signalling system along Parramatta Road between Missenden Road, Camperdown and Old Canterbury Road, Lewisham and the installation of 37 sets of independent traffic signals. This system, to embrace 13 locations, will involve the installation of 6 new sets of signals and the modification of 7 existing sets of signals.

A forward planning programme embarked upon by the Department envisages the progressive installation of such signalling systems along a number of arterial roadways to facilitate and control the movement of traffic.

Temporary Traffic Signals. Two sets of traffic signals, one at Harden and another at Towradgi, were provided to regulate the flow of traffic whilst bridge repairs were being effected. Another such installation with special features was provided to facilitate the construction of the Wyangala Dam. At this location signals and boom gates protect road traffic whilst earth and rock spoil is swung at high speed over the roadway.

Warringah Expressway. At the request of the Department of Main Roads this Department has prepared designs for the installation of traffic signals at 13 locations along the route of the Warringah Expressway. Five of these signals will be co-ordinated to operate on a fixed time cycle basis and the remainder will be traffic actuated. In the course of construction of the expressway temporary signals will be provided for 3 locations, one of which has already been provided with the necessary signal equipment by this Department.

Job Allocation. The Department's resources were again utilised to install additional traffic signals associated with the City system whilst 19 sets of signals outside the City area were installed under contract in accordance with the Department's designs and specifications. The number of traffic signals in service at 30th June, 1966 totalled 485. The Department's technicians are responsible for the modification and maintenance of traffic signals in the Sydney area whilst the local electricity supply authority, on behalf of this Department, maintains the signals in Newcastle, Wollongong and country areas.

FLASHING "PEDESTRIAN" SYMBOL SIGNS

Fifty-two signs erected during the year brought the total number in service to 337 of which 54 are in country areas.

APPLICATION OF GENERAL SPEED LIMIT

The speed limit applicable to built-up areas was imposed on twenty-two lengths of unlighted roadway, totalling 21 miles and 35½ chains in small settlements where the speed of motor vehicles endangered the safety of local inhabitants.

SPEED ZONING SURVEY

The Motor Traffic Act empowers the Minister for Transport to fix speed limits on public streets within and outside built-up areas. Following surveys carried out during the year ended 30th June, 1965 (as mentioned in my last report) the Minister has imposed speed limits ranging between 35 miles per hour and 60 miles per hour on the four main highways linking Sydney with Newcastle, Orange, Goulburn and Nowra. A limit of 65 miles per hour has also been imposed on the completed portion of the Newcastle Expressway. Signs designating the speed limits applicable were erected by the Department.

The results to date of the limits applied (known as "Speed Zoning") are being analysed to determine whether it should be extended to other areas.

THERMOPLASTIC ROADMARKING MATERIAL

The technique introduced in the financial year 1963/64 of applying plastic material in molten form to mark pedestrian crossings, stop lines, directional arrows and the like was discontinued towards the end of this year because it was found that the material was not wearing as well as was anticipated under heavy traffic conditions. An improved type of plastic sheeting which possesses greater durability and retains its colour better than the thermoplastic material is now being used for such markings, 30,000 square feet of the new material having been laid to date.



EXPERIMENTAL WORK ON ROADMARKING MATERIALS

The arrangement entered into with the Institute of Highway and Traffic Research to test all available roadmarking materials to determine their suitability as to colour, durability and other factors likely to affect adversely their use on the road was continued during the year.

REGULATION OF PARKING

The many signs required to designate restrictions on the use of kerb space decided upon by the Commissioner of Police and nine Parking Advisory Committees are provided by this Department. The electric convection oven in the Traffic Facilities Workshop at Rosebery, which was referred to and illustrated in my previous report, has enabled the production of signs to keep pace with the demand.

OTHER TRAFFIC FACILITIES PROVIDED

5,916 separate facilities (including marked footcrossings, traffic domes, "Stop" signs, one-way traffic and other signs) were provided and 11,113 dilapidated signs were replaced during the year. The majority of the old "School" signs have now been replaced with the improved "School Children" signs. The Department is now responsible for about 107,000 separate traffic facilities.

COST

The total expenditure on traffic facilities during the year was \$1,788,938, \$134,826 more than last year. In addition, a further amount of \$64,600 was allocated for payment in respect of works-in-progress. Installation, maintenance and operation of traffic signals, most of which are in continuous operation, cost \$1,273,751 and the balance of \$515,187 was spent on the provision and maintenance of other types of facilities.

GENERAL

On its own initiative and in response to representations, the Department examined many locations and, wherever practicable, appropriate action was taken to improve traffic conditions.

MECHANICAL ENGINEERING

THE YEAR'S WORK

The mechanical engineering work continued to expand to cope with the ever-increasing expansion in the numbers of motor vehicles registered and drivers licensed. Information concerning individual activities follows.



FITNESS TESTS FOR VEHICLES

All vehicles are required to meet stringent mechanical requirements before registration is effected. Modern headlamp-testing equipment in use is pictured above.

GENERAL VEHICLE FITNESS POLICY

The effect on accident incidence of the condition of vehicles is recognised by policies calling for the regular inspection 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 through the agencies of skilled Departmental inspecting and supervisory staff and a State-wide network of Authorised Inspection Stations to check vehicles before renewal of registration. More specific information follows.

PASSENGER-CARRYING PUBLIC VEHICLES

The policy of subjecting buses, taxi-cabs, private hire cars and other types of passenger-carrying hire vehicles to strict inspections by Departmental technicians at intervals varying from one to six months, according to locality and vehicle type, was continued during the year. Inspections are made throughout the State (except for a few small towns in distant areas) with a minimum of disturbance to services, examiners travelling to operators' depots as well as being stationed at Departmental premises. Inspections extend to interior fittings which are not included in checks of vehicles not used for hire. Statistics of inspections made this year appear in Appendix 23.

PRIVATE VEHICLES

New Vehicles about to be Registered. An arrangement exists whereby motor car and light commercial vehicle distributors submit samples of new-model vehicles and then receive authority to certify to the fitness for registration of further vehicles identical with the sample. This arrangement is State-wide and has resulted in considerable economies to the Department as well as to the motor trade. It extends to 280 distributors, an increase of 21 over last year, and almost all popular makes of vehicles have been included.

Used Vehicles about to be Re-registered. Vehicles about to be re-registered after 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 or 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, immediately prior to renewal of registration, of items of equipment specified by the Department.

Statistics. On 30th June, 1966, 3,797 Authorised Inspection Stations employing 6,940 examiners were authorised under the Scheme compared with 3,670 and 6,937 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. Nine 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 64 inspection stations and 84 examiners were disqualified during the year indefinitely or for periods of up to two years. In 39 cases all or part of the \$20 security bond was forfeited. Less serious cases were dealt with by issue of warnings.

DEFECTIVE VEHICLES ON STREETS

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 roads. Further information concerning the functions of these stations appears on page 26.

"Defect" Notices. Police and authorised officers of this Department are empowered under Motor Traffic Regulation 94B to issue notices directing that vehicles used on public streets in defective condition be repaired and submitted to an authorised Inspection Station or a Motor Registry at which a Departmental vehicle examiner is stationed, within a specified period.

Where a defect is of such a nature as to involve public safety to a considerable degree, such as faulty brakes or steering, the notice issued prohibits the use of the vehicle until the required repairs have been effected and the vehicle passed as fit.

During the year approval was given to a proposal that Regulation 94B be amended to provide for the affixing of a yellow sticker (to be known as a "Defective Vehicle Label") to the windscreen of a defective vehicle and to remain in that position until the defects have been remedied and the vehicle passed as roadworthy. At the close of the year a date had not been determined for the introduction of the proposal.

Number of Notices Issued. The continuing attention being given to the detection of defective vehicles and the steps taken to have the vehicles repaired is reflected in the following figures—

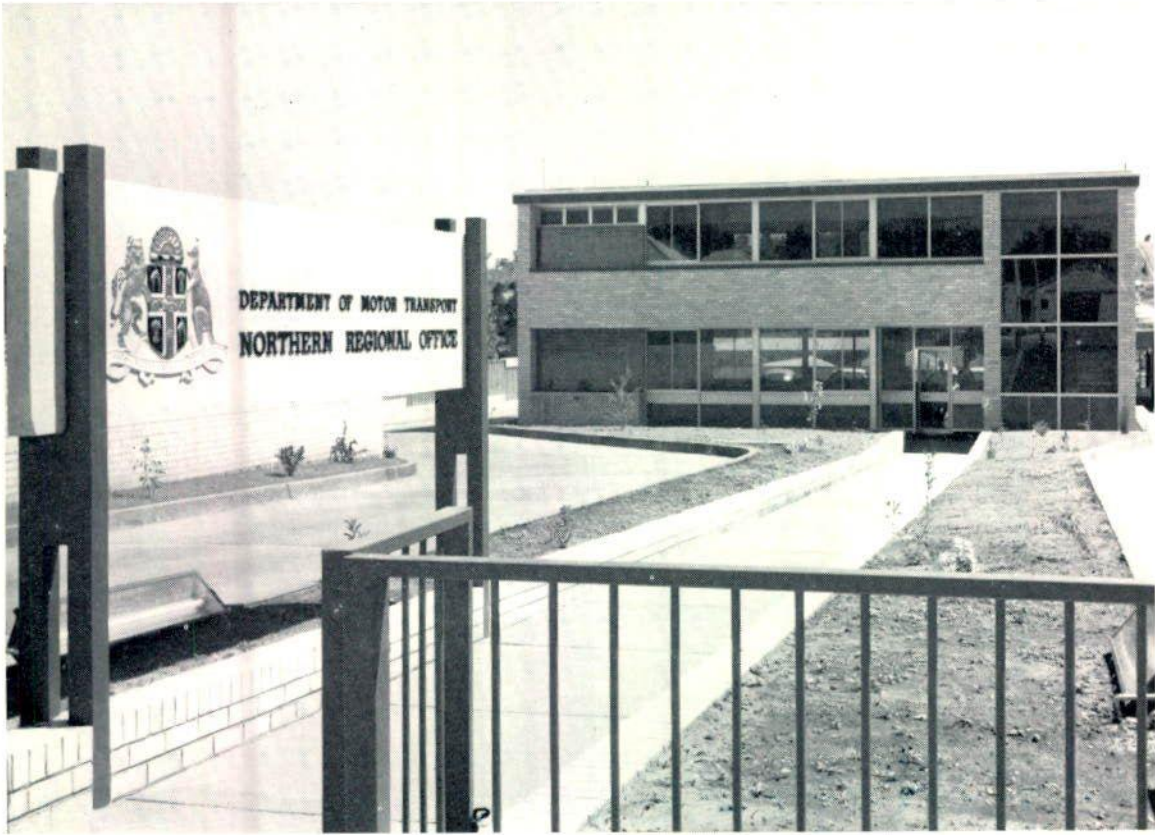
Notices for —	1963-64	1964-65	1965-66
• Serious defects	9,014	20,712	27,564
• Other defects	29,282	21,620	14,885
 TOTAL	 38,296	 42,332	 42,449

SAFETY DEVICES AND INVENTIONS

Departmental engineers again this year examined technical devices designed to improve mechanical standards and approved a number of devices for optional attachment to motor vehicles. Physically handicapped persons sought and were given advice regarding modifications that would enable them to operate vehicles with safety.

DETERMINATION OF VEHICLE STANDARDS

The Department through the agency of its engineers made a further contribution this year to the important work of State and Commonwealth Committees responsible for considering and making recommendations concerning the standards which should be prescribed in connection with vehicle equipment and mechanical safety.



HEADQUARTERS BUILDINGS FOR REGIONAL SUPERINTENDENTS
New premises, such as the building illustrated, are being erected at Armidale, Dubbo and Wagga Wagga as headquarters for the Regional Transport Districts to be established on 1st July, 1966. The buildings at the three centres will be occupied during the forthcoming year.


 MINOR FUNCTIONS;

STAFF;

PREMISES AND EQUIPMENT

MINOR FUNCTIONS

MOTOR
REGISTRY

LAND AND BUILDINGS

Licensing of Motor Vehicle Driving Instructors. The Motor Vehicle Driving Instructors Act requires professional tutors 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. Training vehicles used by them must be safe, properly equipped and fitted with dual driving controls (footbrake and, where necessary, clutch). On 30th June, 745 licences were in issue as against 634 a year previously. The discretionary powers conferred on the Commissioner by the Act were exercised again this year when four applicants were refused licences.

Licensing of Second-hand Motor Dealers. The Second-hand Motor Dealers Act requires dealers in second-hand motor vehicles, parts and accessories to be licenced. Under the Act, dealers' operations are controlled and regulated with the object of assisting 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 proper records of their business transactions. On the 30th June, 6,880 dealers were licensed—915 more than a year previously. During the year 11 applications for licences were refused and two licences were cancelled.

Further substantial progress was made during the year in the Department's programme of providing improved Motor Registry facilities by the replacement of inadequate and unsuitable rented premises with modern office accommodation. In addition, a start was made on the enlargement of the Head Office premises in order to cope with the continuing expansion of the Department's administrative activities, and preliminary steps were taken towards improving the present arrangement for the checking of motor lorries at the Lorry Checking Station at Marulan.

BUILDING ACTIVITIES

Motor Registries. New Motor Registry premises were completed at the following places at the tender prices shown—

Campbelltown	\$49,502	Parramatta	\$121,120
Cooma	\$47,200	Queanbeyan	\$58,814
Cowra	\$41,338	Young	\$40,540
Lidcombe	\$65,972		

A Motor Registry was established at Wyong in temporary rented premises pending the erection of a permanent office.

Construction of new Registry premises was also commenced during the year at the following places at the tender prices shown—

Armidale	\$87,885	Katoomba	\$49,478
Broken Hill	\$50,796	Maitland	\$92,264
Glen Innes	\$55,400	Taree	\$45,680

The number of new or remodelled Registry premises provided since adoption of the Department's programme rose to 46 as at 30th June, 1966.

HEAD OFFICE EXTENSIONS

Considerable progress has been made in the construction of seven additional floors on the Department's Southern Office Block at Rosebery.



Head Office. Work was begun on the construction of seven additional floors on the Southern Office building of the Head Office Administrative Block at Rosebery. Four of these floors will be used to provide accommodation for the needs of the Department and three will be made available to the Police Authorities for the housing of the administrative staff of the Police Traffic Branch. The overall cost of this project will be in the vicinity of \$1,000,000 and present indications are that it will be completed in the early part of 1967.

A property at the corner of Mentmore Avenue and Queen Street, Rosebery, which adjoins the Head Office premises, was purchased for \$120,000. This single-storey brick building which has a floor area of 25,500 square feet is a valuable addition to the Administrative Block and will be used temporarily for garaging and servicing of Departmental vehicles and for other similar purposes.

Traffic Facilities Depot. A new depot adjoining the Wollongong Motor Registry was completed during the year and has enabled the work of providing and maintaining traffic facilities in the area to be decentralised and carried out with greater efficiency.

Maintenance of Departmental Property. All properties were regularly inspected and maintained in good order.

ACQUISITION OF PROPERTY

Two contiguous properties were acquired at Marulan on the western side of the Hume Highway opposite the present Lorry Checking Station and firm negotiations were in progress at the close of the year for the acquisition of three other adjoining properties. The area will be used for development as a site for an additional Checking Station to cater for north-bound traffic. Preliminary steps were also taken to acquire additional land on the eastern side of the highway to enable the present Station to be replaced with one having more modern facilities.

Sites for new Motor Registry premises were acquired at Cessnock and Maitland, and an adjoining property was purchased at Five Dock for extension of the existing Motor Registry. An advanced stage was reached in the acquisition of a site at Dubbo for a new Motor Registry and Office for the Regional Superintendent (West).

OTHER ACTIVITIES

Homes were purchased at Armidale, Dubbo and Wagga Wagga for three officers appointed to the newly-established positions of Regional Superintendents with headquarters at those places.

EQUIPMENT

Electronic Data Processing. An I.B.M. Type 1401 computer, supported by a battery of ancillary equipment comprising punches, verifiers, high speed sorters, collators and reproducers, carried out automatically the bulk of the work associated with the printing of renewal notices and the recording of payments in respect of licences and registrations. Furthermore, the capacity of the equipment and the capabilities of the operatives enabled the considerable volume of additional work resulting from the changeover to decimal currency to be accomplished without disruption to normal routines.

Notwithstanding the successful application of the equipment currently in use, developments in the field of data processing are proceeding at such a rapid pace that it was deemed prudent to keep abreast of changes being introduced overseas. As mentioned earlier the Assistant Registrar of Motor Vehicles, Mr. F. J. McGuinness, visited a number of motor registration authorities in the United States of America to study the uses being made of the more advanced types of computer equipment.



DESPATCH OF MAIL

One of the many mechanical aids used for the rapid despatch of mail is shown in operation.

Mail-handling Equipment. The huge volume of mail despatched by the Department each year necessitates the use of mechanical aids for the preparation of outgoing mail. During the year modern equipment for enveloping, sealing and tying mail was purchased to replace obsolete equipment which could no longer cope with increased demand. This new machinery, particularly that which inserts mail into envelopes, was utilised to render assistance to the Department of Education in the despatch of Leaving and School Certificate results.

Printing Plant. The greater part of the many types of stationery used by the Department is printed by plant operated by Departmental employees and only items calling for specialised production procedures (e.g. continuous stationery used in conjunction with data processing equipment) is prepared outside the Department. The existence of printing machinery within the Department proved to be of considerable assistance in the changeover to decimal currency.

Two-way Radio. On 30th June, 1966, 98 of the Department's fleet of motor vehicles were equipped with two-way radio. This equipment continually proves its value as a means of expediting outdoor enquiries and maintaining constant contact between field staff and controlling officers. This facility was extended during the year by the installation of a radio repeater station at Mr. Gibraltar, near Bowral, with remote control equipment in the base station at Rosebery and the Lorry Checking Station at Marulan.

Plans and specifications are currently being prepared for the construction of another radio station on the Motor Registry building at Ryde which is ideally suited for the purpose because of its elevated position. This station will operate on a separate radio frequency and will be linked by landline to the base station at Rosebery. Equipment in Departmental vehicles will be converted to operate on both radio frequencies.

Planning is also well advanced for the installation of a new radio control centre in the new building being constructed for the Department at Rosebery. The new centre will replace the present outmoded base station.

STAFF

Number of Employees. On June 30th, 1966, 2,031 persons were in the employ of the Department, 56 more than a year previously. Details are given in Appendix 24.

Industrial Relations. This year saw a continuance of the harmony that is a consistent feature of relations between the administration and employees.

STAFF TRAINING

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

- Participation by two senior officers in the 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 Departmental procedures.
- Detailed training of 749 officers to meet the demands of particular jobs.
- Instruction for electrical fitters in applied electronics and switching circuitry to cope with the specialised nature and increasing complexity of traffic signal systems.
- To provide for future requirements resulting from foreseeable needs of 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, education and sporting activities for the staff. Its policy is decided by a committee which includes representatives of male and female officers. Membership, at 1,216 on 30th June, 1966, was equivalent to 60% of the staff. Services provided at 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 5,140 books.
- First-aid classes conducted at lunch time.
- 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' Credit Union 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 762.

APPENDICES

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Appendix 1

SUMMARY OF COLLECTIONS From 1st July, 1965 to 30th June, 1966 and a comparison with 1965		
Previous Year		Year ended 30th June, 1966.
\$		\$
	Motor Vehicle Taxation (net) on —	
29,529,658	(a) Motor vehicles, other than public motor vehicles in the Metropolitan, Wollongong and Newcastle Transport Districts (paid into Main Roads Funds)	31,691,796
513,368	(b) Public motor vehicles in the Metropolitan, Wollongong and Newcastle Transport Districts (paid into Public Vehicles Fund) ..	526,407
30,043,026	Total net collections of motor vehicles taxation	32,218,203
	Ton-mileage Charges (net) on—	
10,245,640	Commercial goods vehicles of more than four tons carrying capacity (paid into Main Roads Funds)	11,035,113
13,090,486	Fees for motor vehicle registration, driver and rider licences, etc., and miscellaneous collections (paid into Road Transport and Traffic Fund)	13,489,190
29,553,534	Insurance Premiums (net) for Government Insurance Office under Motor Vehicles (Third Party Insurance) Act, 1942, as amended	30,977,537
3,406,502	Ad-valorem Stamp Duty (net) on motor vehicle registrations under Stamp Duties Act, 1920, as amended (paid into Consolidated Revenue Fund)	2,929,550
67,286	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)	68,209
3,918,040	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)	3,767,028
90,324,514	Total Fees, Tax, etc.	94,484,830
526,174	Sundry Contributions by Other Governmental Bodies	535,158
1,470,233	Balances on Funds brought forward	1,494,215
92,320,921	Total	96,514,203

H. HORNE,
Supervising Accountant,
12th August, 1966

Appendix 2

SUMMARY OF DISBURSEMENTS		
From 1st July, 1965 to 30th June, 1966 and a comparison with 1965		
Previous Year		Year ended 30th June, 1966,
\$		\$
	Costs of Administration—Department of Motor Transport—	
3,741,146	Salaries and Wages	3,927,940
587,910	Purchase of Assets	1,290,017
129,266	Road Safety Council	125,000
1,572,446	Other Goods and Services	1,579,677
6,030,768		6,922,634
5,473,444	Recoup to Consolidated Revenue—Costs of Police Supervision of Traffic	5,620,986
	Provision of Traffic Facilities—	
1,162,990	Traffic Control Signals	1,273,751
491,122	Signs, Roadmarkings, etc.	515,187
1,654,112		1,788,938
	Payments to State Transport Undertakings—	
2,800,000	Railways	2,500,000
1,748	Omnibuses	1,793
2,801,748		2,501,793
	Payments to Roads Authorities—	
41,229,046	Department of Main Roads (Main Roads)	43,524,279
677,552	Councils, Shires, etc. (Omnibus Routes)	697,280
41,906,598		44,221,559
	Collections received for and transmitted to—	
29,553,534	Government Insurance Office	30,977,537
3,406,502	Stamp Duties Office	2,929,550
32,960,036		33,907,087
90,826,706	Total Disbursement	94,962,997
1,494,215	Balances Carried Forward	1,551,206
92,320,921	Total	96,514,203

H. HORNE,
Supervising Accountant,
12th August, 1966



Appendix 3

ROAD TRANSPORT AND TRAFFIC FUND					
Statement of Receipts and Payments for the year ended 30th June, 1966 and a comparison with 1965					
Receipts			Payments		
Previous Year		Year ended 30th June, 1966	Previous Year		Year ended 30th June, 1966
\$		\$	\$		\$
12,532,830	Motor Traffic Act, 1909, as amended	12,929,417	2,788,286	Salaries and Wages	2,938,990
12,898	Motor Vehicles Taxation Management Act, 1949, as amended	13,496	68,856	Pay Roll Tax	73,625
118,664	Transport Act, 1930, as amended.	124,971	21,504	Travelling Concessions to Employees	18,161
12,664,392		13,067,884	25,328	Travelling Expenses	35,735
15,178	Less Refunds	17,181	49,450	State Superannuation Fund	23,326
12,649,214		13,050,703	13,994	Railway Superannuation Fund	14,623
55,930	Exchange, Search Fees, etc.	56,903	265,350	Postal and Telephone Charges	260,040
5,284	Unclaimed Moneys	4,175	7,652	Maintenance of Motor Vehicles	9,616
63,362	Miscellaneous	46,080	248,012	Printing, Stationery, Office Stores and Data Processing Rental	262,859
12,773,790		13,157,861	12,320	Maintenance of Office Equipment	14,383
282,754	Commission on Insurance Premiums collected	293,609	156,156	Building Maintenance and Rent	164,218
7,910	Compulsory Vehicle Examination—Service Station Fees	8,288	129,266	Road Safety Council	125,000
21,740	Second-Hand Dealers' Licence Fees	24,116	30,238	Electric Light and Power	26,875
3,870	Motor Vehicle Driving Instructors' Licence Fees	4,943	72,110	Interest, Exchange — Sinking Fund	74,840
422	Air Transport Act, 1964—Licence Fees	373	85,664	General Expenses	55,520
94,600	Consolidated Revenue Fund—Contribution towards cost of collection of "Ad valorem" Stamp Duty	103,505	3,974,186		4,097,811
25,000	Contributions by Commonwealth Government—Road Safety Council	25,000	45,332	Purchase of Assets—	44,908
520	Towards the cost of preparing special information	520	283,398	Purchase of Land	770,108
25,520		25,520	88,658	Erection of Buildings	41,258
			95,556	Purchase of Motor Vehicles	150,811
			512,944	Purchase of Office Furniture and Equipment	1,007,085
				Recoup of value of Police services in respect of supervision of Traffic, Registration of Vehicles and Licensing of Drivers	5,620,986
			5,473,444	Less—	
			383,142	Amount recouped from State Transport (Co-ordination) Fund	393,169
			153,174	Councils' proportion of Parking Meter Supervision Costs	143,137
			4,937,128		5,084,380
				Provision of Motor Vehicles for Special Police Road Safety Patrols	10,111
			36,400	Contribution by Road Transport and Traffic Fund towards Traffic Facilities Works-in-Progress—Metropolitan	64,600
			24,790	Motor Vehicle Registration Labels	26,639
			116,062	Motor Vehicle Number Plates	107,400
			1,497,706	Provision of Traffic Facilities	1,663,456
			10	Surface Maintenance adjoining Tram Tracks	
			1,638,568		1,797,495
			11,099,226		\$ 12,061,483
13,210,606	Total Receipts \$	13,618,215	2,111,380	Payment to Country Main Roads Fund under Section 202, Transport Act, 1930, as amended	1,556,733
			13,210,606	Total Payments \$	13,618,215
33,086	Trust Moneys—Security Deposits, etc.—			Trust Moneys—Security Deposits, etc.	
11,340	Balance Brought Forward	31,728	12,698	Refunds	9,174
	Receipts	11,686	31,728	Balance Carried Forward	34,240
13,255,032		\$ 13,661,629	13,255,032		\$ 13,661,629

I certify that the above Statement of Receipts and Payments for the year ended 30th June, 1966, of the Road Transport and Traffic Fund has been examined and is correct.
W. MATHIESON, Auditor General of New South Wales,
Sydney, 7th October, 1966.

H. HORNE,
Supervising Accountant,
12th August, 1966

Appendix 4

PUBLIC VEHICLES FUND (SPECIAL DEPOSITS ACCOUNT)					
Statement of Receipts, Expenditure and Distributions for the Year ended 30th June, 1966 and a comparison with 1965					
Receipts			Expenditure and Distributions		
Previous Year		Year ended 30th June, 1966	Previous Year		Year ended 30th June, 1966
\$		\$	\$		\$
288,876	1st July — Balance brought forward	324,853		Distribution to Municipalities, Shires and other Authorities—	
	Motor Omnibuses—			Motor Omnibuses—	
	Tax—			Tax—	
304,378	Metropolitan	311,717	307,466	Metropolitan	309,179
35,938	Newcastle	37,314	36,662	Newcastle	37,546
22,804	Wollongong	23,007	22,046	Wollongong	22,533
363,120		372,038	366,174		369,258
	Commonwealth Aid Roads Act, 1964, Grant—			Commonwealth Aid Roads Act, 1964, Grant—	
	Allocated—			Metropolitan	221,691
214,656	Metropolitan	224,035	207,254	Newcastle	27,077
26,268	Newcastle	27,347	25,362	Wollongong	11,699
11,956	Wollongong	11,614	11,544		260,467
252,880		262,996	244,160	Total	\$ 629,725
616,000	Total, Motor Omnibuses .. \$	635,034	610,334		
	Other Public Vehicles—			Expenditure from Receipts of Tax on Other Public Vehicles—	
	Tax—			Improved Traffic Facilities—	
139,458	Metropolitan	142,197	128,166	Metropolitan	108,477
7,974	Newcastle	9,325	25,668	Newcastle	14,378
2,816	Wollongong	2,847	2,572	Wollongong	2,627
150,248	Total, Other Public Vehicles \$	154,369	156,406	Total	\$ 125,482
	Contribution by Road Transport and Traffic Fund towards cost of Traffic Facilities Works-in-progress—			Distribution of Service Licence Fees—	
36,400	Metropolitan	64,600	58,435	Metropolitan	58,810
			4,680	Newcastle	4,701
			4,102	Wollongong	4,044
			67,217	Total	\$ 67,555
	Service Licence Fees—			Balances in Fund at 30th June—	
58,474	Metropolitan	59,562		Motor Omnibuses—	
4,680	Newcastle	4,702		Tax—	
4,132	Wollongong	3,945	77,051	Metropolitan	79,589
67,286	Total, Service Licence Fees \$	68,209	8,482	Newcastle	8,250
			5,800	Wollongong	6,274
			53,664	Commonwealth Grant—	
			6,566	Metropolitan	56,009
			2,990	Newcastle	6,837
				Wollongong	2,903
				Other Public Vehicles—	
				Tax—	
			114,640	Metropolitan	184,760
			10,102	Newcastle	5,049
			330	Wollongong	550
				Contribution by Road Transport and Traffic Fund towards cost of Traffic Facilities Works-in-progress—	
			36,400	Metropolitan	64,600
				Service Licence Fees—	
			7,800	Metropolitan	8,553
			750	Newcastle	750
			278	Wollongong	179
			324,853		\$ 424,303
1,158,810	Grand Total	\$ 1,247,065	1,158,810	Grand Total	\$ 1,247,065

I certify that the above Statement of Receipts, Expenditure and Distributions for the year ended 30th June, 1966, of the Public Vehicles Fund has been examined and is correct. W. MATHIESON, Auditor General of New South Wales, Sydney, 7th October, 1966.

H. HORNE,
Supervising Accountant,
12th August, 1966

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—	
	1965	1966
	\$	\$
METROPOLITAN TRANSPORT DISTRICT—		
(a) Councils—		
Ashfield	8,811	9,161
Auburn	12,478	13,161
Bankstown	29,788	29,597
Baulkham Hills	2,194	1,959
Blacktown	9,824	10,224
Botany	4,854	4,858
Burwood	8,652	8,841
Camden	194	202
Campbelltown	2,126	2,172
Canterbury	27,362	27,359
Concord	7,686	7,647
Drummoyne	6,434	7,812
Fairfield	13,252	15,002
Holroyd	9,586	9,356
Hornsby	3,520	4,360
Hunters Hill	1,670	1,663
Hurstville	14,680	14,996
Kogarah	9,178	8,712
Kuringai	7,060	7,232
Lane Cove	3,868	4,314
Leichhardt	16,764	20,278
Liverpool	7,526	7,587
Manly	6,162	6,267
Marrickville	13,368	12,936
Mosman	5,448	5,427
North Sydney	10,304	10,909
Parramatta	15,960	15,890
Penrith	1,096	1,703
Randwick	33,122	33,096
Rockdale	13,516	15,548
Ryde	9,494	9,697
Strathfield	6,674	6,516
Sutherland	9,580	9,458
Sydney	156,640	162,140
Warringah	10,642	11,140
Waverley	14,266	14,104
Willoughby	14,820	14,785
Windsor	556	555
Wollondilly	140	141
Woollahra	13,884	13,705
(b) Authorities—		
Department of Railways	64	65
Department of Health	526	514
National Park Trust	38	53
Necropolis Trustees (Rookwood)	130	133
	543,937	560,275
(c) Capital Debt Reduction	29,217	29,405
TOTAL—METROPOLITAN	\$573,154	\$589,680
NEWCASTLE TRANSPORT DISTRICT—		
(a) Councils—		
Newcastle	50,058	49,768
Lake Macquarie	11,438	13,103
Port Stephens	2,558	3,388
Stroud	310	604
† Gloucester	—	111
	64,364	66,974
(b) Capital Debt Reduction	2,340	2,351
TOTAL—NEWCASTLE	\$66,704	\$69,325
WOLLONGONG TRANSPORT DISTRICT—		
Councils—		
Wollongong	33,776	33,794
Shellharbour	3,888	4,467
Campbelltown	4	3
Kiama	26	11
*TOTAL—WOLLONGONG	37,694	38,275
COMBINED GRAND TOTAL	\$677,552	\$697,280

NOTES: (a) The amount each Council receives reflects the number and weight of the buses and the amount of timetabled running.
 (b) The amount applied as "Capital Debt Reduction" is half of the service licence fee for the services in the respective Transport Districts.
 * (c) No Capital Debt Reduction as Government bus services do not operate in Wollongong District.
 † (d) Gloucester Shire Council not included in previous distributions.

Appendix 6

STATE TRANSPORT (CO-ORDINATION) FUND					
Statement of Receipts and Payments for the Year ended 30th June, 1966, and a comparison with 1965					
Receipts			Payments		
Previous Year		Year ended 30th June, 1966	Previous Year		Year ended 30th June, 1966
\$		\$	\$		\$
415,164	State Transport (Co-ordination) Act, 1931, as amended—		433,680	Administrative Expenses—	
854	Licence Fees	421,124	69,515	Salaries and Wages	457,843
	Less Refunds	876	240,509	Purchase of Assets	204,515
414,310		420,248	743,704	Other Expenses	251,867
25,942	Miscellaneous Fees	27,914			914,225
4	Less Refunds	8		Payment to Police Department for services in connection with the supervision of the State Transport (Co-ordination) Act	393,469
25,938		27,906	383,142		1,307,694
	Police Court Penalties and Legal Costs Recovered	20,325	1,126,846		
24,862		20,325		Payments in Settlements of Claims for Refund of Charges, etc., in respect of Interstate Journeys	—
24,862			1,440		
74,030	Revenue in respect of the carriage of passengers	77,595		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—	
18	Less Refunds	9		Railways—	
74,012		77,586		Passenger charges	53,600
3,396,554	Revenue in respect of the carriage of goods	3,238,982		Goods charges	2,446,400
17,636	Less Refunds	18,019		Omnibuses—	
3,378,918		3,220,963		Passenger charges	1,793
			67,200		2,501,793
3,918,040	Total Receipts	3,767,028	2,732,800	Total Payments	\$ 3,809,487
			1,748		
2,010	Security Deposits—	1,710	2,801,748	Security Deposits held at 30th June	1,270
300	Balance from previous year ..	440	3,930,034		
1,710	Less Refunds	1,270	1,710	Balance in Fund at 30th June ..	1,126,903
					\$ 4,937,660
1,181,356	Balance brought forward from previous year	1,169,362	1,169,362		
5,101,106		4,937,660	5,101,106		

I certify that the above Statement of Receipts and Payments for the year ended 30th June, 1966, of the State Transport (Co-ordination) Fund has been examined and is correct. W. MATHIESON, Auditor General of New South Wales, Sydney, 7th October, 1966.

H. HORNE,
Supervising Accountant,
12th August, 1966

Appendix 7

ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958, AS AMENDED						
Monthly Receipts of Ton-Mileage Charges for the Year ended 30th June, 1966, and a comparison with 1965						
Month	Interstate Vehicles		Intrastate Vehicles		Totals	
	1965-1966	1964-1965	1965-1966	1964-1965	1965-1966	1964-1965
	\$	\$	\$	\$	\$	\$
July	329,406	295,822	711,956	569,430	1,041,362	865,252
August	283,169	250,368	634,745	555,854	917,914	806,222
September	310,543	292,110	627,463	594,606	938,066	886,716
October	287,177	286,504	601,551	607,354	888,728	893,858
November	296,979	269,588	644,891	562,942	941,870	832,530
December	279,451	276,572	629,931	587,780	909,382	864,352
January	278,993	234,218	627,031	559,364	906,024	793,582
February	230,546	219,240	533,067	539,508	763,613	758,748
March	312,829	290,654	658,696	634,164	971,525	924,818
April	228,226	268,820	531,301	533,798	759,527	802,618
May	349,648	269,262	703,123	673,774	1,052,771	943,036
June	315,932	307,712	673,353	599,310	989,285	907,022
Total	\$ 3,502,899	3,260,870	7,577,108	7,017,884	11,080,007	10,278,754
Less Refunds					44,894	33,114
Net					11,035,113	10,245,640

H. HORNE,
Supervising Accountant,
12th August, 1966

Appendix 8

COST OF ADMINISTRATION OF THE ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958, AS AMENDED		
From 1st July, 1965, to 30th June, 1966, and a comparison with 1965		
Charged against Main Roads Fund — Special Deposits Account No. 91		
Previous Year	Head of Expenditure	Year ended 30th June, 1966
\$		\$
519,180	Salaries	531,107
13,502	Pay Roll Tax	13,743
34,246	Travelling Expenses and Allowances	38,144
14,862	Maintenance and Running of Motor Vehicles	18,721
23,408	Postage and Telegrams	21,018
3,844	Telephone Charges	2,493
7,424	Printing and Stationery	17,943
3,012	Office Stores	2,979
1,882	Light and Power	1,906
27,122	Maintenance of Buildings	9,161
454	Maintenance of Office Furniture and Machines	753
—	Erection of Buildings	60,303
1,573	Purchase of Office Furniture and Equipment	2,907
—	Purchase of Land	5,282
—	Purchase of Motor Vehicles	9,925
3,013	Land Radio-Telephone Communication	6,246
—	Road side Inspection Bays	11,031
2,728	Legal Costs	3,333
1,382	Sundries	2,368
657,632	Total	\$ 759,363

H. HORNE,
Supervising Accountant,
12th August, 1966

Appendix 9

PROSECUTIONS UNDER ROAD MAINTENANCE (CONTRIBUTION) ACT FOR YEAR ENDED 30th JUNE, 1966

Vehicle Classification ↓	CONVICTIONS FOR FAIL TO —				Total Convictions	WITHDRAWN	DISMISSED	TOTAL PROSECUTIONS
	Deliver Return	Pay Charges	Comply with Notice	Show Journey				
Intrastate	1,349	1,571	1	79	3,000	844	10	3,860
Interstate—								
N.S.W.	285	893	12	2	1,192	235	—	1,423
Victoria	406	728	—	—	1,134	179	—	1,313
Queensland	229	288	1	—	518	26	—	543
South Aust.	329	1,012	2	—	1,343	214	1	1,558
Western Aust.	69	35	—	—	104	6	—	110
A.C.T.	2	5	—	—	7	—	—	7
Northern Terr.	—	3	—	—	3	—	—	3
Tasmania	7	1	—	—	8	—	—	8
Total (Interstate) ..	1,327	2,965	15	2	4,309	660	1	4,965
Grand Total	2,676	4,536	16	81	7,309	1,504	11	8,825

Appendix 10

CONVICTIONS BY COURTS UPON LEGAL PROCEEDINGS TAKEN BY DEPARTMENT IN YEARS ENDED 30th JUNE, 1966 AND 30th JUNE, 1965		
State Transport (Co-ordination) Act, 1931, as amended, and Regulations:—*	1966	1965
Drive and operate contrary to terms of licence	139	299
Drive and operate unlicensed public motor vehicle	10	46
Not observe conditions of permit	3	6
Fail to stop for enquiry	1	—
Total	153	351
Transport Act, 1930, as amended, and Regulations for Public Vehicles — Metropolitan, Newcastle and Wollongong Transport Districts:—		
Fail to operate taxi-meter correctly	20	25
Fail to obscure or display vacant sign	44	54
Refuse hiring or fail to carry out hiring punctually	117	83
Overcharging passengers	10	12
Fail to drive by shortest practicable route	2	1
Incivility to passengers	19	14
Fail to comply with the rules governing the operation of taxi-cab stands ..	35	41
Multiple hiring	122	102
Soliciting for passengers, attracting notice by calling	61	31
Omnibus time-table offences	14	9
Miscellaneous offences	7	4
Total	451	376
Motor Traffic Act, 1909, as amended, and Regulations:—		
Fail to renew registration or return number plates	534	961
Unlawful possession of number plates	—	3
Fail to apply for transfer of registration	43	26
Fail to notify disposal	39	21
Drive unregistered vehicle	15	11
Fail to carry record of driving hours (log book)	50	20
Fail to record in or produce log book	4	29
False statement in log book or furnish false information	—	2
Lorry driver not have required rest	8	18
Exceed aggregate weight permitted	183	436
Fail to drive into lorry checking station	12	28
Exceed length or height restrictions on lorry or equipment	75	247
Fail to stop vehicle when signalled or produce licence	4	—
Miscellaneous offences	8	13
Total	975	1,815
Road Maintenance Contribution Act, 1958, as amended:—		
Fail to furnish return	2,676	2,932
Fail to pay charges	4,536	4,935
Omit item from record	81	207
Fail to furnish record (Director)	9	3
Fail to pay charges (Director)	8	2
Total	7,310	8,079
Vagrancy Act:—		
Use obscene or insulting language	1	2
Total	1	2
Oaths Act, 1900:—		
Make untrue declaration:		
Committed for trial	—	6
Committed for sentence	—	2
Total	—	8
Grand Total	8,890	10,631
*In some cases the proceedings were actually instituted before 1st July, 1965 (left hand column) or 1st July, 1964 (right hand column).		
NOTE: See also page 23 regarding enforcement of traffic regulations.		

Appendix 11

MOTOR REGISTRIES IN OPERATION AS AT 30th JUNE, 1966

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

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.

During 1965/66 new Motor Registries were appointed at Campbelltown (on 16th July, 1965) and Lidcombe (on 22nd December, 1965) and the operation of the Wyong office was taken over from the Police Department on 31st August, 1965. Also during the period the Motor Registry at Camden, which was conducted by the Police, was closed. Registries conducted by the Department now total 56 (excluding the Motor Registry section of Head Office) and are estimated to attend to at least 90% of Motor Registry business.

Appendix 12

REVENUE COLLECTIONS AT MOTOR REGISTRY SECTION OF HEAD OFFICE AND DEPARTMENTAL MOTOR REGISTRIES*		
District Motor Registry	Year ended 30th June —	
	1965	1966
	\$	\$
Head Office (Motor Registry Section)	7,163,942	7,274,472
Albury	364,230	406,103
Armidale	246,928	235,771
Bathurst	398,050	406,916
Bega	157,996	171,499
Beverly Hills	1,287,798	1,437,687
Blacktown	652,004	773,685
Broken Hill	476,376	487,227
Campbelltown—(New Registry—opened 16th July, 1965)	—	223,473
Casino	173,316	187,824
Cessnock	360,166	379,844
Chullora	2,440,434	2,367,114
Coffs Harbour	159,488	180,351
Cooma	196,070	196,895
Cowra	173,198	175,858
Dubbo	317,948	311,345
Five Dock	2,272,974	2,309,448
Forbes	211,524	203,877
Glen Innes	148,506	151,702
Gosford	547,148	606,394
Goulburn	403,404	409,704
Grafton	348,380	369,732
Griffith	279,988	294,531
Gunnedah	179,246	159,965
Inverell	206,488	201,744
Katoomba	141,866	148,880
Kempsey	219,984	239,311
Kogarah	1,610,888	1,722,538
Leeton	176,904	178,399
Lidcombe—(New Registry—opened 22nd December, 1965)	—	557,870
Lismore	495,994	510,978
Lithgow	287,694	291,728
Liverpool	1,523,150	1,671,086
Maitland	513,246	545,264
Manly	1,046,520	1,123,935
Miranda	1,059,226	1,174,168
Mittagong	171,252	168,169
Moree	182,810	180,214
Murwillumbah	202,760	210,588
Newcastle	3,505,074	3,512,471
North Sydney	1,703,700	1,706,560
Nowra	337,122	362,485
Orange	521,738	536,846
Parkes	199,074	202,670
Parramatta	3,238,822	3,171,880
Penrith	598,236	668,503
Queanbeyan	229,632	248,472
Richmond	263,952	292,541
Ryde	1,241,846	1,316,487
Tamworth	594,672	580,825
Taree	333,230	341,763
Toronto—(New Registry—opened 6th October, 1964)	134,126	235,947
Wagga Wagga	580,478	623,436
Waitara	862,228	906,571
Wollongong	2,281,688	2,404,616
Wyong—(New Departmental Registry—taken over from Police on 31st August, 1965)	—	119,364
Young	151,568	161,779
TOTAL	43,575,082	46,039,505

*As explained on page 21 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 are estimated to attend to at least 90% of Motor Registry business.

Appendix 13

MOTOR VEHICLE REGISTRATIONS CURRENT, 1910 TO 1966									
As at —	Public Vehicles Metropolitan, Newcastle and Wollongong*				Other Vehicles§			Traders' Plates	All Vehicles
	Cabs	Vans	Buses	Private† HireCars	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	7,070	254	22,656
1921	407	376	180		28,665	3,524	11,291	413	44,856
1926	779	1,723	486		104,675	22,986	25,424	1,320	157,393
1931	1,091	1,967	776		144,749	37,259	23,124	458	209,424
1936	1,155	2,036	567		183,406	65,221	23,418	909	276,712
1939	1,341	1,765	825		216,443	83,977	23,009	1,194	328,554
1940	1,357	1,641	870		207,446	82,767	21,275	1,007	316,363
1941	1,359	1,534	881		188,561	82,977	18,946	901	295,159
1942	1,350	1,260	901		171,967	77,964	14,818	651	268,911
1943	1,348	1,157	911		177,247	82,782	14,360	636	278,441
1944	1,352	1,079	1,016	533	183,833	89,604	15,546	644	293,607
1945	1,362	1,159	1,049	491	187,921	99,363	17,900	752	309,997
1946	1,358	1,372	1,103	480	194,973	120,367	23,499	1,077	344,229
1947	1,580	1,431	1,349	490	205,433	140,108	27,408	1,289	379,088
1948	1,645	1,521	1,536	506	224,906	157,276	33,398	1,637	422,425
1949	1,652	1,553	1,732	503	250,628	175,654	39,575	1,959	473,256
30th June—									
1950	1,695	1,561	1,854	516	272,355	187,909	42,461	2,189	510,540
1951	2,014	1,666	1,905	511	311,535	214,673	46,851	2,500	581,655
1952	2,285	1,704	1,954	519	341,927	233,791	47,552	2,569	632,301
1953	2,304	1,433	2,003	503	363,767	241,232	45,100	2,668	659,010
1954	2,321	1,398	2,064	489	397,090	256,773	42,451	2,850	705,436
1955	2,479	1,403	2,123	368	440,603	276,734	39,787	3,088	766,585
1956	2,567	1,453	2,122	331	482,068	299,858	37,039	3,343	828,781
1957	2,624	1,445	2,197	318	514,587	321,895	35,567	3,463	882,096
1958	2,745	1,604	2,466	288	552,919	343,487	34,581	3,603	941,693
1959	2,759	1,745	2,551	286	558,175	373,209	32,575	3,823	1,005,123
1960	2,775	1,902	2,709	275	626,562	409,322	28,773	4,009	1,076,327
1961	2,803	2,034	2,882	280	662,433	443,444	24,396	3,967	1,142,239
1962	2,832	2,081	2,890	273	699,523	469,010	21,749	3,407	1,201,767
1963	2,868	2,169	2,962	258	742,072	505,951	19,494	3,296	1,279,070
1964	2,855	2,226	3,023	274	786,633	545,921	18,212	3,447	1,362,591
1965	3,124	2,344	3,123	280	838,280	595,841	18,886	3,482	1,465,360
1966	3,131	2,425	3,323	282	877,435	633,949	20,231	3,425	1,544,201

* 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, 1956 TO 1966					
Year ended 30th June—	Passenger Vehicles	Goods Vehicles	Motor Cycles	Total	Variation (Percentage)
1956	56,259	34,150	2,971	93,380	%
1957	51,658	31,557	2,935	86,150	down 7.6
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
Total	752,451	555,666	24,673	1,332,790	

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		

* 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—	
	1965	1966
Class 1	1,261,909	1,297,686
Class 2	4,293	4,353
Class 3	226,136	240,163
Class 4	23,328	23,936
Class 5	45,885	50,762
Taxi-cab driver (Transport Districts)	10,150	10,697
Motor cycle rider	36,517	41,344
TOTAL	1,608,218	1,668,941

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.

A separate type of licence is required to ride a motor cycle. The minimum age for a Class 1 licence or cycle rider's licence is 17, and applicants must pass an oral test of knowledge of the traffic regulations in addition to driving and eyesight tests.

Applicants for all other types of licences must have held a driving licence for at least twelve months previously. The 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.

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	5,170	350	—	1,011	299	2,093	685	441	397	244	5,170	296	27	4	16
Drive in manner or at speed dangerous	1,313	10	—	445	42	306	143	131	131	115	1,313	163	12	1	3
Not stop after injury accident—Sec. 8(1)	37	2	—	10	4	9	5	1	7	1	37	8	1	—	—
Drive whilst disqualified Sec. 7A(2)	615	3	431	—	—	4	5	25	74	76	615	39	—	—	—
Culpable driving	48	1	—	22	7	—	—	2	5	12	48	—	—	—	—
By negligent act cause grievous bodily harm	14	1	—	5	2	—	1	—	3	3	14	—	—	—	—
Manslaughter	3	—	—	2	1	—	—	—	—	—	3	—	—	—	—
TOTAL	7,200	367	431	1,495	355	2,412	839	600	617	451	7,200	506	40	5	19

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

§ Additional period of automatic disqualification—Section 7A(3)—for driving whilst 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 (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	52,483	13,432	522	1,214
Negligent driving	—	13,925	1,516	941
Not stop after accident (Section 8(3) or 8(4))	—	270	9	54
Other offences (cross unbroken centre line, etc.)	68,979	26,617	1,360	1,046
TOTAL	121,462	54,244	3,407	3,255

Appeals to higher Courts against suspensions or disqualifications were heard in 757 cases of which 92 were allowed and 665 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	23	109
Criminal Offences	49	139
Traffic Offences	4,676	14
Criminal and traffic offences	24	49
Physical disabilities	290	316
Other grounds	21	7
TOTAL	5,083	634

There were 416 appeals to Courts of Petty Sessions in respect of the abovementioned suspensions and cancellations; 225 were allowed, and 191 were disallowed. In respect of refusals, there were 12 appeals, 2 of which were allowed and 10 were disallowed.

Appendix 17

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

Distance	Trips	Tons Carried
Up to 100 miles	15,079	107,696
101-200 miles	16,762	120,112
Over 200 miles	8,200	59,971
TOTAL	40,041	287,779

In addition, 11,053 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 26 gives explanatory information.

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, 1966										
Up to 100 miles	3,626	15,153	6,602	57,529	46	292	23,920	210,249	34,191	283,223
101-200 miles	4,713	23,623	8,330	60,706	81	606	40,698	348,008	53,822	432,943
Over 200 miles	3,006	15,120	2,039	15,768	7	47	5,745	44,224	10,797	75,159
Totals	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 the charge was 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, 5,460 permits were issued for charges calculated on a flat rate basis or on rail freight. The number last year was 7,014. The decrease is largely attributed to a reduction in the movement of assembled cars by road.

Appendix 19

PRIVATELY OPERATED OMNIBUS SERVICES IN THE TRANSPORT DISTRICTS

Table 1—Numbers of operators, services and vehicles as at 30th June, 1966 and 30th June, 1965

	Metropolitan		Newcastle		Wollongong	
	1966	1965	1966	1965	1966	1965
Operators	125	125	15	15	13	13
Services	205	206	23	23	22	22
Omnibuses—						
In Service	919	884	84	110	160	147
In Reserve	168	228	30	33	31	38
Total	1,087	1,112	114	143	191	185
Petrol	275	413	25	52	12	32
Diesel	812	699	89	91	179	153
Total	1,087	1,112	114	143	191	185
Single Deck	1,072	1,089	88	115	177	172
Double Deck	15	23	26	28	14	13
Total	1,087	1,112	114	143	191	185

Table 2—Operating and financial particulars, years ended 31st March, 1966 and 31st March, 1965

	Metropolitan		Newcastle		Wollongong	
	1966	1965	1966	1965	1966	1965
Number of employees	1,312	1,349	133	108	259	339
Omnibus Mileage	25,200,238	24,704,185	2,418,267	2,003,920	5,310,415	5,237,362
Passengers Carried	94,477,545	63,857,205	5,065,440	4,841,970	15,378,300	15,177,853
	\$	\$	\$	\$	\$	\$
Book Value of Plant	4,166,860	4,280,560	257,355	241,692	770,741	730,872
Revenue	8,031,227	7,877,656	630,101	544,148	1,586,462	1,488,872
Expenditure	7,226,744	7,244,424	599,085	540,144	1,515,166	1,470,064
Net Profit	804,483	643,232	31,016	4,004	71,296	18,808
Net Loss						
Included in expenditure—						
Owners' Wages	286,632	259,070	24,390	21,284	29,063	21,840
Depreciation	774,192	788,602	58,086	57,756	102,403	106,880
Interest Payments						
on Loans, etc.	127,107	122,822	11,108	11,034	22,152	19,404
	c.	c.	c.	c.	c.	c.
Revenue per mile	31.87	31.69	26.05	27.15	29.87	28.4
Expenditure per mile ..	28.68	29.33	24.77	26.95	28.53	28.0
Net Profit per mile	3.19	2.36	1.28	0.24	1.34	0.4
Net Loss per mile						

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
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%)
1957	1,164 (46.0%)	91 (29.4%)	69 (73.4%)	— —	86 (86.9%)	1 (12.5%)
1956	889 (35.8%)	— —	62 (71.7%)	— —	45 (45.4%)	— —

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

Two-way radio service is provided in the 87 centres named below. The vehicles (taxi-cabs and private hire cars) now total 583, an increase of 2 since 30th June, 1965.

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

Appendix 21

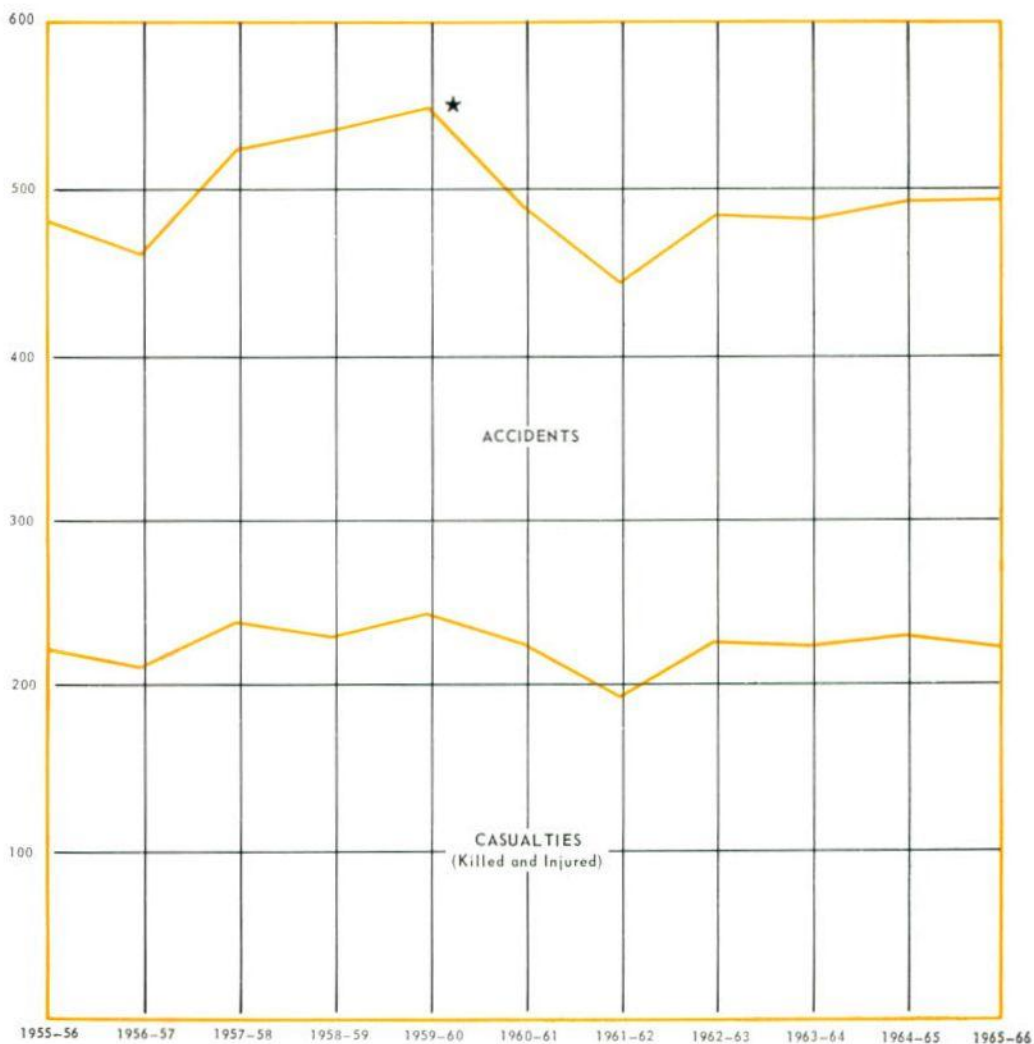
ROAD ACCIDENTS IN NEW SOUTH WALES

The chart hereunder, and the ten further charts on pages 68 to 71 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 36, 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—1955-56 to 1965-66**



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, 1964 TO JUNE, 1966

CHART 2—
ACCIDENTS

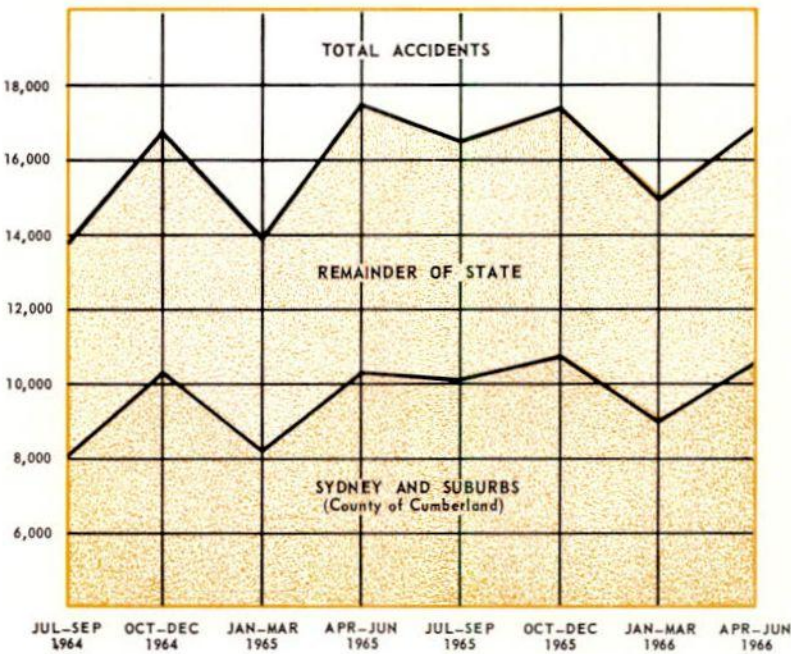


CHART 3—
KILLED

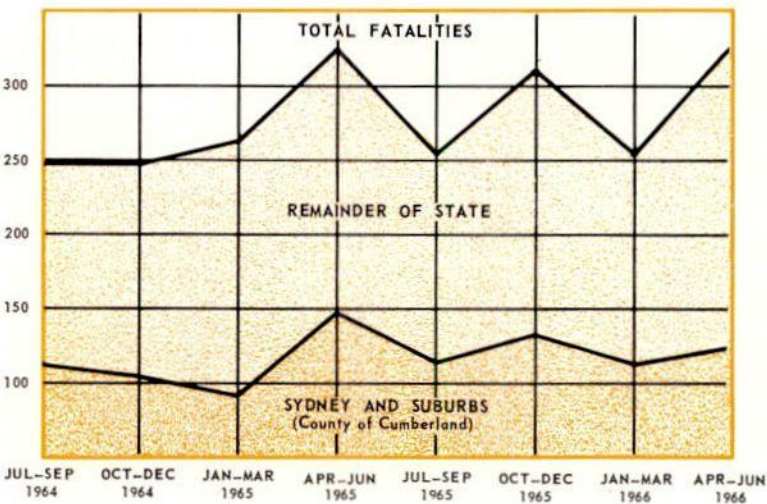
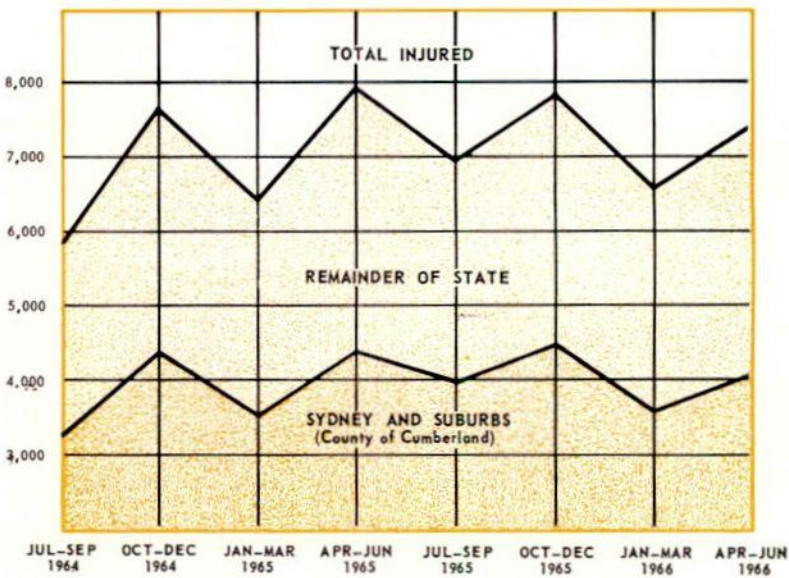


CHART 4—
INJURED
(NON-FATAL)



ACCIDENTS, KILLED AND INJURED—CITIES OF SYDNEY, NEWCASTLE AND WOLLONGONG—QUARTERLY PERIODS FROM JULY, 1964 TO JUNE, 1966

CHART 5—
ACCIDENTS

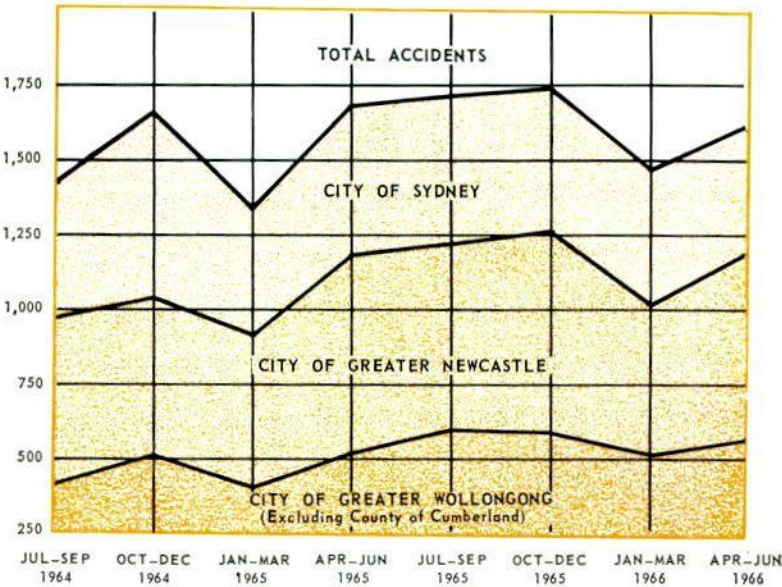


CHART 6—
KILLED

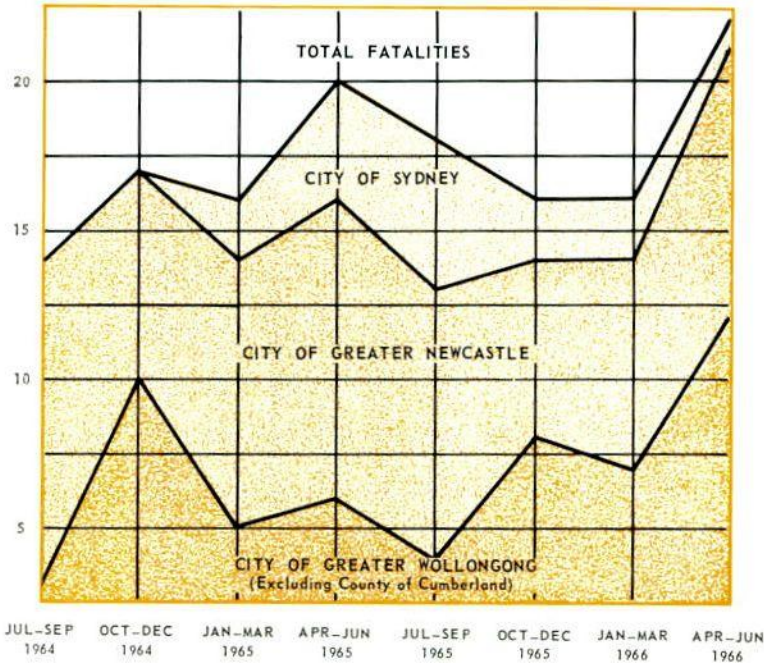
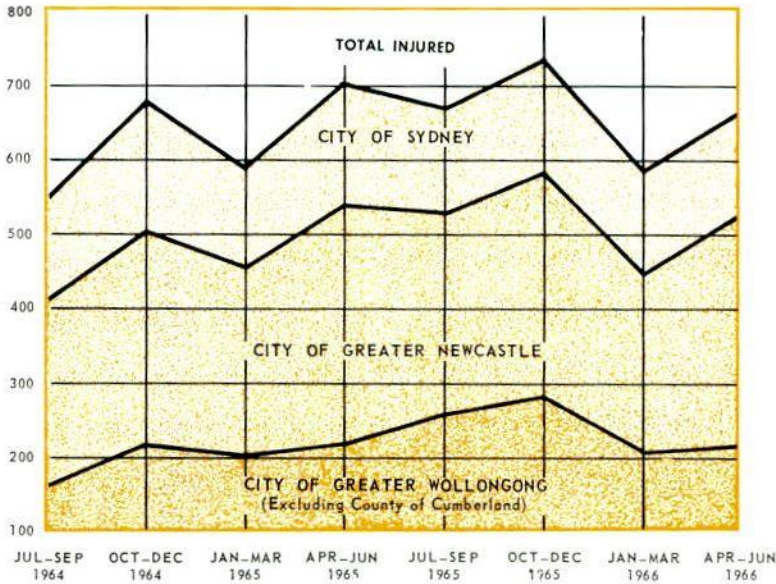
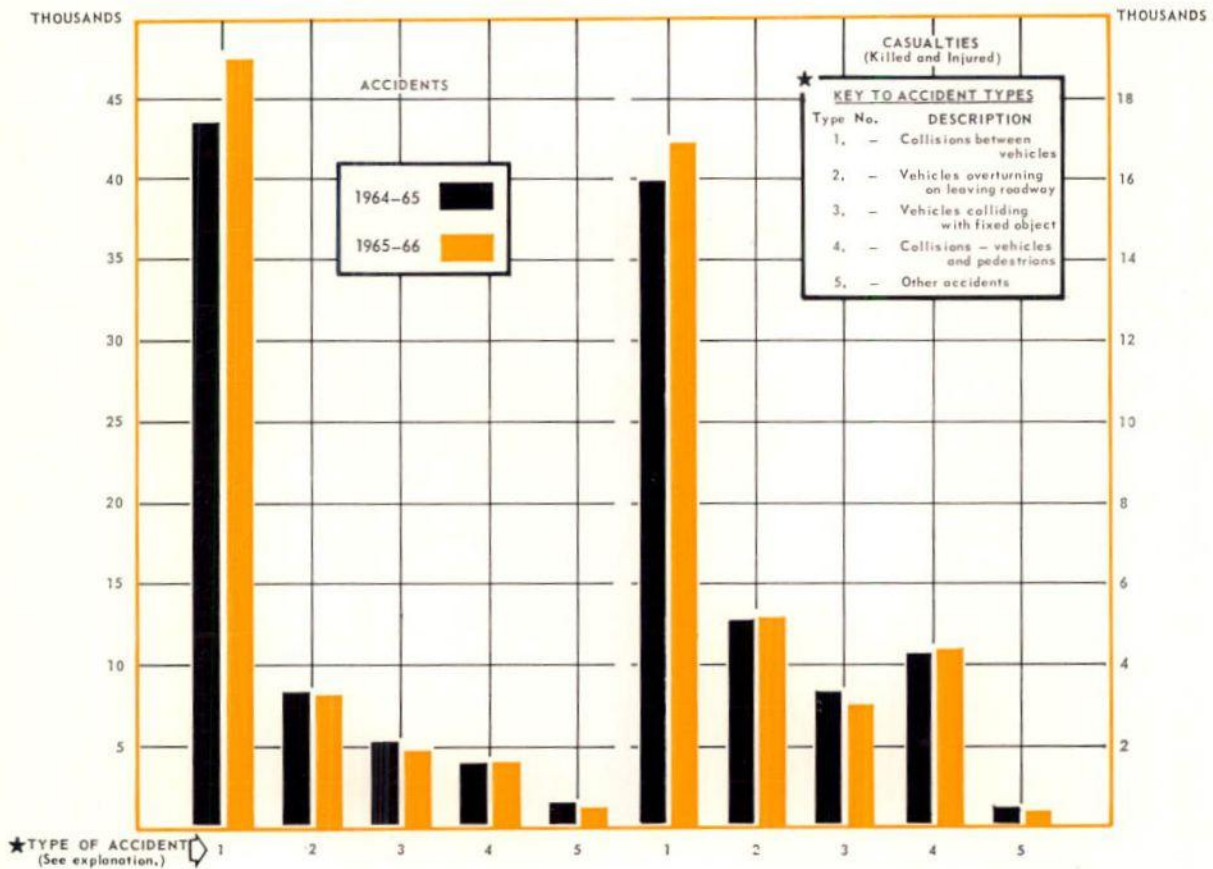


CHART 7—
INJURED
(NON-FATAL)



**CHART 8—TYPE OF ACCIDENTS AND CASUALTIES (fatal and non-fatal)
FOR EACH TYPE OF ACCIDENT—1964-65 AND 1965-66**



**CHART 9—CLASSES OF ROAD USERS KILLED AND INJURED—
1964-65 AND 1965-66**

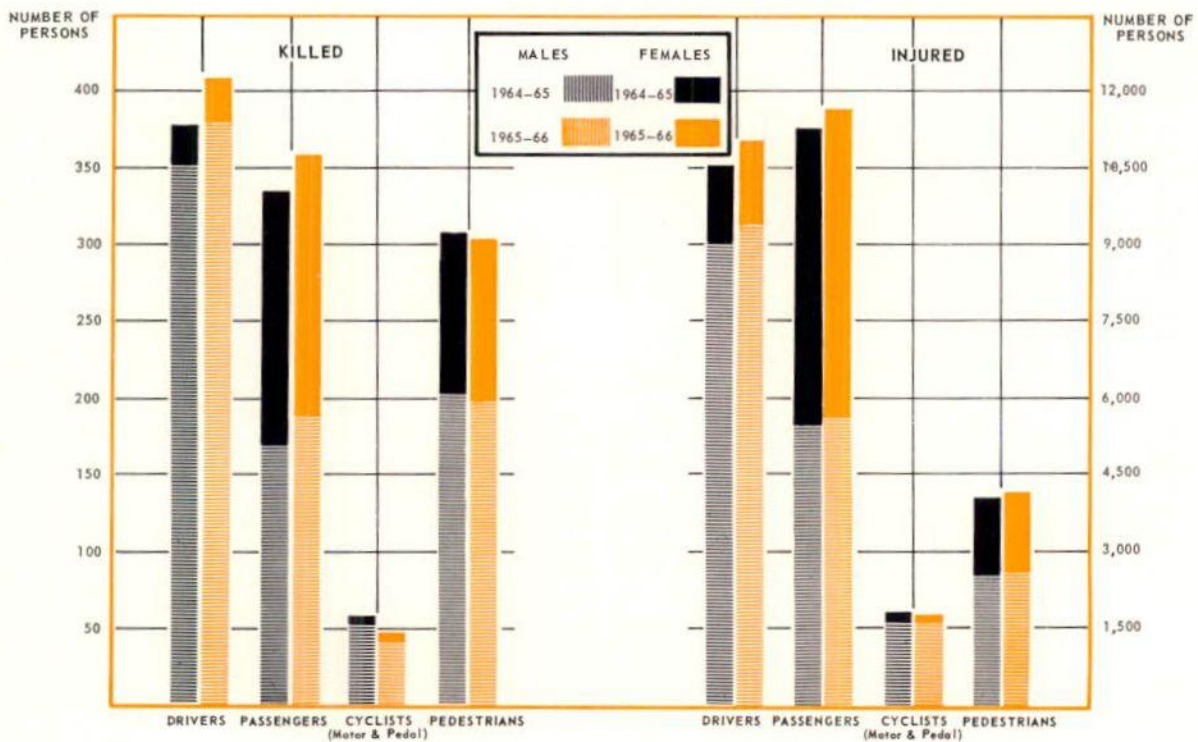


CHART 10—AGE AND SEX OF PERSONS KILLED 1964-65 AND 1965-66

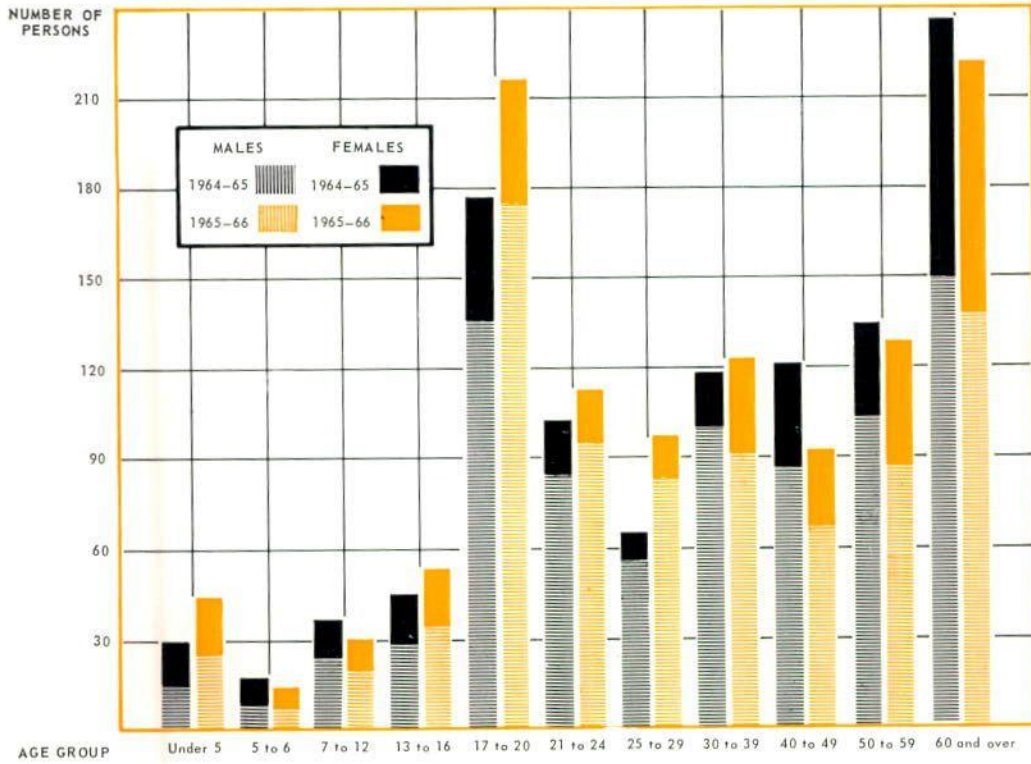
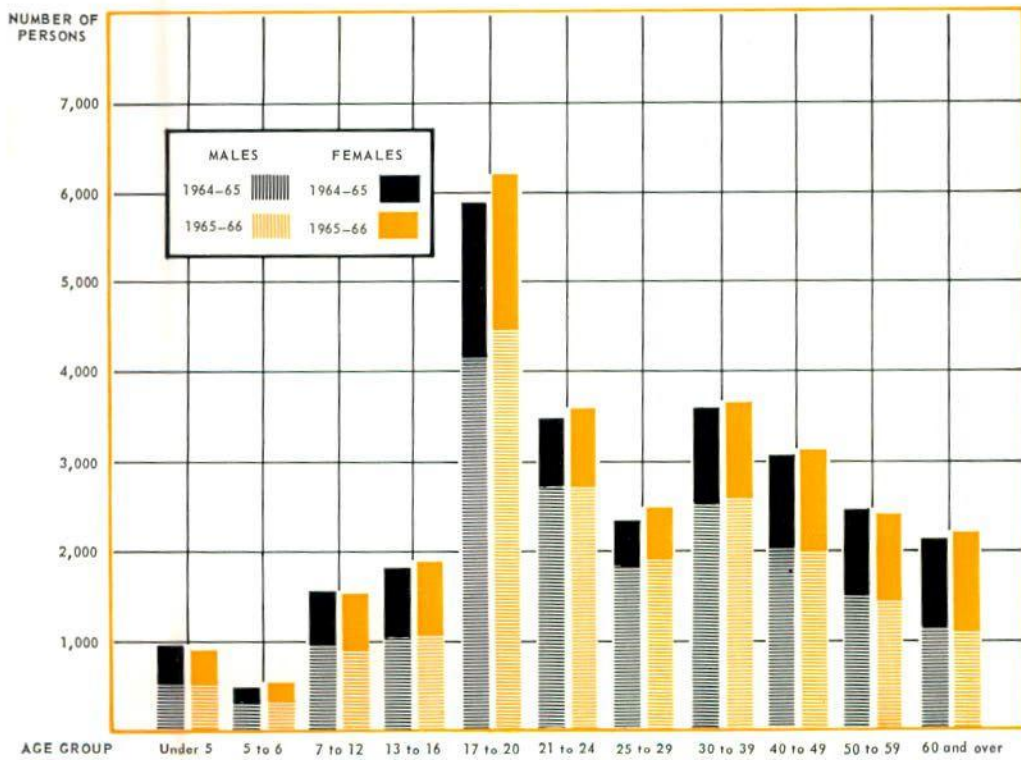


CHART 11—AGE AND SEX OF PERSONS INJURED 1964-65 AND 1965-66



Appendix 22

**TRAFFIC CONTROL LIGHT SIGNAL INSTALLATIONS COMPLETED IN YEAR
FROM 1st JULY, 1965 TO 30th JUNE, 1966**

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

BEXLEY	Forest, Stoney Creek and Kingsland Roads—9th August, 1965.
BEXLEY NORTH	Bexley and Slade Roads and Shaw Street—7th April, 1966.
BONDI JUNCTION	Bronte Road, Oxford and Grosvenor Streets—29th November, 1965.
CHATSWOOD	*Pacific Highway and Victoria Avenue—14th September, 1965.
DRUMMOYNE	Victoria Road and Westbourne Street—13th September, 1965.
FRENCHS FOREST	Wakehurst Parkway and Warringah Road—10th February, 1966.
GLADESVILLE	Victoria and Monash Roads—23rd December, 1965.
HORNSBY	*George and Florence Streets—23rd February, 1966.
KINGSGROVE	Kingsgrove Road, William and Forsyth Streets—27th July, 1965.
LANE COVE	Epping Road and Centennial Avenue—2nd July, 1965.
LIDCOMBE	Parramatta Road, King and Birnie Avenues—14th September, 1965.
MAROUBRA JUNCTION	Anzac Parade and Maroubra Road—7th December, 1965.
NORTH SYDNEY	Pacific Highway and McLaren Street—15th September, 1965.
PADDINGTON	Oxford Street and Oatley Road—8th November, 1965.
REDFERN	Cleveland and Chalmers Streets—31st March, 1966.
RHODES	*Concord Road, north of Llewellyn Street—21st February, 1966.
ST. IVES	Police Driver Training Centre off Mona Vale Road—27th April, 1966.
SYDNEY	Pitt Street, north of Market Street—8th October, 1965. Elizabeth and Foveaux Streets and Eddy Avenue—18th November, 1965. Elizabeth and Albion Streets—18th November, 1965. Castlereagh Street, north of Market Street—22nd November, 1965. Clarence and Barrack Streets—25th May, 1966.
WATERLOO	Elizabeth and Phillip Streets—7th September, 1965.
WEST PENNANT HILLS	*Pennant Hills Road, south-west of Cardinal Avenue—5th November, 1965.

NEWCASTLE DISTRICT

LAMBTON	*Croudace Street, south of Elder Street—29th June, 1966.
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WOLLONGONG DISTRICT

FIGTREE	Princes Highway and Gladstone Avenue—6th June, 1966.
WOLLONGONG	Keira and Market Streets—6th June, 1966.

COUNTRY AREA

LOCHINVAR	*New England Highway, east of Station Street—26th June, 1966.
MAITLAND	Church and High Streets—24th June, 1966.
MT. WHITE	Pacific Highway and Expressway Loading Ramp—10th December, 1965.

Appendix 23

INSPECTIONS OF PUBLIC MOTOR VEHICLES. YEAR ENDED 30th JUNE, 1966

METROPOLITAN TRANSPORT DISTRICT

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1966	1,087	2,901	254	4,242
Inspections made	5,989	12,592	513	19,094
Repair Notices issued	617	676	66	1,359
*"Not to Use" Notices issued	32	53	12	97

NEWCASTLE TRANSPORT DISTRICT

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1966	114	114	15	243
Inspections made	506	474	42	1,022
Repair Notices issued	12	31	4	47
*"Not to Use" Notices issued	1	4	1	6

WOLLONGONG TRANSPORT DISTRICT

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1966	191	115	12	318
Inspections made	546	775	40	1,361
Repair Notices issued	7	8	—	15
*"Not to Use" Notices issued	—	—	—	—

COUNTRY DISTRICTS

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1966	1,721	1,271	354	3,346
Inspections made	4,355	3,144	747	8,246
Repair Notices issued	483	220	—	703
*"Not to Use" Notices issued	9	5	—	14

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

Appendix 24

STAFF EMPLOYED

		On June 30th—		
		1964	1965	1966
METROPOLITAN—				
	Male	1,225	1,264	1,311
	Female	552	598	583
		<u>1,777</u>	<u>1,862</u>	<u>1,894</u>
NEWCASTLE—				
	Male	14	15	14
	Female	5	6	6
		<u>19</u>	<u>21</u>	<u>20</u>
COUNTRY—				
	Male	65	68	75
	Female	19	24	42
		<u>84</u>	<u>92</u>	<u>117</u>
TOTALS—				
	Male	1,304	1,347	1,400
	Female	576	628	631
GRAND TOTAL		<u>1,880</u>	<u>1,975</u>	<u>2,031</u>
<p>NOTE: Wages Staff (included in the foregoing figures) totalled 186 on 30th June, 1964 (176 Males and 10 Females) and 200 (189 and 11) on 30th June, 1965. The corresponding figures for 1966 were 218 (207 and 11).</p>				

REGISTRATION OF VEHICLES AND LICENSING OF DRIVERS IN NEW SOUTH WALES

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

By 1930 the increasing numbers of vehicles and drivers and the growing complexity of transport administration necessitated the establishment of a new Department — the Department of Road Transport and Tramways — which took over vehicle registration and driver licensing work from the Police Department and the operation of tram services from the Railways Department, 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 Government's bus and tram services and an independent Department, now the Department of Motor Transport, was formed on 1st June, 1952.

By June 30th, 1966 the number of vehicles registered had risen to 1,544,201 and the number of drivers' licences in issue to 1,668,941.



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