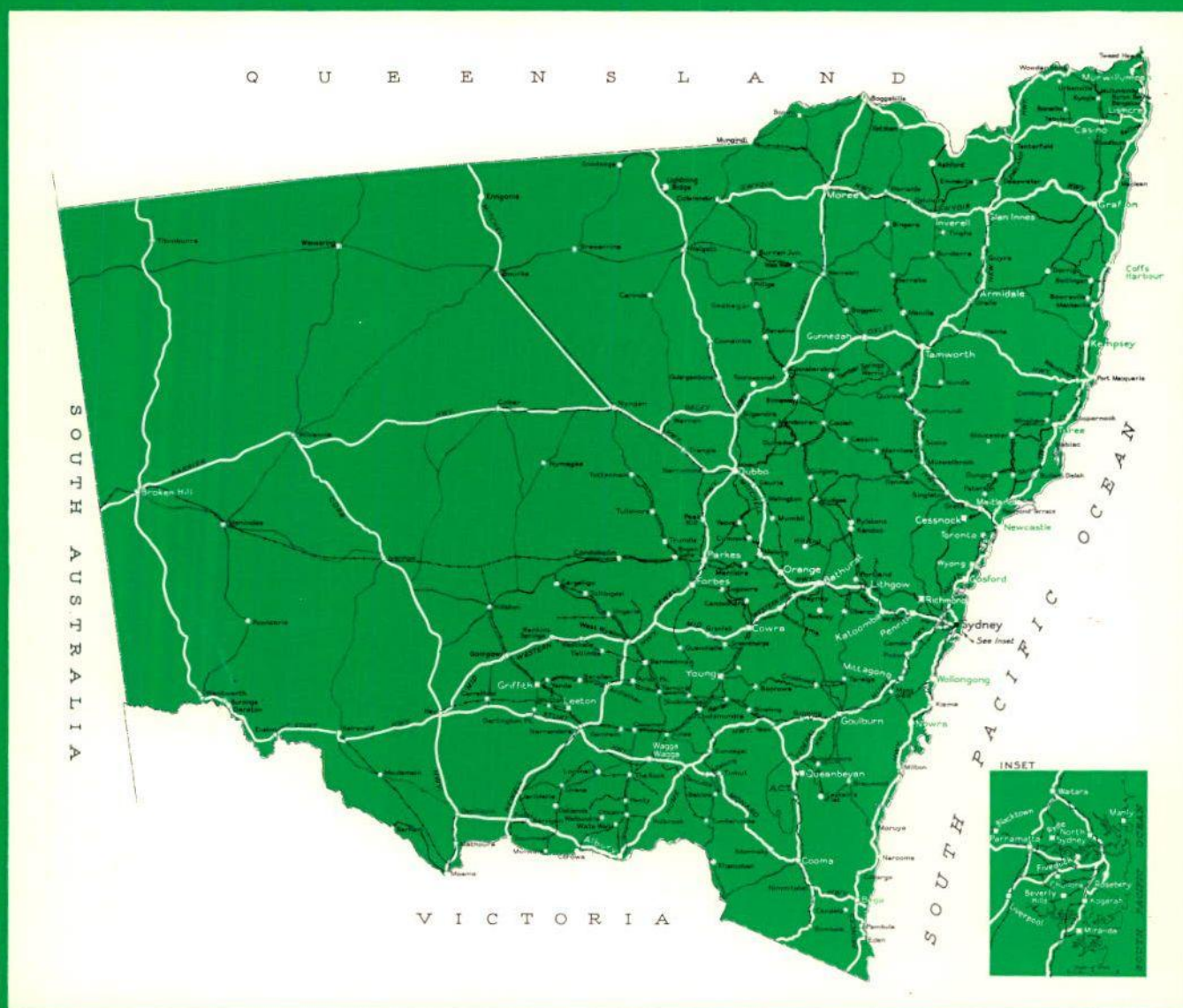
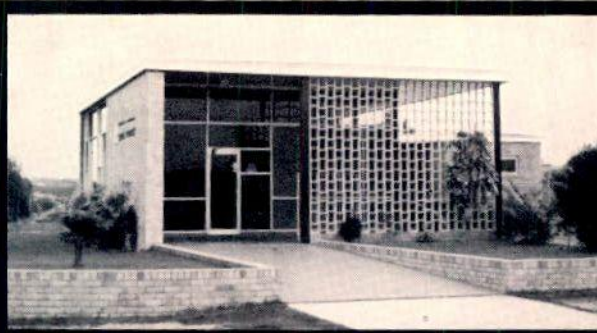


ANNUAL REPORT 1964-1965

COMMISSIONER FOR MOTOR TRANSPORT
NEW SOUTH WALES





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 above.

All Registries in suburbs of Sydney and the larger country centres are conducted by the Department of Motor Transport. These Registries, numbering 53 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 over 35 specially designed and modern Registry buildings have been erected —three examples being illustrated above.



ANNUAL REPORT

OF THE COMMISSIONER FOR MOTOR TRANSPORT
NEW SOUTH WALES
FOR THE YEAR ENDED THIRTIETH JUNE, 1965

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.



8th December, 1965.

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, 1965.

The report describes in some detail the work of the Department for the year and includes some information which, it is hoped, will help to convey a better understanding of its responsibilities.

I again acknowledge, with appreciation, the assistance rendered throughout the year by all members of the staff.

Yours faithfully,

A. H. Coleman

Commissioner.

OUTLINE OF ADMINISTRATIVE FUNCTIONS

(and principal Acts of Parliament)

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

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THIS YEAR IN BRIEF AND A PRINCIPAL STATISTICS AND

DECIMAL CURRENCY: To assist with references to the 1964-65 information after "C Day" (planned for February, 1966), the amounts have been shown in dollars as well as pounds.

STATISTICS

FINANCIAL

	1964-65		Variation	
	£	\$	£	\$
Receipts —				
Motor Vehicle Registration Tax	15,021,513	30,043,026	up	750,916 1,501,832
Fees (registrations, licences etc.)	6,578,886	13,157,772	up	292,174 584,348
Ton Mileage Charges (heavy lorries)	5,122,820	10,245,640	up	506,719 1,013,438
Third-party Insurance premiums	14,776,767	29,553,534	up	1,290,696 2,581,392
Charges on road services competing with rail	1,959,020	3,918,040	up	152,193 304,386
Stamp Duty (vehicle registrations)	1,703,251	3,406,502	up	77,137 154,274
Sundry	263,087	526,174	up	27,995 55,990
TOTAL	45,425,344	90,850,688	up	3,097,830 6,195,660
Payments —				
Cost of Traffic Police	2,736,722	5,473,444	up	126,274 252,548
Administrative costs, Dept. Motor Transport	3,015,384	6,030,768	up	210,654 421,308
Traffic Facilities	827,056	1,654,112	up	95,771 191,542
Funds provided for roads—				
Councils etc.	338,776	677,552	up	12,020 24,040
Department of Main Roads	20,614,523	41,229,046	up	1,169,529 2,339,058
Collected for and remitted to —				
Govt. Insurance Office	14,776,767	29,553,534	up	1,290,696 2,581,392
Stamp Duties Office	1,703,251	3,406,502	up	77,137 154,274
Payments to Govt. Transport Services	1,400,874	2,801,748	down	300,037 600,074
TOTAL	45,413,353	90,826,706	up	2,682,044 5,364,088
Registrations in force (on June 30)	1,465,360	—	up	102,769 —
Brand-new vehicles registered	175,565	—	up	13,513 —
Driving licences (all types) in force (on June 30)	1,608,218	—	up	81,408 —

TRAFFIC FACILITIES

Traffic control light installations —				
completed during this year	69	—	up	49 —
total in service	465	—	up	69 —
expenditure this year (incl. maintenance)	£ 581,494	\$ 1,162,988	up	£ 105,494 \$ 210,988
Other facilities —				
completed this year (round figures)	6,100	—	up	100 —
total in service (round figures)	101,000	—	up	6,000 —
expenditure this year	£ 245,562	\$ 491,124	down	£ 9,723 \$ 19,446
Total expenditure for year	£ 827,056	\$ 1,654,112	up	£ 95,771 \$ 191,542

ROAD ACCIDENTS

Accidents	61,969	—	up	5,052 —
Persons killed	1,085	—	up	111 —
Persons injured	27,908	—	up	2,246 —

STAFF AND PREMISES

Total staff	1,975	—	up	95 —
New Registries appointed	2	—	up	2 —
Motor Registries in operation	257	—	up	2 —
New Registry premises completed this year	2	—	down	4 —

EVENTS

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.

1962-63

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

REVIEW OF THE PREVIOUS FIVE YEARS

MAIN EVENTS — 1959-60 TO 1964-65

1963-64	1962-63	1961-62	1960-61	1959-60
£	£	£	£	£
14,270,597	11,469,560	9,549,374	9,131,078	8,978,229
6,286,712	5,049,211	4,042,093	3,836,933	3,602,332
4,616,101	4,005,200	3,602,579	3,515,660	3,145,034
13,486,071	12,639,817	9,625,245	8,886,034	7,058,660
1,806,827	1,655,042	1,579,383	1,474,240	1,460,416
1,626,114	629,227	Stamp duty payable on and after 1st January, 1963		
235,092	203,714	203,566	169,913	174,428
42,327,514	35,651,771	28,602,240	27,013,858	24,419,099
2,610,448	2,423,908	2,132,879	1,966,938	1,741,135
2,804,729	2,512,917	2,346,870	2,364,375	2,064,582
731,285	532,546	415,358	398,230	240,408
326,756	330,002	311,563	302,466	290,874
19,444,994	15,388,098	12,615,379	12,126,050	11,669,946
13,486,071	12,639,817	9,625,245	8,886,034	7,058,660
1,626,114	629,227	Stamp duty payable on and after 1st January, 1963		
1,700,911	1,000,886	1,000,978	1,001,339	1,001,234
42,731,308	35,457,401	28,448,272	27,045,432	24,066,839
1,362,591	1,279,070	1,201,765	1,142,239	1,076,321
162,052	145,829	121,571	126,209	128,157
1,526,810	1,450,842	1,419,666	1,358,822	1,275,245
20	43	45	67	16
396	376	333	288	221
£ 476,000	£ 308,932	£ 225,122	£ 234,038	£ 110,830
6,000	11,000	8,000	13,000	2,816
95,000	89,000	78,000	70,500	54,406
£ 255,285	£ 223,614	£ 190,236	£ 164,192	£ 129,578
£ 731,285	£ 532,546	£ 415,358	£ 398,230	£ 240,408
56,917	53,931	47,857	49,435	52,151
974	894	887	934	939
25,662	24,580	19,886	22,244	22,330
1,880	1,839	1,754	1,741	1,606
2	—	2	5	3
255	254	254	252	247
6	—	7	4	3

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.

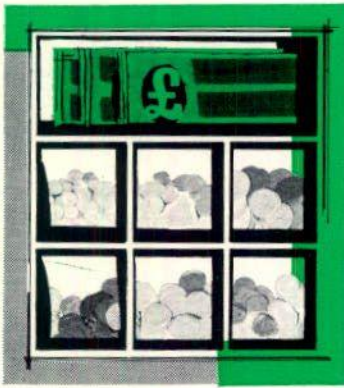
1961-62

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

Tax halved for lorries subject to ton-mile charges. Road Maintenance (Contribution) Act upheld by High Court. Punched card conversion completed. Further "Respect the Road Rules" campaign conducted. "Walk" and "Don't-Walk" traffic lights adopted. First experimental 40 m.p.h. speed limit introduced. Regulations regarding vehicle construction and equipment overhauled. General increase in private bus fares.

1959-60



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, 1965, 1,770 such vehicles were registered in this State.

INCOME AND EXPENDITURE AGAIN AT RECORD LEVEL

This year saw a continuance of the steady increase in the number of licence and registration transactions which has been evident in recent years. 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 £45,425,344 an increase of £3,097,830 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 £14,776,767 and £1,703,251, respectively accounted for £16,480,018. The Department's own operating expenditure on, for example, premises and equipment, salaries, and items such as stationery and postage, amounted to £3,015,384 whilst £827,056 was spent on traffic facilities. The cost of Police traffic services was £2,736,722. The Department of Railways was paid £1,400,000 from collections from operators of competitive road journeys whilst a total of £20,953,299 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)	14,764,829	
Less— Administrative costs (Road Maintenance)	328,816	
	<hr/>	
Net tax proceeds		14,436,013
Ton-mileage charges (after refunds)		5,122,820
		<hr/>
TOTAL (paid to Main Roads Funds)		19,558,833
		<hr/>

Tax revenue and ton-mileage charges were higher than last year by 5.3% and 10.9% respectively. For information in detail, see —

- Appendix 1 for tax collections (including tax on public vehicles).
- Page 21 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. This year, mainly as a result of a continued increase in the number of registrations and drivers' licences issued, this balance was the substantial sum of £1,055,690.

RESULTS FOR THE YEAR

RECEIPTS	
	£
Registration, licence and other fees	6,341,578
Commission (on G.I.O. premiums)	141,377
Sundry	122,348
TOTAL	6,605,303
PAYMENTS	
Administrative Costs (Dept. Motor Transport)	2,057,519
Police Services	2,468,564
Traffic Facilities	748,853
Purchase of Assets (land, building, etc.)	256,472
Contribution towards Traffic Facilities Works-in-Progress	18,200
Sundry	5
Payment to Country Main Roads Fund	1,055,690
TOTAL	6,605,303
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 £2,736,722. Of this amount, £191,571 was debited to the State Transport (Co-ordination) Fund and £76,587 recouped from certain Councils for parking meter enforcement costs. The net balance payable from the Fund for this year was thus £2,468,564.
- (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 £18,200 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, 1965 (amounting to £1,055,690) 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 24 to 27.

SOURCES OF REVENUE

- Tax paid on registration of the 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)	181,560
Allocation from Federal roads grant	126,440
Tax (other vehicles)	75,124
Service Licence Fees	33,643
Allocation from Road Transport and Traffic Fund towards Traffic Facilities Works-in-Progress	18,200
TOTAL	434,967
PAYMENTS	
Capital debt reduction (Government Transport services)	15,779
Assistance to road authorities	322,997
Traffic signals	78,203
TOTAL	416,979

A Balance of £144,438 brought forward from 1963-64 was held in the Fund at the start of the year; and a balance of £162,426 remained as at 30th June, 1965. 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 £18,200 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			220,124
Charges (goods)			1,689,459
Charges (passengers)			37,006
Other (mostly penalties)			12,431
	TOTAL		1,959,020
PAYMENTS			
Administrative costs—			
Dept. of Motor Transport	371,852		
Police	191,571		
			563,423
Payments to revenue of —			
Railways	1,400,000		
Government Bus Services	874		
			1,400,874
Refunds on Interstate Journeys			720
	TOTAL		1,965,017

A balance of £590,678 brought forward from 1963-64 was held in the Fund at the start of the year; and a balance of £584,681 remained as at 30th June, 1965. 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 one-third of a penny 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 21.

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)
	£		£		£
1964	3,217,910	69.4%	1,416,057	30.6%	4,633,967
1965	3,508,942	68.3%	1,630,435	31.7%	5,139,377
Increase in collections	£291,032 (9.0%)		£214,378 (15.1%)		£505,410 (10.9%)

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

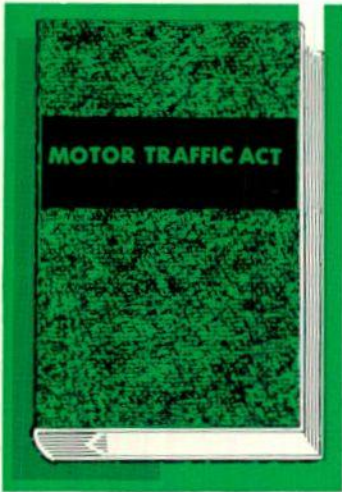
Administrative Costs

Year ended 30th June	Cost	
	Total Amount	As % of Collections
1964	£314,985	6.8%
1965	£328,816	6.4%

Appendix 8 gives details under a range of expenditure headings.

COMMENT

The results for 1964-65 show increases for all headings. The continued rise in total collections, £505,410 or 10.9%, is attributed to the higher number of liable vehicles operating, buoyant economic conditions and further improvements in 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

References to established policies applicable to particular activities which continued without substantial change are included in the individual sections of this report dealing with such activities—for example policies dealing with premises and equipment are mentioned in the section commencing on page 37; and commercial goods transport policies in the section commencing on page 21. Information of more general character follows immediately, with emphasis on changes this year.

IMPORTANT POLICY DEVELOPMENTS

INTRASTATE AIRLINES POLICY

At 30th June, 1964, the dispute as to reallocation of intrastate air services—as mentioned in my last report—was unresolved and remained so during the period covered by this report, but there were some extremely important developments during the year. The history of the matter is that in October, 1961, the Government of the day adopted a plan put forward for the reallocation of intrastate air routes to give effect to the Government's policy that there should be at least two intrastate commercial airlines operating independently of each other in New South Wales.

In November, 1961, an application was made to the High Court by Airlines of New South Wales Pty. Ltd., to test the validity of the State's action. On 25th February, 1964, the High Court ruled that the New South Wales Government has power to issue licences and control air routes for commercial aircraft operating within the State.

In August, 1964, leave to appeal to the Privy Council against this judgment of the High Court was refused. However, before the State had implemented its reallocation plan, the Commonwealth Government in October, 1964, amended its Air Navigation Regulations so as to apply them directly as Commonwealth law to all air navigation in Australia, including intrastate air services. This was an attempt to provide that a Commonwealth licence was sufficient to authorise an intrastate air service. Later in October, 1964, New South Wales enacted new legislation—Air Transport Act, 1964—with respect to the licensing of aircraft with the intention of ensuring that notwithstanding the amendment to the Commonwealth Air Navigation Regulations, intrastate airline operators would still require a State licence.

This action was tested in the High Court by Airlines of New South Wales Pty. Ltd. and in February, 1965, the Court ruled that the Commonwealth Parliament has constitutional power to regulate intrastate air operations to the extent necessary to provide effectively for the safety, regularity and efficiency of air navigation and to give effect to international treaties and conventions to which Australia is a party and for these purposes can establish a Commonwealth licensing system. On the other hand, the Court ruled that the Commonwealth's attempt to exclude the States from the field of licensing in relation to aircraft operations within their borders was invalid.

The practical result of the foregoing is that in New South Wales, an intrastate airline operator must hold both a Commonwealth and State licence.

Following the change in Government in this State on the 1st May, 1965, the Governments of the Commonwealth and of New South Wales jointly established a Committee of Enquiry, 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 requirement to keep Government subsidy to a minimum;
 - (7) 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."

At 30th June, 1965, the enquiry was still being conducted.

ADDITIONAL TAXI-CAB LICENCES FOR SYDNEY AND NEWCASTLE.

As mentioned in my previous report, arrangements were well advanced at 30th June, 1964, to implement an approval for the issue of 276 additional taxi-cab licences to drivers of taxi-cabs and private hire cars on a seniority basis of service in each industry. A Seniority Register of eligible drivers was completed during the year and the licences issued to senior applicants. A similar arrangement was also instituted to provide for the issue of an additional fourteen licences approved for issue in the Newcastle District and several of these licences had been issued on 30th June, 1965.

OTHER POLICY ACTIVITIES

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 15 and 16.

In others, administrative work necessary to give effect to decisions was completed. Subjects included: amendment to the Motor Traffic Regulations concerning the completion of drivers' log books by persons commencing journeys outside New South Wales; changed U-turn procedures; alternative position for the display of windscreen labels; revised rules regarding driving on median strips; clarification of the use of traffic lanes and parking restrictions in certain circumstances.

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-second meeting in Sydney on the 17th and 20th July, 1964. Matters considered included—amendment to and progress in the adoption of the National Road Traffic Code; amendments to the revised Draft Regulations prepared by the Australian Motor Vehicle Standards Committee; reports by the Committee on Driver Improvement and the Chairman of the Australian Road Safety Council; the second progress report of the Committee of Transport Economic Research; uniform liability of carriers by road; safety features in motor vehicle design; report by Committee of Officers appointed to consider possible uniform legislation as to driving hours; the question of restricting movement of heavy goods vehicles on holidays and at week-ends; and the use of interstate road transport by the Australian National Line in Queensland.

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

This Committee continued its task of preparing a report on the pattern and trends of transport of goods and passengers in Australia and the demands which the traffic is creating for transport development generally. It concluded the first four parts of this report and submitted these parts to the Australian Transport Advisory Council for consideration at its meeting of July, 1965. The parts deal respectively with air, rail, road and sea transport.

During the report year a senior officer of the Department replaced the officer of the Ministry of Transport who hitherto represented New South Wales on this Committee.

AUSTRALIAN ROAD TRAFFIC CODE COMMITTEE

This Committee met in Perth in October, 1964. It reviewed a number of provisions of the National Road Traffic Code to meet points encountered in practical application of the Code in individual States. Amongst the matters considered were the crossing of unbroken lines; giving way at intersections; speed limits outside built-up areas; speed limits for goods vehicles and vehicles towing trailers; children's crossings; restrictions on parking near a grade or curve; portable warning signs for unshipped loads; riding in towed vehicles; duties of a driver after an accident; school bus signs; and warning lights on disabled vehicles.

At the request of the Australian Transport Advisory Council the Committee also revised the Code's provisions relating to right-of-way during turns and the requirement for omnibuses to stop at railway level crossings.

DRIVER IMPROVEMENT COMMITTEE

The Committee, comprising the Government members of the Australian Road Traffic Code Committee, was set up by the Australian Transport Advisory Council to examine the various driver licensing arrangements operating throughout the Commonwealth and report on the policy and procedures best suited for the promotion of driver improvement and road safety through licensing and enforcement.

After meeting in Perth in October, 1964 and in Melbourne in March, 1965 a report was submitted to the Australian Transport Advisory Council for consideration at its meeting in July, 1965. The report dealt with all aspects of driver licensing including learners' permits, provisional licences, age limits, medical fitness, driver improvement programmes, enforcement of driving rules and the licensing of driving instructors.

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: braking of vehicles with particular reference to spring brakes; performance of headlamps; sleeper-berths for heavy vehicles; overhang on commercial vehicles; overall length of articulated vehicles; increase in width of buses; laden weights for trailers; flashing warning lights; seat belt anchorages; types and dimensions of emergency exits on buses; and specifications for fuel tanks on large vehicles.

OTHER COMMITTEES

TRAFFIC ADVISORY COMMITTEE

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

The Committee met for the first time in September, 1964 and has met regularly since that date. Members comprise the Commissioner for Motor Transport (Chairman), the Commissioner for Government Transport, the Commissioner for Main Roads and the Commissioner of Police. It may co-opt any other authority as may be necessary, for example, the Council of a particular area under examination.

The results achieved to date have been notable, particularly in dealing with problems at a number of traffic trouble spots. On its recommendation there has been established a special Police motor cycle squad to patrol busy roads during peak traffic periods to ensure the free movement of traffic. Amongst the matters currently under consideration is the introduction of a "clearway" system to eliminate the stopping of vehicles at the kerb on arterial roads during the morning and evening traffic peaks.

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 11 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 fifteenth conference was held in the Department's Conference Room at Rosebery from 1st to 3rd June, 1965. Matters discussed included administrative and enforcement policies in connection with the control of public passenger and goods vehicles, special problems associated with the introduction of decimal currency and the legislation recently introduced in Victoria to control the hours of driving of heavy vehicles.

Progress reports were received regarding new legislation introduced in South Australia which has enabled road transport to fully compete with railway services and new legislation in New South Wales making directors and other governing officers of companies liable for the payment of road maintenance charges.

COLOMBO PLAN

Over the years this Department has contributed to the objectives of the Colombo Plan by providing visiting Fellows with an insight into policies and practices in use in New South Wales in which they were interested. This year a group of officials from the Road Transport Board, Burma, where all privately operated omnibus services are being taken over by the Government, visited this Department and were provided with information regarding privately operated omnibus services.

In addition, two officers of the Department of Transport and Civil Aviation, Fiji, were afforded intensive training under the Plan in respect of all phases of public vehicle operation as well as a general insight into all other activities of this Department.

PUBLIC RELATIONS

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

To supplement the Commissioner's "Respect the Road Rules" campaign, the Department arranged the production of a further nine short films on driving attitudes, individual traffic rules and precautions for safe road usage. Ready co-operation by national and commercial television interests ensured that the new films were very widely shown over all metropolitan and provincial television channels.

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 by the Public Relations Staff.

NEW LEGISLATION ENACTED

AIR TRANSPORT ACT, 1964.

This Act, which became law on 16th October, 1964, provides for the licensing of aircraft engaged in the commercial carriage of passengers or goods from one place to another in New South Wales.

It repealed certain provisions of the State Transport (Co-ordination) Act under which commercial aircraft on intrastate operations were hitherto controlled. Heavy penalties for unlicensed operations are included in the new legislation. The circumstances leading to the enactment of this legislation are recited elsewhere in this report in the portion dealing with major policy changes.

NEW REGULATIONS MADE

Log Books carried by drivers of heavy vehicles. The Motor Traffic Regulations were amended to correct a situation under which it was not practicable to effectively enforce requirements about log books in the case of a driver who commenced driving in another State. As the regulations stood previously such a driver had to make an entry in his log book at the time of commencing driving but at that time he would have been, in fact, outside the jurisdiction of New South Wales. The regulations now make it an offence to carry a log book which has not been properly completed and this overcomes the difficulty in question.

U-Turns. The provisions in the Motor Traffic Regulations prohibiting U-turns in certain circumstances were amended to bring them closer into line with the National Road Traffic Code. The principal variation was in respect of a provision that a U-turn must not be made unless the driver has a clear view to the front and to the rear for a distance of at least 500 feet. This was deleted in favour of a more general provision that a U-turn must not be made where there is any likelihood of colliding with another vehicle or interfering with the free movement of traffic.

Position of registration labels on motor vehicles. Because motorists who had the windcreens of their vehicles broken were faced with the additional inconvenience and expense of having to replace registration labels, the Motor Traffic Regulations were amended to permit the display of registration labels either on the windscreen or on the left-hand ventilation window of vehicles.

Prohibition of driving on median strips. The provision in the Motor Traffic Regulations prohibiting the driving of vehicles on or across median strips which are raised above the surface of the roadway was extended to include a new type of median strip used in certain areas by the Department of Main Roads. The new-type median strip slopes downward towards its centre, below the level of the road.

Miscellaneous. A number of other amendments were also made particularly to clarify the use of traffic lanes and the application of parking restrictions in certain circumstances.

LEGAL PROCEEDINGS AND ENFORCEMENT

STATISTICAL DETAILS

Details of the numbers of the various types of offences for which Court proceedings were instituted are given in Appendix 10.

COMMENT

Road Maintenance (Contribution) Act. The increase in the number of convictions this year as compared with last year is due partly to the large number of vehicles operating but mainly to the firmer measures necessary to secure compliance with the requirements of the Act. However, court action was taken only in those cases where other action had failed.

Motor Traffic Regulations. Generally figures under this heading have shown some decrease on those for the previous year.

Public Vehicles (Goods and Passengers). These also show a decrease on the figures for the previous year — 727 as against 1,182.

MOTOR VEHICLE REGISTRATIONS AND DRIVERS' LICENCES



SUMMARY OF REQUIREMENTS

Vehicles. Under the Motor Traffic Act, all motor vehicles, except a few exempt classes of vehicles, must be registered. Other laws require that, before registration can be completed, motor vehicle tax must be paid and third-party (bodily injury) insurance, as described in a later paragraph must be effected.

Drivers. The Motor Traffic Act also requires all motor vehicle drivers except a few exempt classes of drivers, to be licensed. The licence system, besides providing for learners' permits, 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.

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: The submission of vehicles for inspection or the personal attendance of applicants is essential in many classes of registration and licence business. Accordingly, Motor Registries are established throughout the State to provide most areas with local facilities in dealings with the Department.

Number and Location. With the opening of additional Registries at Gwabegar on 21st September, 1964 and Toronto on 6th October, 1964, the number of Registries in operation rose from 255 to 257. The centres with Registries are listed in Appendix 11 and are shown on a map inside the front cover.

Registry Operations. At the majority of centres Motor Registry work is handled at Police Stations in conjunction with other Police duties. However, at some centres, gradually increasing in number and now totalling 53, the Registries are staffed by officers of this Department and, for convenience, are referred to as "Departmental" Registries.

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

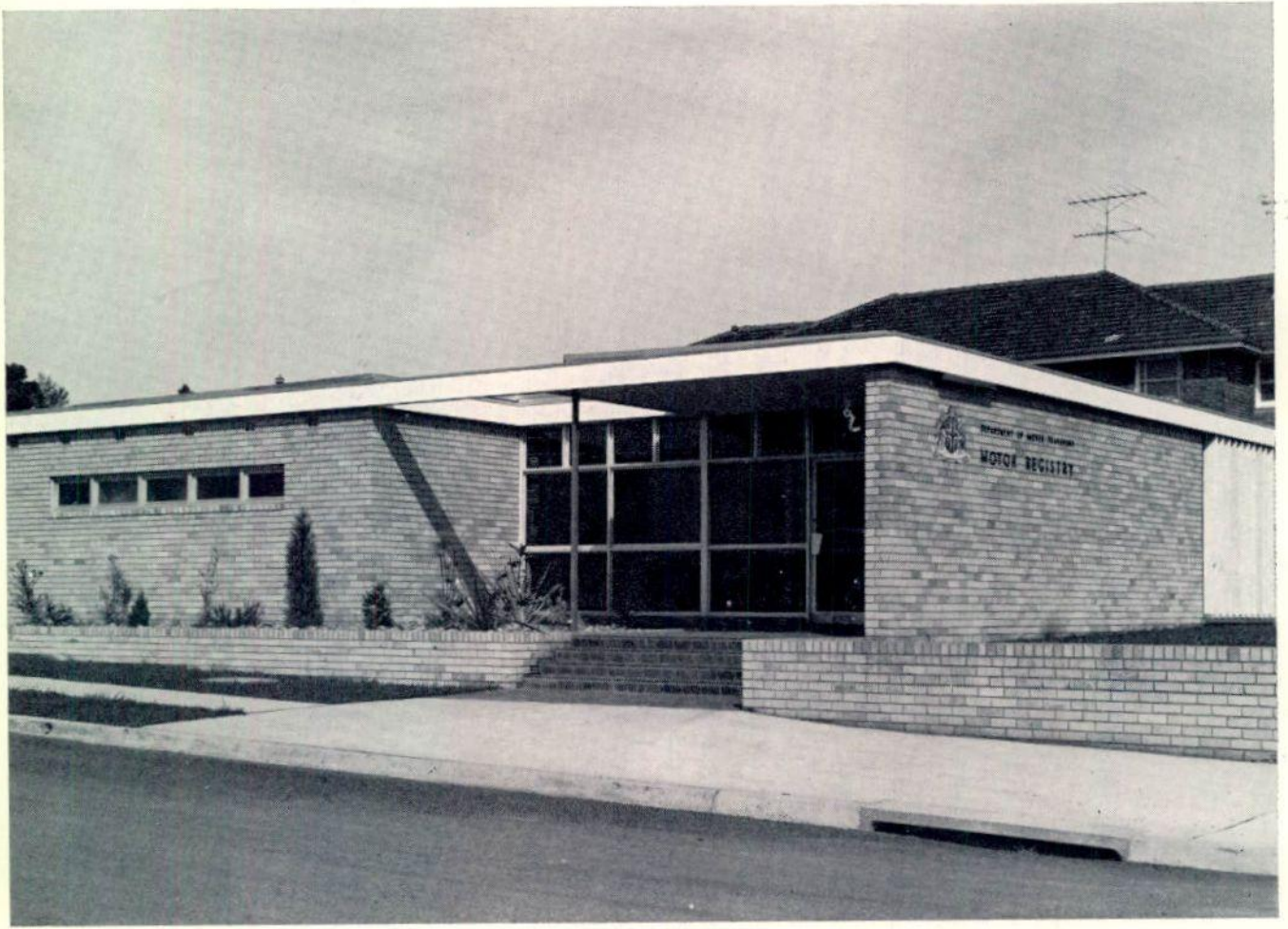
Standards of Service. Senior officers make frequent inspections of Registries in the interests of efficiency and to ensure that premises and equipment are maintained in good order. During the year additional typists were appointed to improve the service at Beverly Hills, Griffith, Maitland, Miranda, Penrith, Tamworth, Wagga Wagga and Waitara Registries.

THIRD PARTY INSURANCE

Scope of Insurance. The insurance required under the Motor Vehicles (Third Party Insurance) Act is against the liability of the owner and driver in respect of bodily injury to any third party arising out of the negligent use of the motor vehicle. The insurance must be effected with an "authorised insurer" under the Act, but corresponding cover issued in the home States of owners is valid as regards vehicles visiting New South Wales from other parts of Australia including Tasmania.

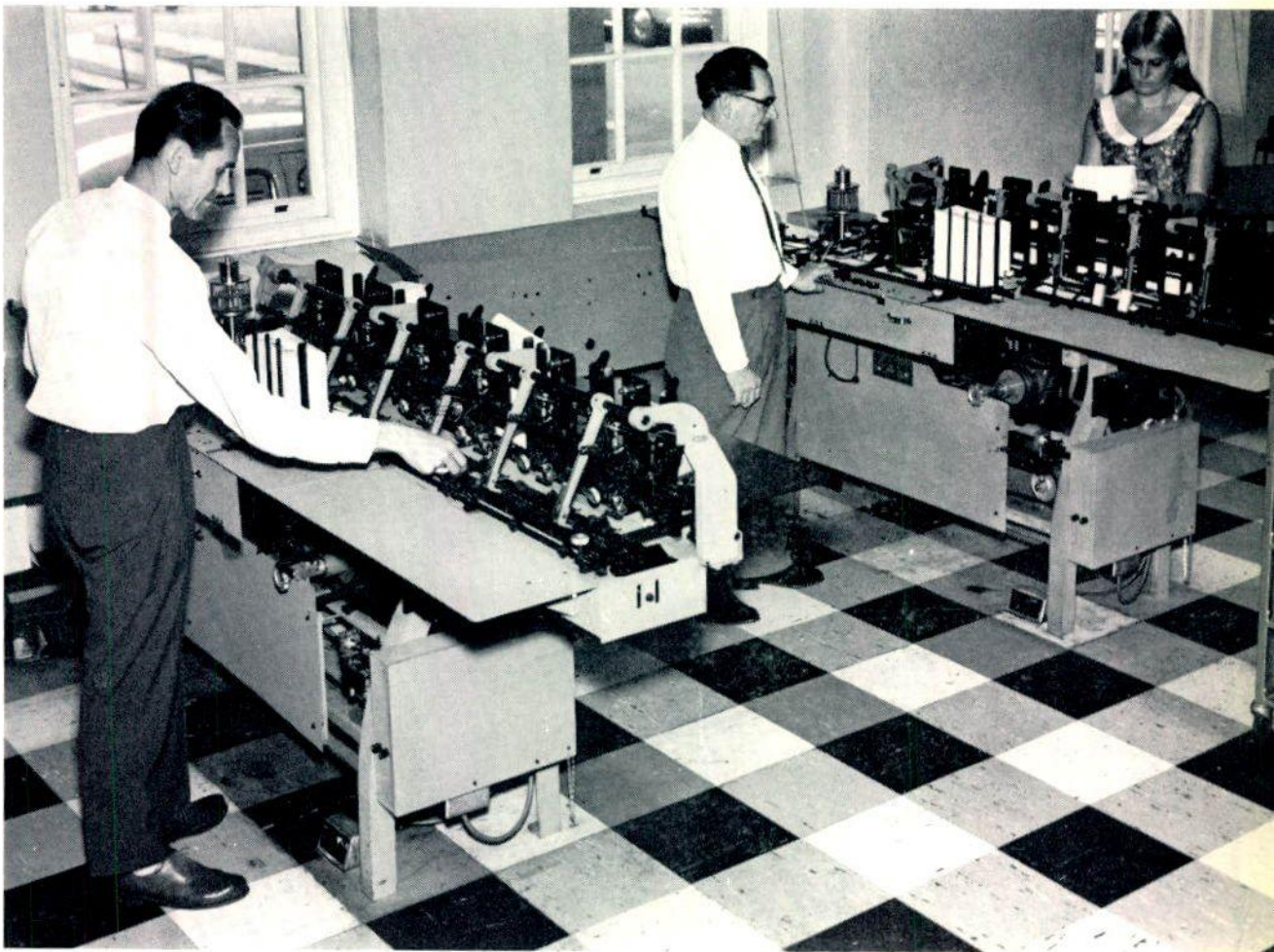
Role of Government Insurance Office. Although authorised insurers numbered 74 on the 30th June, 1965, two less than last year, the Government Insurance Office of New South Wales continued to conduct the great bulk of compulsory third-party insurance — approximately 92%. Premiums for these Government 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 £14,776,767—a rise of £1,290,696 on last year. Commission received in this connection totalled £141,377 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.



Two views of a recently completed Motor Registry which reflect the continuing policy of providing modern, functional premises to meet the needs of the motoring public.





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, 1965, motor vehicle registrations had risen to the further record level of 1,465,360 — 102,769 more than a year previously.

Brand-New Vehicles. Registrations of brand-new vehicles in New South Wales totalled 175,565 for the year as against 162,052 for last year. There were increases over last year's figures in the three categories — passenger vehicles, 5,214 more than 1963/64; goods vehicles, 7,278; and motor cycles, 1,021. The increase in the number of brand-new motor cycles registered during the year — 2,933 as against 1,912 last year — reflects a renewed interest in this form of transport. Correspondingly, total cycle registrations increased this year, halting a downward trend which had continued uninterrupted since 1952.

Drivers' Licences. On 30th June, 1965, total driving licences, vehicle drivers' and cycle riders', numbered 1,608,218 — an increase of 81,408 or 5.3%.

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 3,000,000 incoming and 7,000,000 outgoing mail items. Part of the modern equipment necessary to handle this volume of outgoing mail is pictured above.

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 Traffic 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 191,444 as against 178,141 for the previous year. In 96,098 — 50.2% — of these cases liability for the offences had been satisfied by payment of the appropriate standard penalties under the "Infringement Notice" System.

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 when an offence against the safe driving laws is recorded against a licensee, he is requested to conform closely to those laws in the future. A further offence within a short period usually brings a warning or final warning according to the nature of the individual record, and it is only where offences persist beyond this stage that the question of licence suspension is considered. The licensee is first invited to show cause why suspension action should not be taken. A first suspension is usually for a short period of one month or less.

Disqualifications Imposed. During the year the Courts found proved 6,648 major offences of types which result in automatic disqualification in the absence of a Court order to the contrary. 611 offenders were discharged (without conviction) under section 556A of the Crimes Act.

Of the balance of cases (6,037) in which convictions were recorded, the statutory automatic period of disqualification operated in 1,881 instances, but in the remaining 4,156 instances the Courts imposed other, and usually shorter, disqualification periods.

There were also 2,165 instances, as compared with 1,649 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 2,621 cautions, 58,989 warnings and 15,881 final warnings and suspended or cancelled 4,881 licences as compared with 2,909 last year, under the Licences Review Scheme. A further 325 licences were suspended or cancelled on grounds other than traffic offences, mainly physical disabilities. Refusals totalled 568, of which 416 were based on physical disabilities or drinking habits. Appendix 16 gives information in more detail.

Equipment used for the micro-filming of cheques prior to banking. This machine automatically photographs cheques at a rapid rate and provides a permanent and compact record.



COMMERCIAL TRANSPORT SERVICES



GENERAL BACKGROUND

SPECIAL LEGISLATION APPLICABLE

Licensing Acts. There are two Acts applicable to commercial road transport services—the Transport Act, 1930-1964 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 these licences reflect a general policy but in passenger-carrying cases 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. This new legislation is explained in greater detail on pages 12 and 28.

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 (3d per ton of the tare plus carrying capacity for each competitive mile) unless the individual features of the case warranted some reduction or the loading was in a category mentioned in the next item.
- **Exemptions and concessions** are granted for certain commodities principally on the basis of the limited suitability of rail transport. Examples of these products are plaster sheets, bricks and asbestos cement products. In extenuating circumstances exemption may also be granted for goods normally subject to charges—for example, permits for the carriage of fodder to and starving stock from drought-stricken areas have been issued during the latter part of the report year without payment of the usual charges.

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. A return of every liable vehicle must be lodged each month and the charges paid by the fourteenth day of the following month unless the case is covered by an “Arrangement”. A key point however is that the amount payable must not be reduced nor may payment be postponed for more than three months.

- **Arrangements.** The policy of encouraging suitable owners to convert to the special Arrangements provided in the Act for the keeping of vehicle records in a simplified manner was intensified during the year under review. The number of owners who entered into these Arrangements for the submission of returns, mainly fleet owners, increased from 1,093 at 30th June, 1964 to 1,631 as at 30th June, 1965. The number of vehicles concerned rose from 12,541 to 14,463. In addition, the number of vehicles covered by "quarterly" Arrangements—mainly primary producers' vehicles—increased from 6,920 to 8,709. 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 23.

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 1,163,254 vehicle sightings and these constituted the main basis for enforcement action. Inspection at Checking Stations were made on the following scale:—

	Vehicles	Tonnages
Marulan	199,356	1,590,964
Berowra	167,546	382,929
Total	366,902	1,973,893

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

Amendments to the Legislation introduced in May, 1964 which as mentioned in my previous report —

- 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
 - 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;
- became effective during the year under review.

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. Until the service of the notices the companies concerned had ignored their obligations under the Act.

With regard to (b), this amendment was introduced to counteract the activities of some fleet owners, 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. If local deliveries are taken into account, the majority of journeys were either not competitive with the railways or were competitive with them for less than 50 miles. 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.

"Border Hopping". As reported in previous years there has been a continuance of this practice which has been found very difficult to restrict. Typical operations involve carriage of wool from north-western New South Wales to Sydney or Newcastle, without payment of charges, under arrangements providing for one carrier to first take the load across the border to a Queensland depot and for another to move it later from the depot to Sydney or Newcastle. Correspondingly, equipment and materials for the Snowy Mountains Project have occasionally been taken from Sydney to Wodonga and subsequently along Victorian roads to re-enter New South Wales near Khancoban. In particular cases, the High Court has ruled that the circumstances made such journeys interstate journeys, and therefore not subject to the Act.

Taxable Journeys under Permit. Table A ("Trips and Tonnages") shows increases in the tonnages and numbers of journeys in the 1½d and 3d scales. The overall result continues to show the upward trend which has been a feature of operations in recent years. More details are given in Appendix 18. Table B ("Charges Collected") again discloses an increase.

Table A — Trips and Tonnages

* Charge per ton-mile ▶	1d.	1½d.	2d.	3d.	Totals
Trips —					
1964-65	12,554	18,234	165	69,485	100,438
1963-64	13,424	15,735	180	65,334	94,673
Tonnages —					
1964-65	62,795	144,039	1,362	579,239	787,435
1963-64	65,431	127,706	1,395	562,619	757,151

* That is, the tax per ton of the **aggregate of tare plus carrying capacity** for each competitive mile.

7,014 permits were issued for charges calculated on a flat rate basis or on rail freight. The number last year was 3,759. The increase is attributed to a greater movement of assembled cars carried as loading and to an increase in the quantity of heavy fuel oils being transported in bulk.

Table B — Charges Collected

Year ending 30th June —	Collections	Increase on previous year
	£	£
1965	1,698,276	148,319
1964	1,549,957	131,553
1963	1,418,404	60,334
1962	1,358,070	98,373
1961	1,259,697	5,705

“Exempt” Journeys under Permit. There was an increase in the number of permits issued for single journeys with goods exempt from charges. This year 35,240 journeys with 240,606 tons were operated compared with 25,894 journeys with 212,592 tons last year. Permits available for one month or longer for the carriage of “exempt” goods rose from 9,765 last year to 12,334 this year. Further details appear in Appendix 17.

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

Liable Vehicles Recorded and Revenue Received						
As at, or for year ended, 30th June -	Intrastate		Interstate		Total	
	Liable Vehicles Recorded	Charges Received	Liable Vehicles Recorded	Charges Received	Liable Vehicles Recorded	Charges Received (gross)
1965	42,198 (83.9%)	£3,508,942 (68.3%)	8,117 (16.1%)	£1,630,435 (31.7%)	50,315	£5,139,377
1964	40,651 (84.2%)	£3,217,910 (69.4%)	7,612 (15.8%)	£1,416,057 (30.6%)	48,263	£4,633,967

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 22. The following statistics indicate the proportion of work handled under this scheme.

	No. in force	Vehicles covered	Charges paid
1964-65	1,631	14,463	£2,052,888 (40.0%)
1963-64	1,093	12,541	£1,750,491 (37.8%)

The charges paid are included in the total shown in the previous table. These figures do not include primary producers’ vehicles (8,495 this year, 6,723 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 £4 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 £1.5.0 to 2/- and individual fees from £430 to £4. The total of such fees amounted to £17,143.

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 £308,000.

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 £120,170.

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 25, whilst more detailed particulars appear in Appendix 19. During the year one service was discontinued and other changes involved the extension of one service across the Salt Pan Creek Bridge to link Bankstown and Hurstville and another across the Captain Cook Bridge from Taren Point to Sans Souci. Twenty services were extended into newly-developed areas and additional school facilities were provided to meet increased patronage and to service new schools.

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. Due to increased costs, applications for fare increases were lodged by a number of operators. As at 30th June a decision on the applications had not been made.

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, 1964 AND 1965)

	Metropolitan	Newcastle	Wollongong	Total
• Buses in Service				
1965:	1,112	149	185	1,446
1964:	1,040	134	177	1,351
Variation:	up 72	up 15	up 8	up 95
• Service Licences				
1965:	206	23	22	251
1964:	207	23	22	252
Variation:	down 1	nil	nil	down 1
• Revenue Derived by Department				
	£	£	£	£
1965:	289,091	33,741	19,551	342,383
1964:	274,711	32,570	18,234	325,515
Variation:	up 14,380	up 1,171	up 1,317	up 16,868
• Bus Revenue Distributed for Roadworks				
	£	£	£	£
1965:	271,968	32,181	18,846	322,995
1964:	261,140	31,411	18,373	310,924
Variation:	up 10,828	up 770	up 473	up 12,071

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. In the Metropolitan and Newcastle Transport Districts some of the taxi-cabs, termed "unrestricted", may stand for hire on any stand in the particular District. About two-thirds of Sydney taxi-cabs and three-quarters of Newcastle taxi-cabs are unrestricted. Other Sydney and Newcastle taxi-cabs and all Wollongong taxi-cabs, when standing for hire, are restricted to particular stands or zones. A "zone" includes all stands within a specified area and consists usually of several adjoining Municipalities. Taxi-cabs restricted to specified stands, may, within close limits, accept hirings offered when returning vacant to their home stands. However, taxi-cabs restricted to a zone may, on completion of a hiring at a point outside the zone, accept any hail or radio hiring.

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. A corresponding policy has applied with regard to employee-drivers, and for many years part-time employment in taxi-cab driving has been closely controlled to a minimum number of special cases. However, a shortage of full-time drivers has brought about a relaxation of this policy until at present the two-way radio co-operatives are permitted to employ a pool of part-time drivers at the ratio of one driver for every two radio cabs.

New Licences. During the year, 276 additional taxi-cab licences were issued in the Metropolitan Transport District to drivers with long and continuous service in the industry. Of the licences issued, 204 were restricted to taxi-cab stands within the area controlled by the Sydney City Council (identified as "City of Sydney" taxi-cabs) and the remainder were restricted to taxi-cab stands in various suburban areas.

Registers of senior drivers in the Newcastle and District and Wollongong Transport Districts were compiled with a view to issuing 14 additional licences at Newcastle and one replacement licence at Wollongong. Eight of the 14 additional Newcastle taxi-cabs had been licensed as at 30th June, 1965.

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



Taxi-cabs are regularly examined by Departmental engineers to ensure that the vehicles are maintained in good mechanical order and that they provide comfortable accommodation for passengers.

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.

Amalgamation of Newcastle Services. With a view to making the best possible use of taxi-cab facilities and providing an improved service to the public all taxi-cabs in the Newcastle and District Transport District (with the exception of ten in the Belmont-Swansea area), which previously operated under three separate two-way radio networks, combined on the one network. The new co-operative commenced operations on 28th June, 1965 and early reports indicated that the new arrangement was working smoothly. At the same time, to offset the effects of the improved taxi-cab service and to offer a higher standard of service themselves, the Newcastle private hire car operators formed a pool and commenced operations from the one depot on a common two-way radio network.

Fares. Taxi-cab fares are fixed by Regulation and were not changed during the year. Private hire car fares are not controlled.

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, 1964 AND 1965)

Vehicles in Service		Metropolitan		Newcastle		Wollongong	
		1964	1965	1964	1965	1964	1965
Taxi-cabs —							
Restricted		867	1,141	25	25	116	116
Unrestricted		1,773	1,760	74	82	—	—
Sub-total		2,640	2,901	99	107	116	116
Private Hire Cars		253	252	15	16	8	12
TOTAL		2,893	3,153	114	123	124	128
Radio-Controlled Vehicles (included in above)							
Taxi-cabs		2,188	2,514	99	107	114	115
Private Hire Cars		133	133	8	12	1	2
TOTAL		2,321	2,647	107	119	115	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, 1965, 2,402 regular passenger-carrying services were operating in country districts. 1,579 buses and 1,086 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, 1965.

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) —

	1964	1965
• Taxi-cabs	1,169	1,153
• Private Hire Cars	343	339

Ballots for New Licences. No new country licences were issued this year. Notwithstanding the new method of licence allocation which was recently 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 45 from Sydney, 5 from Newcastle, 4 from Wollongong, 11 from Blue Mountains resorts, and 22 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. This legislation, introduced in October, 1964, replaces the aircraft licensing provisions of the State Transport (Co-ordination) Act under which commercial aircraft were previously licensed. Details of the circumstances surrounding the introduction of the new legislation and of developments generally during the year in the dispute concerning the proposals to reallocate air routes within New South Wales appear in an earlier section of this report dealing with policy matters.

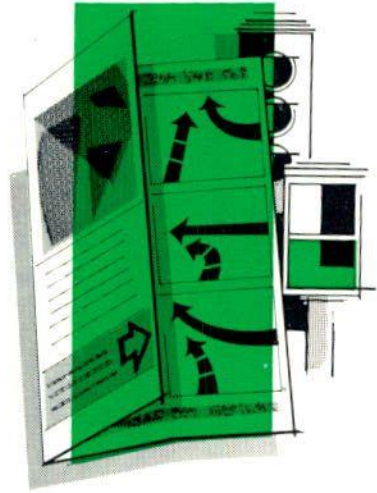
Number of Licences. At 30th June, 1965, a total of 384 aircraft, including those which operate in regular airline service, were licensed.

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 118.

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 32.

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 Department. The contribution made by the Department to the work of the Road Safety Council includes such tangible items as staff, accommodation, vehicles and funds but is by no means confined to those fields. Other Departmental services, including administrative assistance from senior Departmental officers, are freely available to the Council's officers and the Commissioner for Motor Transport, as Executive Vice President, has a leading part in stimulating and directing the work of the Council.

Activity this year. Another energetic year saw the Council wage special campaigns directed at securing wider use of safety belts, the education of pedestrians, driver-training for teenagers and alerting motorists to the special hazards of holiday travel. Displays were entered at the Royal Easter Show, the Motor Show and at many country shows and festivals. Encouragement and assistance were extended to a wide variety of special projects and displays undertaken by many of the Council's 59 branches and by community service and commercial organisations. Two Area Conventions of representatives of the Council's branches were held during the year. In its first full year of operation the Driver Training School conducted by the Newcastle branch received heavy public patronage.

The Council's activities are described in its own Annual Report and consequently are not traversed in detail here.

Expenditure. £64,600, which includes a £12,500 Commonwealth grant, was provided from State funds for the purposes of the Road Safety Council. Expenditure of substantial State funds directly on education for road accident prevention is also made through other agencies, notably the Police School Lecturing Squad whose members visit and lecture on road safety at schools, clubs and the like.

"RESPECT FOR ROAD RULES" CAMPAIGN

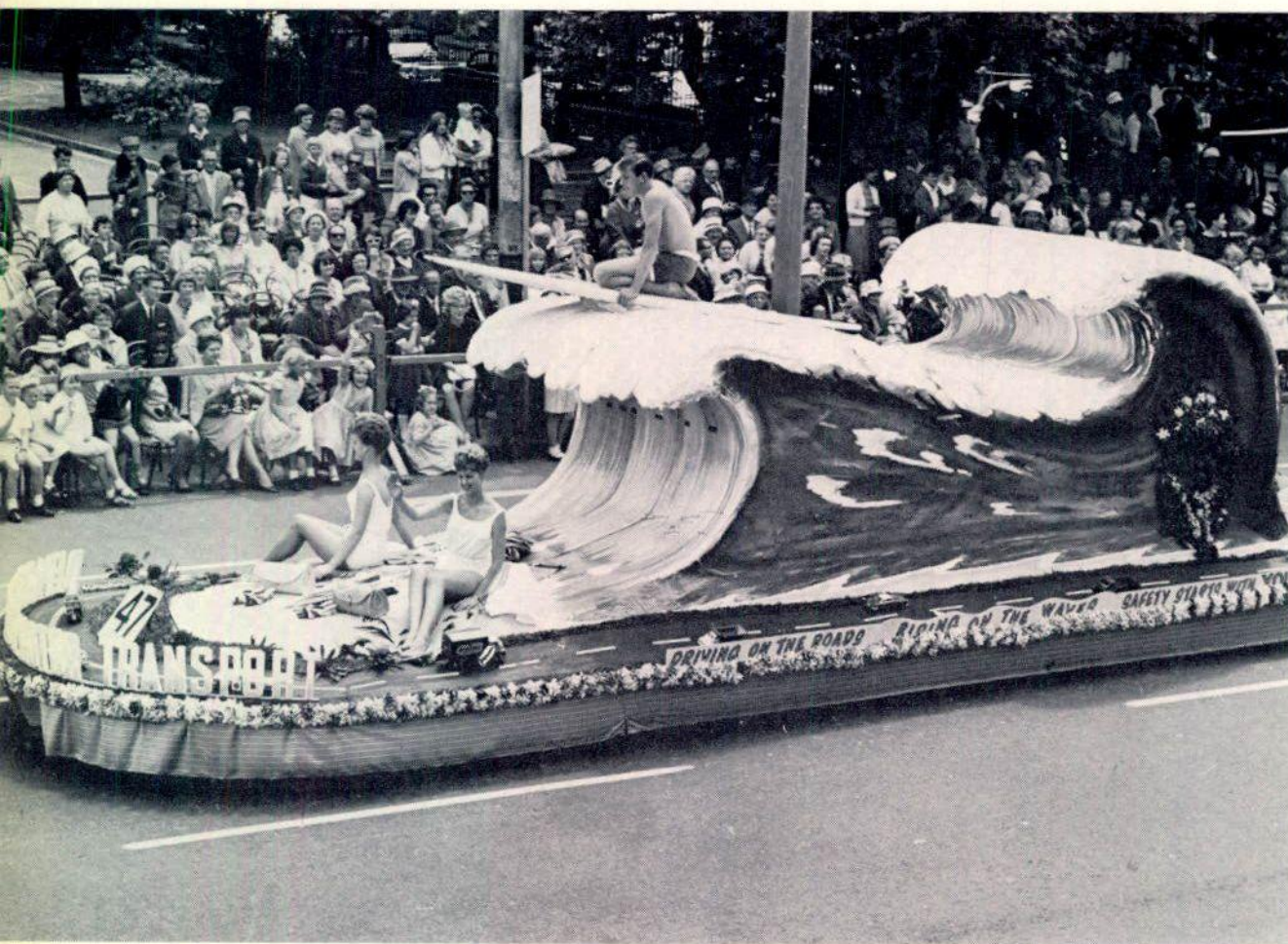
This campaign provides for each licensee to receive each year an appeal by the Commissioner for co-operation in reducing the road toll by knowing, understanding and observing the rules laid down for safe road usage. In addition, each such appeal usually explains and stresses the importance of a particular rule. The current appeal concentrates on the requirements concerning the right of way at intersections and on stopping distances for motor vehicles travelling at various speeds.

FILMS FOR TELEVISION

During the year the Department arranged for the production of a further nine short films on driving attitudes, individual traffic rules and precautions for safe road usage. The ready co-operation of national and commercial television interests ensured frequent showings of the new films on all metropolitan and provincial television channels.

WARATAH SPRING FESTIVAL FLOAT

A further float, the 8th, designed, built and manned by Departmental staff—pictured below—was entered in the 1964 Waratah Spring Festival Procession. The float harmonised with the theme of the procession, namely "Pageant of the Pacific", by realistically portraying a surfing scene complete with surfboard rider and swimmers. The float's message was that "Driving on the Roads or Riding on the Waves, Safety Starts With You".



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 £25.

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, 1965, 61,969 accidents, in which 1,085 persons were killed and 27,908 injured, were reported. There were increases in each category as follows:—

Fatalities:	111 more than last year — an increase of 11.4%
Non-fatal Injuries:	2,246 more than last year — an increase of 8.7%
Accidents:	5,052 more than last year — an increase of 8.9%

These increases continue to cause serious concern to all workers in the road safety field. Despite intensive driver-education in areas which are considered to be most contributory to road accidents (holiday travel for example) the overall "trend", that is the rates per 10,000 vehicles registered, show increases in each category. In this regard, the number of accidents increased from 483 to 493, fatalities from 8.3 to 8.6 and non-fatal injuries from 218 to 222. The number of fatalities, although of serious proportions, is considerably below the figure (10.8 per 10,000 vehicles) that applied ten years ago.

Other principal points were:—

- The daily average of deaths (2.9) increased slightly and persons injured increased from 70 to 76. Saturday remained the worst day.
- 59.2% of accidents were in the County of Cumberland but those outside it (40.8%) caused 57.5% of deaths. 33.2% of accidents, accounting for 38% of deaths, occurred on straight roads.
- Human failure, mostly by drivers, caused 85.5% of accidents, 90.8% of fatalities and 84.9% of injuries. Although causing slightly less accidents, more pedestrians were injured than last year. 45% of pedestrians killed were 60 or more years of age.
- 86.4% of accidents were collisions—between vehicles, vehicles with fixed objects, vehicles with animals or vehicles with pedestrians.
- 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, roadmarkings 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 roadmarkings 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, 1964, 25 sets of traffic signals, with five television cameras to monitor their operation from the Traffic Control Centre, had been installed. These installations constituted Stages 1 and 2 of the project and embraced the area bounded by Hay, George, Park and Elizabeth Streets.

This Year's Work. During the year under review Stage 3 of this project was substantially completed with the installation of another 36 sets of traffic signals and seven television cameras in the area bounded by Park Street, Sussex Street, Martin Place and Macquarie Street. The widening of Elizabeth Street between Eddy Avenue and Hay Street and Bent Street between Phillip and Macquarie Streets and the redevelopment of the Imperial Arcade prevented the installation of a further five sets of signals to complete this Stage.

Stage 4. The fourth Stage, which will be undertaken in three sub-stages, embraces the installation of a further 26 sets of traffic signals and three television cameras. Work on this Stage is scheduled to be completed before 30th June, 1966.

Control Centre. The nerve centre of the City Signal System is the Control Centre from which the signals and cameras are controlled. Continuity of control is dependent on the supply of electricity to the Centre and to offset any supply failure with subsequent loss of control of the equipment at each individual site, a simplified version of the master control unit, activated by two 50-volt batteries, has been installed.

The efficiency of the Centre has been further improved by the construction of a diagnostic pulse monitoring unit which ensures that a fault in a local controller, that is the control equipment at an individual signal site, will be detected within 20 seconds after developing thus enabling prompt remedial action to be taken.

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. This situation has continued and further substantial improvements have resulted from the extension of the system this year, as indicated by the charts below.

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

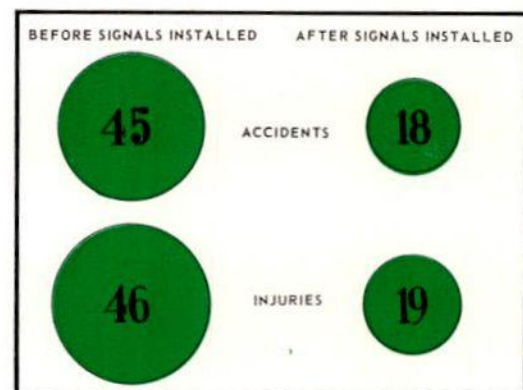
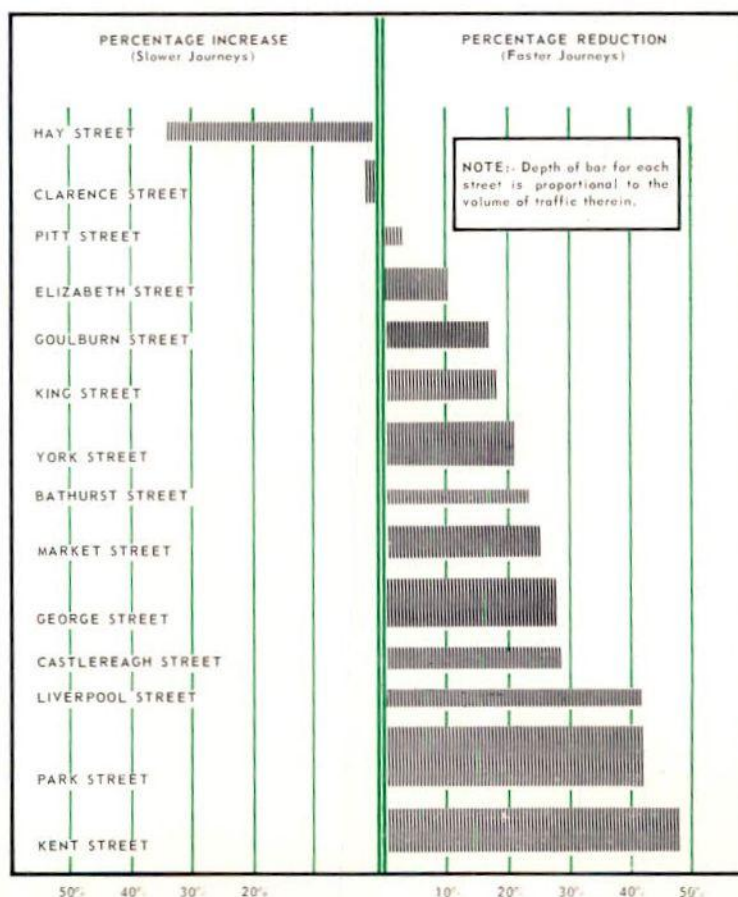


CHART 3—VEHICLE TRAVEL TIMES IN CONTROLLED AREA—CHANGES EXPRESSED AS PERCENTAGE OF JOURNEY TIMES BEFORE SIGNALS INSTALLED





Supervision and control of the Inner-City signal complex is maintained from a central control room (pictured below) where the traffic flow is monitored by the use of twelve cameras, each with a separate screen. One phase of the signalling at the intersection illustrated in the upper picture allows pedestrians complete use of the crossing facilities whilst all traffic is halted.



OTHER TRAFFIC SIGNALS WORK

New Signals Installed. The installation of 33 sets of traffic signals, at locations not connected with the City project, created a record total of 69 individual installations completed in one year. Included in the total of isolated signals were six sets provided at sites at which it was expected that hazards would develop following the opening of the Captain Cook Bridge at Taren Point on 29th May, 1965.

Pedestrian push-button equipment and "Walk" and "Don't Walk" lanterns form part of all new signal installations. Further progress was made during the year in adding these facilities to a number of older installations commissioned before this type of equipment was adopted.

Job Allocation. The Department's technicians carried out all the additional Inner City signals installations and were also responsible for the modification, reconstruction and maintenance of all signal installations which, at 30th June, totalled 465.

Extensive use was made of the contract system to have signal work at sites other than City locations carried out to the Department's designs and specifications. 32 sets of signals were installed under contract during the year.

Overseas Investigation of Traffic Engineering Practice. To keep the Department abreast of developments overseas, Mr. H. L. Camkin, Senior Traffic Engineer, was sent abroad to investigate the latest developments in traffic engineering planning, control and administration. Mr. Camkin was away for three months and visited Italy, Switzerland, West Germany, Belgium, France, Sweden, United Kingdom, United States of America and Canada.

FLASHING "PEDESTRIAN" SYMBOL SIGNS

A further 41 signs were erected during the year bringing the total number in service to 289. 54 of this total are in country areas.

APPLICATION OF GENERAL SPEED LIMIT

The speed limit applicable to built-up areas was applied to seventeen lengths of unlighted roadway, totalling ten miles and 67½ chains in small settlements where the speed of motor vehicles endangered the safety of local inhabitants.

SPEED ZONING SURVEY

Under an authority provided by the Motor Traffic Act the Minister for Transport may fix the speed limit applicable to any length of public street, whether within or outside a built-up area. During the year under review surveys, embracing studies of road geometry, accident incidence and prevailing speeds, were made of the major portions of the four main highways which link Sydney with Newcastle, Orange, Goulburn and Nowra. The results of these surveys will form the basis of a recommendation to the Minister for his guidance in the fixing of appropriate speed limits, up to a maximum of 60 miles per hour, in the areas surveyed.

THERMOPLASTIC ROADMARKING MATERIAL

The new technique introduced last year of applying plastic material in molten form to mark pedestrian footcrossings, stop lines, directional arrows and the like was extended during the year. An additional area of 73,000 square feet of this material was applied bringing the total area of such markings to 113,000 square feet.

EXPERIMENTAL WORK ON ROADMARKING MATERIALS

In conjunction with the Institute of Highway and Traffic Research, tests have been made of all available roadmarking materials to determine their suitability as to colour, durability and other factors likely to affect adversely their use on the road.

REGULATION OF PARKING

The Department annually produces a large number of signs to implement decisions of the Commissioner of Police and the nine Parking Advisory Committees.

Hitherto, the production of signs has been limited largely by the availability of space and drying time required under normal atmospheric conditions. To accelerate the output of signs, an electric convection oven was installed in the traffic facilities workshop at Rosebery. This oven, pictured on page 35, has proved a great success.

OTHER TRAFFIC FACILITIES PROVIDED

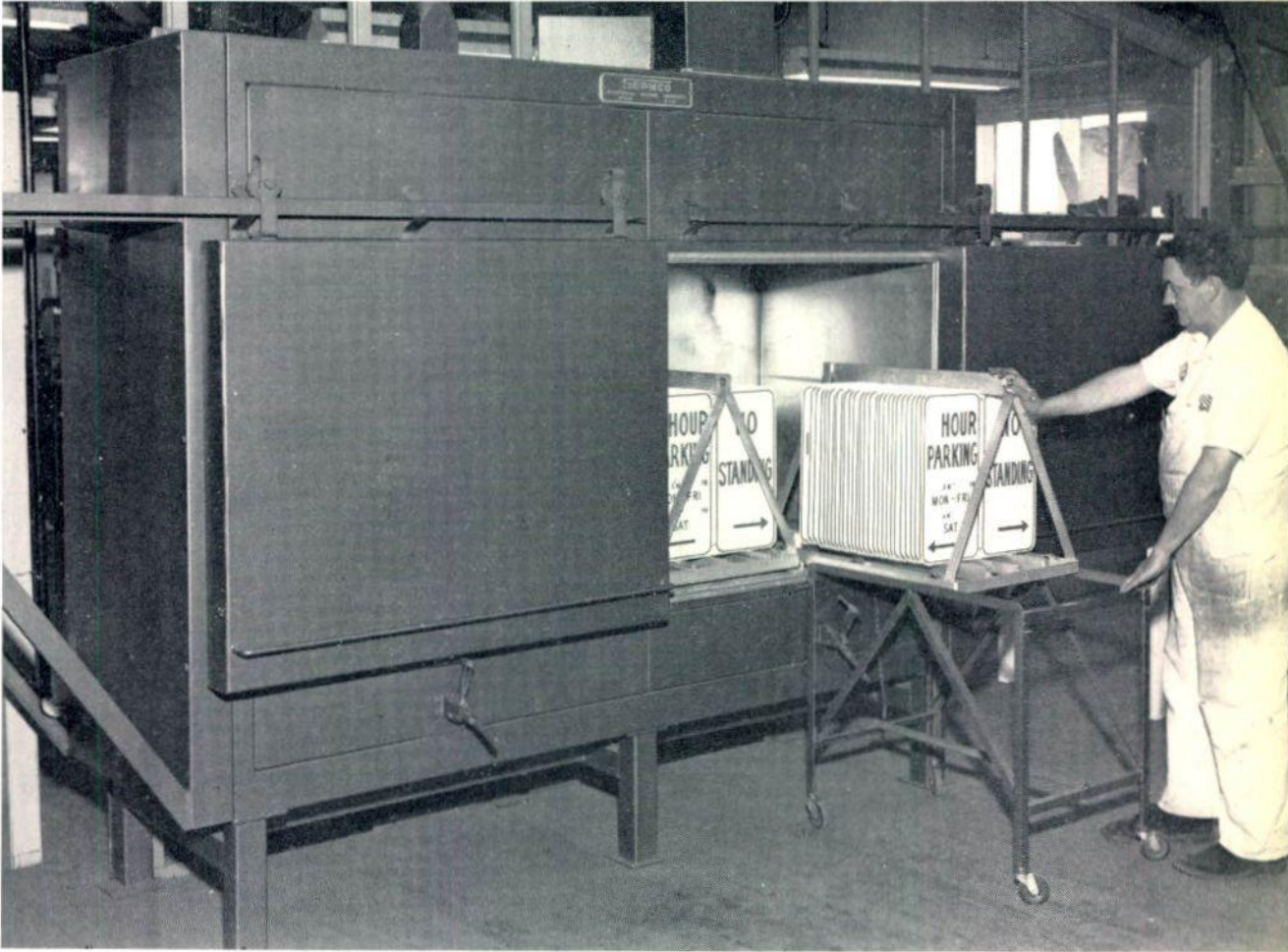
6,097 separate facilities (including marked footcrossings, traffic domes, "stop" signs, one-way traffic and other signs) were provided and 7,000 dilapidated signs were replaced during the year. The Department is now responsible for about 101,000 separate traffic facilities.

COST

The total expenditure on traffic facilities during the year was £827,056, £95,771 more than last year. In addition, a further amount of £18,200 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 £581,494 and the balance of £245,562 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

Work in the mechanical engineering field continued to expand to cope with the ever-increasing expansion in the numbers of vehicles and drivers. Information concerning individual activities follows.

GENERAL VEHICLE FITNESS POLICY

The influence on road risks 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 act through the agencies of skilled Departmental inspecting and supervisory staff and a State-wide network of motor service stations authorised to check vehicles before renewal of registration. More specific information follows.

PASSENGER-CARRYING PUBLIC VEHICLES

Throughout the State (except for a few small towns in distant areas) buses, taxi-cabs, private hire cars and other types of passenger-carrying hire vehicles are now subject to strict inspections by Departmental technicians at intervals varying from one to six months according to locality and vehicle type.

Inspections are carried out with a minimum of disturbance of services, examiners travelling to operators' depots as well as being stationed at Departmental premises. Inspections extend to interior fittings (seats and the like) 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. Most new vehicles and light commercial vehicles are covered by an arrangement whereby 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 259 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. Steps to check the condition of private vehicles immediately prior to renewal of registration are described in the next paragraph.

AUTHORISED INSPECTION STATION SCHEME

Outline and purpose of Scheme. In all parts of the State (except 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 £10 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, 1965, 3,670 Authorised Inspection Stations employing 6,937 examiners were authorised under the Scheme as compared with 3,546 and 6,534 respectively, twelve months previously.

Fees. Fees for inspections, which are fixed by the Department, remained at 5/- for a motor cycle, 7/- for a trailer and 10/- 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. Eight 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 recommendation 51 inspection stations and 73 examiners were disqualified during the year either indefinitely or for periods of up to two years. In 22 cases all or part of the £10 security bond was forfeited. Less serious cases were dealt with by issue of warnings.

DEFECTIVE VEHICLES ON STREETS

Motor Lorry Checking Stations. From time to time vehicle inspectors make check inspections of commercial vehicles when they call at the Lorry Checking Stations at Marulan and Berowra. Further information about the functions of these stations appears on page 22.

"Defect" Notices. Under Motor Traffic Regulation 94B Police and authorised officers of this Department may issue notices directing that vehicles used on the street in defective condition be repaired.

Serious defects such as faulty brakes or steering result in the issue of notices prohibiting the use of the vehicle until the specified repairs have been effected and the vehicle is passed as fit. In cases of less serious defects vehicles may continue in use but the repairs must be effected and the vehicle submitted to an Authorised Inspection Station, or a Motor Registry where a Departmental vehicle examiner is stationed, within a specified period.

Number of Notices Issued. The following figures reflect the scale of continuing attention being given to the detection of defective vehicles and steps taken to have the vehicles repaired. The number of notices for serious defects, which increased by about 130% over last year, is mainly attributable to the classification of smooth tyres as a serious defect as from 18th December, 1964.

Notices for —	1962-63	1963-64	1964-65
• Serious defects	7,443	9,014	20,712
• Other defects	31,366	29,282	21,620
TOTAL	38,809	38,296	42,332

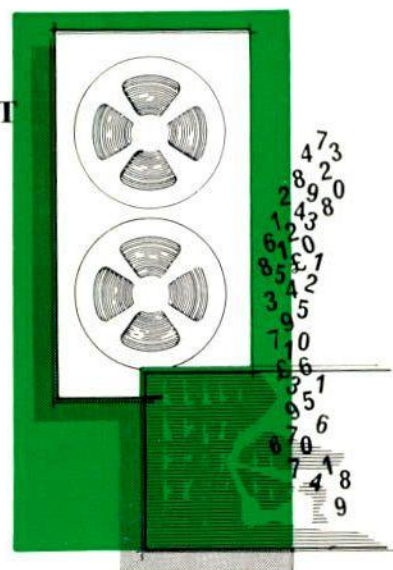
SAFETY DEVICES AND INVENTIONS

A number of technical devices designed to improve mechanical standards were submitted for inspection and approved for use where warranted. Physically handicapped persons sought and were given advice regarding modifications that would enable them to operate vehicles with safety.

DETERMINATION OF VEHICLE STANDARDS

Engineers of the Department this year again contributed 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.

MINOR FUNCTIONS; STAFF; PREMISES AND EQUIPMENT



MINOR FUNCTIONS

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, 634 licences were in issue as against 516 a year previously. The disciplinary powers conferred on the Commissioner by the Act were exercised again this year when one applicant was refused a licence and two licensed instructors had their licences cancelled.

Licensing of Second-hand Motor Dealers. The Second-hand Motor Dealers Act requires dealers in second-hand motor vehicles, parts and accessories to be licensed. 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, 5,965 dealers were licensed—439 more than a year previously. During the year 14 applications for licences were refused and three licences were cancelled.

LAND AND BUILDINGS

The year saw further substantial progress in the implementation of the Department's continuing programme for meeting increased demands for motor registry facilities in the metropolitan area and for the construction of motor registry offices in country areas in replacement of inadequate and unsuitable rented premises.

LAND ACQUIRED

Sites for development as Motor Registry premises were acquired at Lidcombe, Campbelltown, Queanbeyan, Cooma, Taree, Katoomba, Armidale and Glen Innes. In addition, the Department acquired land adjoining the Parramatta Motor Registry to enable major extensions to the existing premises; and land adjoining the Wollongong Motor Registry for development as a Traffic Facilities Depot. Firm negotiations were in progress at the close of the year for the acquisition of registry sites at Cessnock and Maitland and for land adjoining the Five Dock Motor Registry.

BUILDING ACTIVITIES

Registries. New motor registry premises were completed at Kempsey on 9th October, 1964 and at Griffith on 8th February, 1965 at tender prices of £17,000 and £20,942 respectively.

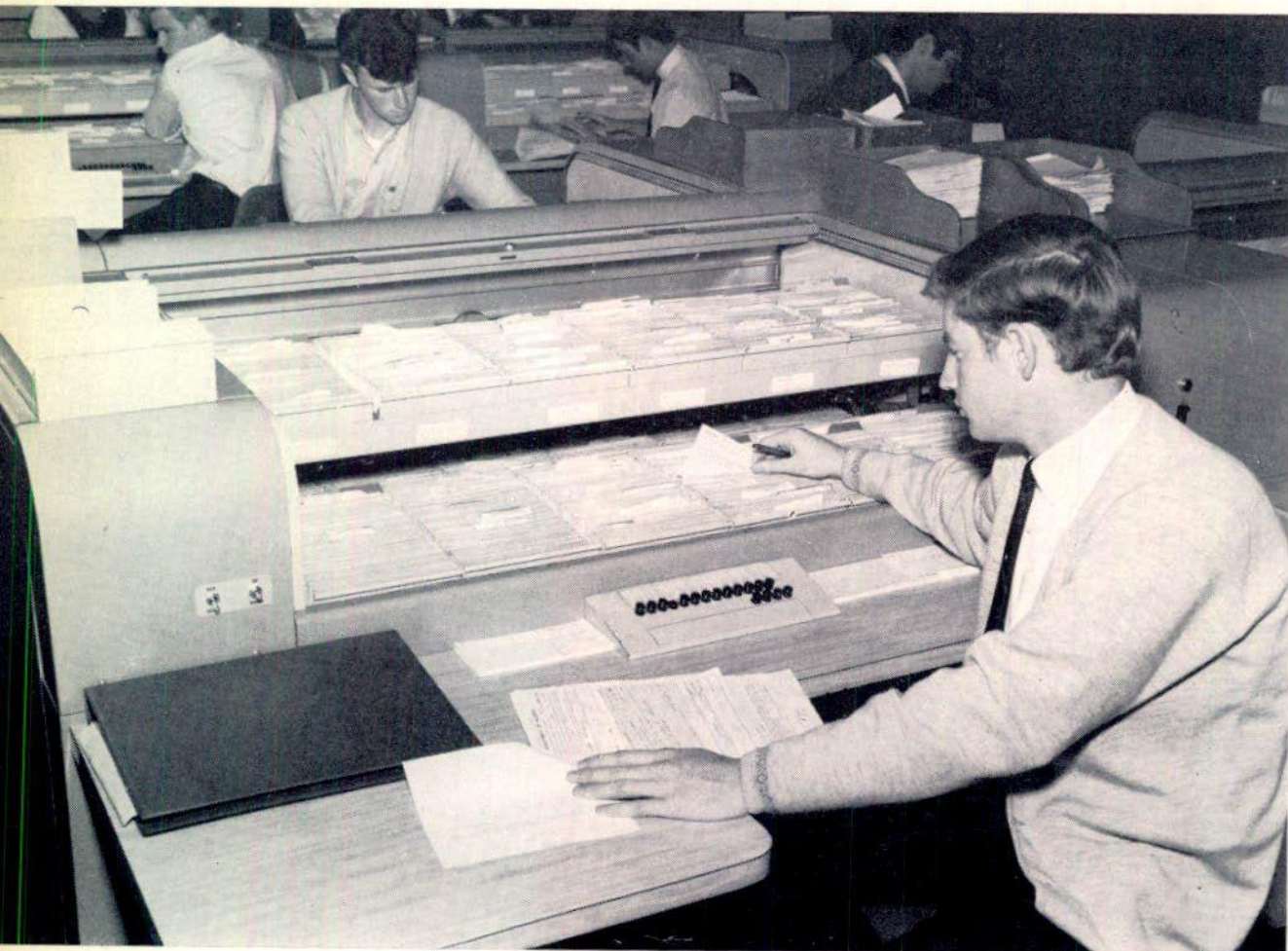
Construction of new registry offices was also commenced during the year at the following places at the tender prices shown —

- | | |
|---------------------------|-----------------------|
| * Campbelltown — £24,751. | Cowra — £20,669. |
| Lidcombe — £32,986. | Queanbeyan — £29,407. |
| Cooma — £23,600. | Parramatta — £60,560. |
| * Young — £20,270. | |

* Completed and opened for business in July, 1965.

Traffic Facilities Depots. In continuation of the policy of decentralising the work of the Traffic Facilities Section to expedite the provision and maintenance of traffic signals, signs and road markings, construction of a new depot adjacent to the Wollongong Motor Registry was commenced, in conjunction with alterations to the registry premises, at a combined tender price of £10,317.

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



The illustration above shows one of the compact storage systems used to house the mass of personal records necessary in the operations of the Department.

EQUIPMENT

Electronic Data Processing. Notices for renewal of registrations and licences are sent to vehicle owners and licence holders about one month before renewal of the registration or licence becomes due. These notices eventually become certificates of registration or drivers' licences, as the case may be, as and when the amounts indicated in the notices are paid and the official cash register receipt is placed on the notice. The printing of the notices and computation of the charges for vehicle registration are carried out automatically by an I.B.M. Type 1401 computer. There were approximately four million notices, including reminders, prepared by this equipment during the year under review.

Support for this main activity comes from a battery of 25 card punches and verifiers, together with high-speed sorters, collators and reproducers. These also function in other operations carried out by the computer, viz.—accident report analysis, listing of Third Party insurance premium collected on behalf of the Government Insurance Office and special programmes relating to the Road Maintenance (Contribution) Act, decimal currency conversion and engineering project scheduling.

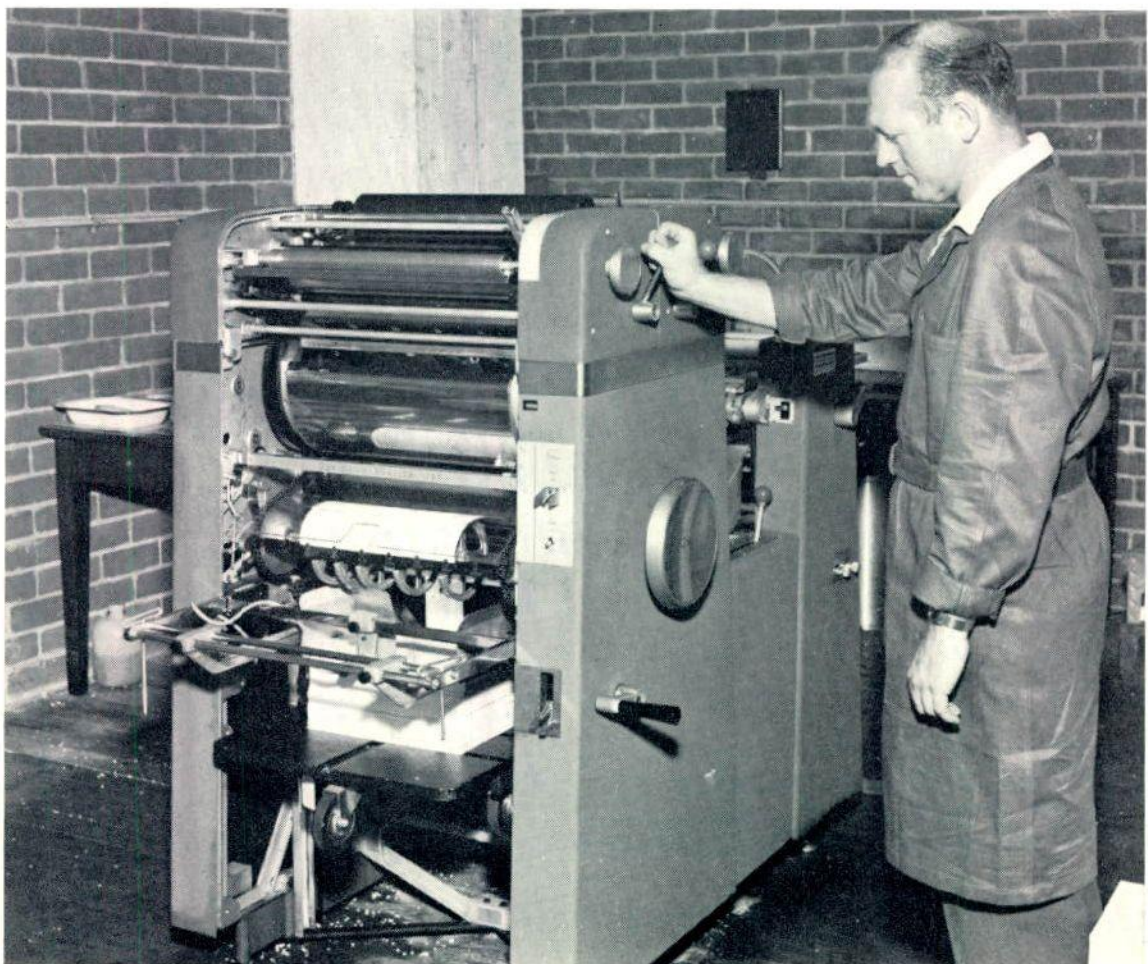
The Registrar of Motor Vehicles, Mr. W. V. Hayes visited the United States of America from June to August, 1964 to study systems used in registration offices in that country. On his return he reported on the development of computer applications in the areas of vehicle registration and driver licensing. In this regard studies are proceeding with a view to establishing the feasibility of changing from the existing punched-card actuated computer system to one employing magnetic tapes, as a means of processing the expanding volume of registration and licence data.

Printing Plant. The printing plant and equipment installed by the Department in recent years continued at near-capacity in the year under review to print the large variety of stationery items needed to maintain Departmental services. At the close of the year negotiations had been completed to install a further offset printing machine and delivery was expected early in July, 1965.

Two-way Radio. On 30th June, 1965, 94 of the Department's fleet of motor vehicles were equipped with two-way radio. This aid to efficiency continually proves its value as a means of expediting out-door enquiries and maintaining constant contact between field staff and controlling officers. To extend the present limited range of this facility, a contract was let on 12th November, 1964 to Amalgamated Wireless (Australasia) Ltd. to install a radio repeater station on Mount Gibraltar, near Bowral, with remote control equipment in the base station at Rosebery and the Lorry Checking Station at Marulan. At the close of the year this project was within a few weeks of completion.

Tenders will shortly be invited for the erection of an additional repeater station on Mount Canobolas near Orange with a relay station on Mount Lambie, 9 miles west of Lithgow, and a relay repeater station on Mount Wilson, 15 miles east of Lithgow. Planning is also well advanced on additional repeater stations at Heaton, 15 miles west of Newcastle, in the West Wyalong District and on Gallagher's Mountain 8 miles north-west of Muswellbrook. The extension of the radio network is aimed at enabling a more complete check to be made of heavy motor vehicle transport using the main interstate highways. This is essential for the purposes of enforcing the provisions of the State Transport (Co-ordination) Act and the Road Maintenance (Contribution) Act.

To supply the huge quantities of stationery used in the various activities of the Department, equipment has been installed to provide for printing from the design of the forms as shown in the top picture to the production of the finished job as shown below.



STAFF

Number of Employees. On June 30th, 1965, 1,975 persons were in the employ of the Department, 95 more than a year previously. Details are given in Appendix 24.

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

Retirement of Commissioner. In August, 1964, Mr. W. A. Walsh retired from the position of Commissioner on reaching the retiring age of 65. Mr. Walsh's retirement brought to its conclusion a distinguished career of almost 49 years in the service of the State in the course of which he rose from the position of a junior railway porter to that of Commissioner for Motor Transport.

STAFF TRAINING

Variety of Courses. With the object of developing maximum efficiency in its officers, the Department once again continued its on-the-job training activities. These included —

- Participation by a senior officer in the annual Administrative Staff Course at the University of New South Wales.
- Training in the elements of supervision for selected officers who are in supervisory posts or are approaching promotion to such positions.
- 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 class 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, and designed to develop typing skill.
- Detailed training designed to meet the demands of particular jobs of 541 officers.
- Instruction for electrical fitters in applied electronics and switching circuitry to cope with the specialised nature and increasing complexity of traffic signal systems.

AMENITIES

Canteen. In the interests of the large Head Office staff, a well-equipped canteen, pictured below, was established by the Department when it moved from the City to Rosebery in 1956. It has continued to provide comprehensive meal and refreshment services and the majority of officers draw on its service in one way or another every day.

Institute. The Institute covers a wide variety of social, educational and sporting activities for the staff. Its policy is decided by a committee which includes representatives of male and female officers. Membership, at 1,246 on 30th June, 1965, was equivalent to 63% of the staff.

Services provided at very modest cost include —

- Arrangement of and financial assistance for evening class instruction at Technical Colleges in subjects such as transport administration, accountancy, English, shorthand and typing.
- A lending library of 5,300 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 745.



APPENDICES

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Appendix 1

SUMMARY OF COLLECTIONS		
From 1st July, 1964 to 30th June, 1965 and a comparison with 1964		
Previous Year		Year ended 30th June, 1965
£		£
	Motor Vehicle Taxation (net) on —	
14,017,043	(a) Motor vehicles, other than public motor vehicles in the Metropolitan, Wollongong and Newcastle Transport Districts (paid into Main Roads Funds)	14,764,829
253,554	(b) Public motor vehicles in the Metropolitan, Wollongong and Newcastle Transport Districts (paid into Public Vehicles Fund) ..	256,684
14,270,597	Total net collections of motor vehicles taxation	15,021,513
	Ton-mileage Charges (net) on—	
4,616,101	Commercial goods vehicles of more than four tons carrying capacity (paid into Main Roads Funds)	5,122,820
6,253,567	Fees for motor vehicle registration, driver and rider licences, etc., and miscellaneous collections (paid into Road Transport and Traffic Fund)	6,545,243
13,486,071	Insurance Premiums (net) for Government Insurance Office under Motor Vehicles (Third Party Insurance) Act, 1942, as amended	14,776,767
1,626,114	Ad-valorem Stamp Duty (net) on motor vehicle registrations under Stamp Duties Act, 1920, as amended (paid into Consolidated Revenue Fund)	1,703,251
33,145	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)	33,643
1,806,827	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)	1,959,020
42,092,422	Total Fees, Tax, etc.	45,162,257
235,092	Sundry Contributions by Other Governmental Bodies	263,087
1,138,911	Balances on Funds brought forward	735,116
43,466,425	Total	46,160,460

H. HORNE,
Supervising Accountant,
27th July, 1965.

Appendix 2

SUMMARY OF DISBURSEMENTS		
From 1st July, 1964 to 30th June, 1965 and a comparison with 1964		
Previous Year		Year ended 30th June, 1965
£		£
	Costs of Administration—Department of Motor Transport—	
1,764,159	Salaries and Wages	1,870,573
266,391	Purchase of Assets	293,955
56,423	Road Safety Council	64,633
717,757	Other Goods and Services	786,223
2,804,736		3,015,384
2,610,448	Recoup to Consolidated Revenue—Costs of Police Supervision of Traffic	2,736,722
	Provision of Traffic Facilities—	
476,000	Traffic Control Signals	581,495
255,285	Signs, Roadmarkings, etc.	245,561
731,285		827,056
1,700,000	Payments to State Transport Undertakings—	
911	Railways	1,400,000
	Omnibuses	874
1,700,911		1,400,874
19,444,994	Payments to Roads Authorities—	
326,756	Department of Main Roads (Main Roads)	20,614,523
	Councils, Shires, etc. (Omnibus Routes)	338,776
19,771,750		20,953,299
13,486,071	Collections received for and transmitted to—	
1,626,114	Government Insurance Office	14,776,767
	Stamp Duties Office	1,703,251
15,112,185		16,480,018
42,731,309	Total Disbursement	45,413,353
735,116	Credit Balances Carried Forward	747,107
43,466,425		46,160,460

H. HORNE,
Supervising Accountant,
27th July, 1965.

ROAD TRANSPORT AND TRAFFIC FUND

Statement of Receipts and Payments for the year ended 30th June, 1965 and a comparison with 1964

Receipts			Payments		
Previous Year		Year ended 30th June, 1965	Previous Year		Year ended 30th June, 1965
£		£	£		£
5,992,797	Motor Traffic Act, 1909, as amended	6,266,415	1,314,166	Salaries and Wages	1,394,143
6,120	Motor Vehicles Taxation Management Act, 1949, as amended	6,449	33,022	Pay Roll Tax	34,428
55,148	Transport Act, 1930, as amended	59,332	9,994	Travelling Concessions to Employees	10,752
6,054,065		6,332,196	10,997	Travelling Expenses	12,664
7,764	Less Refunds	7,589	11,161	Contribution to State Superannuation Fund	24,725
6,046,301		6,324,607	5,419	Contribution to Railway Superannuation Account	6,997
21,823	Exchange, Search Fees, etc.	27,965	450	Institute	337
1,619	Unclaimed Moneys	2,642	108,841	Postal and Telegraph Service ..	114,414
38,316	Miscellaneous	31,681	15,996	Telephone Charges	18,261
6,108,059		6,386,895	3,785	Maintenance of Motor Vehicles ..	3,826
			66,936	Printing and Stationery	60,075
			56,423	Road Safety Council	64,633
			7,900	Rent	7,478
128,912	Commission on Insurance Premiums collected	141,377	21,676	Office Stores	22,429
3,842	Compulsory Vehicle Examination—Service Station Fees	3,955	5,552	Maintenance of Office Furniture and Equipment	6,160
11,028	Second-Hand Dealers' Licence Fees	10,870	55,278	Alterations and Maintenance of Buildings	70,600
1,726	Motor Vehicle Driving Instructors' Licence Fees	1,935	6,285	Freight and Cartage	6,628
—	Air Transport Act, 1964—Licence Fees	211	4,902	Bank Charges	4,902
			18,903	Electric Light and Power	15,119
			12,685	Minor Expenses	30,965
			35,570	Interest, Exchange-Sinking Fund ..	36,055
			42,546	I.B.M. Machines—Rental, etc.	41,502
			1,848,487		1,987,093
42,740	Consolidated Revenue Fund—Contribution towards cost of collection of "Ad Valorem" Stamp Duty	47,300	25,294	Purchase of Assets—	
			131,783	Purchase of Land	22,666
			33,946	Erection of Buildings	141,699
			36,245	Purchase of Motor Vehicles ..	44,329
12,500	Contributions by Commonwealth Government—Road Safety Council	12,500	227,268	Purchase of Office Furniture and Equipment	47,778
95	Towards the cost of preparing special information	260			256,472
12,595		12,760	2,610,448	Recoup of value of Police services in respect of supervision of Traffic, Registration of Vehicles and Licensing of Drivers	2,736,722
				Less—	
			182,731	Amount recouped from State Transport (Co-ordination) Fund	191,571
			70,757	Councils' proportion of Parking Meter Supervision Costs	76,587
			2,356,960	Contribution by Road Transport and Traffic Fund towards Traffic Facilities Works-in-Progress—Metropolitan	18,200
				Motor Vehicle Registration Labels	12,395
			12,128	Motor Vehicle Number Plates ..	58,031
			51,609	Provision of Traffic Facilities ..	748,853
			685,143	Surface Maintenance adjoining Tram Tracks	5
			472		819,284
			749,352		5,549,613
			5,182,067		
6,308,902	Total Receipts £	6,605,303		Payment to Country Main Roads Fund under Section 202, Transport Act, 1930, as amended	1,055,690
11	Unclaimed Wages—		1,126,835	Total Payments £	6,605,303
601	Balance Brought from 30th June	11	6,308,902		
	Receipts	1,533	601	Unclaimed Wages—	
12,646	Security Deposits—		11	Refunds	1,454
6,100	Balance brought from 30th June	16,158	2,588	Balance at 30th June	90
	Receipts	3,401	16,158	Security Deposits—	
	Unclaimed Money found in Taxi-cabs—			Refunds	3,806
	Balance brought from 30th June	374	135	Balance at 30th June	15,753
509	Receipts	736	374	Unclaimed Money found in taxi-cabs—	
6,328,769		6,627,516	6,328,769	Refunds	1,089
				Balance at 30th June	21
					6,627,516

Audited and found correct.
W. MATHIESON,
Auditor General of New South Wales,
Sydney, 12th October, 1965

H. HORNE,
Supervising Accountant,
27th July, 1965.

Appendix 4

PUBLIC VEHICLES FUND (SPECIAL DEPOSITS ACCOUNT)
Statement of Receipts, Expenditure and Distributions for the Year ended 30th June, 1965, and a comparison with 1964

Receipts			Expenditure and Distributions		
Previous Year		Year ended 30th June, 1965	Previous Year		Year ended 30th June, 1965
£		£	£		£
121,637	1st July—Balance brought forward	144,438		Distribution to Municipalities, Shires and other Authorities—	
	Motor Omnibuses—			Motor Omnibuses—	
	Tax—		154,144	Tax—	
152,511	Metropolitan	152,189	18,778	Metropolitan	153,733
18,743	Newcastle	17,969	11,357	Newcastle	18,331
11,043	Wollongong	11,402		Wollongong	11,023
			184,279		183,087
182,297		181,560		Commonwealth Aid Roads Act, 1959, Grant—	
	Commonwealth Aid Roads Act, 1959, Grant—		92,377	Metropolitan	103,627
	Allocated—		11,422	Newcastle	12,681
92,414	Metropolitan	107,328	5,201	Wollongong	5,772
11,397	Newcastle	13,134	109,000		122,080
5,189	Wollongong	5,978	293,279	Total..... £	305,167
109,000		126,440		Expenditure from Receipts of Tax on Other Public Vehicles—	
291,297	Total, Motor Omnibuses .. £	308,000		Improved Traffic Facilities—	
	Other Public Vehicles—		36,785	Metropolitan	64,083
	Tax—		7,770	Newcastle	12,834
65,578	Metropolitan	69,729	1,587	Wollongong	1,286
4,271	Newcastle	3,987	46,142	Total..... £	78,203
1,408	Wollongong	1,408		Distribution of Service Licence Fees—	
71,257		75,124	29,239	Metropolitan	29,218
	Contribution by Road Transport and Traffic Fund towards cost of Traffic Facilities Works-in-progress—		2,423	Newcastle	2,340
—	Metropolitan	18,200	1,815	Wollongong	2,051
			33,477	Total..... £	33,609
71,257	Total, Other Public Vehicles £	93,324		Balances in Fund at 30th June—	
	Service Licence Fees—			Motor Omnibuses—	
28,881	Metropolitan	29,237	40,069	Tax—	
2,325	Newcastle	2,340	4,603	Metropolitan	38,525
1,939	Wollongong	2,066	2,521	Newcastle	4,241
33,145	Total, Service Licence Fees £	33,643	23,131	Wollongong	2,900
			2,830	Commonwealth Grant—	
			1,289	Metropolitan	26,832
			51,674	Newcastle	3,283
			13,898	Wollongong	1,495
			43	Other Public Vehicles—	
			3,881	Tax—	
			375	Metropolitan	75,520
			124	Newcastle	5,051
			144,438	Wollongong	165
				Service Licence Fees—	
517,336	Grand Total	579,405		Metropolitan	3,900
				Newcastle	375
				Wollongong	139
					£ 162,426
			517,336	Grand Total..... £	579,405

Audited and found correct.
W. MATHIESON,
Auditor General of New South Wales,
Sydney, 12th October, 1965

H. HORNE,
Supervising Accountant,
27th July, 1965.

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—	
	1964	1965
	£	£
METROPOLITAN TRANSPORT DISTRICT—		
(a) Councils—		
Ashfield	4,098	4,405
Auburn	5,739	6,239
Bankstown	14,088	14,894
Baulkham Hills	851	1,097
Blacktown	4,490	4,912
Botany	2,263	2,427
Burwood	3,907	4,326
Camden	90	97
Campbelltown	984	1,063
Canterbury	13,162	13,681
Concord	3,143	3,843
Drummoyne	2,786	3,217
Fairfield	6,025	6,626
Holroyd	4,466	4,793
Hornsby	1,623	1,760
Hunters Hill	778	835
Hurstville	6,678	7,340
Kogarah	4,222	4,589
Kuringai	3,266	3,530
Lane Cove	1,989	1,934
Leichhardt	8,126	8,382
Liverpool	2,095	3,763
Manly	2,905	3,081
Marrickville	6,284	6,684
Mosman	2,600	2,724
North Sydney	4,878	5,152
Parramatta	7,324	7,980
Penrith	507	548
Randwick	18,147	16,561
Rockdale	6,109	6,758
Ryde	4,312	4,747
Strathfield	2,635	3,337
Sutherland	4,324	4,790
Sydney	81,035	78,320
Warringah	4,939	5,321
Waverley	6,452	7,133
Willoughby	6,732	7,410
Windsor	271	278
Wollondilly	65	70
Woollahra	6,398	6,942
(b) Authorities—		
Department of Railways	30	32
Department of Health	254	263
National Park Trust	19	19
Necropolis Trustees (Rookwood)	51	65
	261,140	271,968
(c) Capital Debt Reduction	14,620	14,609
TOTAL—METROPOLITAN	£275,760	£286,577
NEWCASTLE TRANSPORT DISTRICT—		
(a) Councils—		
Newcastle	21,237	25,029
Lake Macquarie	9,033	5,719
Port Stephens	1,009	1,279
Stroud	132	155
	31,411	32,182
(b) Capital Debt Reduction	1,212	1,170
TOTAL—NEWCASTLE	£32,623	£33,352
WOLLONGONG TRANSPORT DISTRICT—		
Councils		
Wollongong	16,426	16,888
Shellharbour	1,933	1,944
Campbelltown	2	2
Kiama	12	13
*TOTAL—WOLLONGONG	18,373	18,847
COMBINED GRAND TOTAL	£326,756	£338,776

NOTES: (a) The amount each Council receives reflects the number and weight of the buses and the amount of timetabled running.

(b) The amount applied as "Capital Debt Reduction" is half of the service licence fee for the services in the respective Transport Districts.

* (c) No Capital Debt Reduction as Government bus services do not operate in Wollongong District.

Appendix 6

STATE TRANSPORT (CO-ORDINATION) FUND					
Statement of Receipts and Payments for the Year ended 30th June, 1965 and a comparison with 1964					
Receipts			Payments		
Previous Year		Year ended 30th June, 1965	Previous Year		Year ended 30th June, 1965
£		£	£		£
196,539	State Transport (Co-ordination) Act, 1931, as amended—	207,582	204,353	Administrative Expenses—	216,840
364	Licence Fees	427	141,104	Salaries and Wages	155,012
196,175	Less Refunds	207,155	345,457	General Expenses	371,852
12,700	Miscellaneous Fees	12,971		Payment to Police Department for services in connection with the supervision of the State Transport (Co-ordination) Act	191,571
4	Less Refunds	2	182,731		563,423
12,696		12,969	528,188		
15,411	Police Court Penalties and Legal Costs Recovered	12,431		Payments in Settlements of Claims for Refund of Charges, etc., in respect of Interstate Journeys	720
15,411		12,431	4,323		
32,634	Revenue in respect of the carriage of passengers	37,015		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	
46	Less Refunds	9		Railways—	
32,588		37,006		Passenger charges	33,600
1,555,993	Revenue in respect of the carriage of goods	1,698,277		Goods charges	1,366,400
6,037	Less Refunds	8,818		Omnibuses—	
1,549,956		1,689,459		Passenger charges	874
			41,000		1,400,874
			1,659,000	Total Payments	1,965,017
			911	Security Deposits held at 30th June	855
			1,700,911		
1,806,826	Total Receipts	1,959,020	2,233,422	Balance in Fund at 30th June ..	584,681
955	Security Deposits—				2,550,553
60	Balance from previous year ..	1,005	1,005		
1,015	Receipts	1,005			
10		150			
1,005	Less Refunds	855			
1,017,274	Balance brought forward from previous year	590,678	590,678		
2,825,105		2,550,553	2,825,105		
	£				

*Audited and found correct,
W. MATHIESON,
Auditor General of New South Wales,
Sydney, 12th October, 1965*

*H. HORNE,
Supervising Accountant,
27th July, 1965.*

Appendix 7

ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958, AS AMENDED						
Monthly Receipts of Ton-Mileage Charges for the Year ended 30th June, 1965, and a comparison with 1964						
Month	Interstate Vehicles		Intrastate Vehicles		Totals	
	1964-1965	1963-1964	1964-1965	1963-1964	1964-1965	1963-1964
	£	£	£	£	£	£
July	147,911	112,639	284,715	247,284	432,626	359,923
August	125,184	111,545	277,927	270,800	403,111	382,345
September	146,055	117,249	297,303	254,235	443,358	371,484
October	143,252	136,812	303,677	269,929	446,929	406,741
November	134,794	120,274	281,471	269,279	416,265	389,553
December	138,286	109,446	293,890	273,222	432,176	382,668
January	117,109	113,789	279,682	259,334	396,791	373,123
February	109,620	87,510	269,754	263,810	379,374	351,320
March	145,327	106,219	317,082	264,226	462,409	370,445
April	134,410	127,561	266,899	274,558	401,309	402,119
May	134,631	119,155	336,887	292,686	471,518	411,841
June	153,856	153,858	299,655	278,547	453,511	432,405
Total..... £	1,630,435	1,416,057	3,508,942	3,217,910	5,139,377	4,633,967
			Less Refunds		16,557	17,866
			Net		5,122,820	4,616,101

H. HORNE,
Supervising Accountant,
27th July, 1965.

Appendix 8

COST OF ADMINISTRATION OF THE ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958, AS AMENDED		
From 1st July, 1964, to 30th June, 1965, and a comparison with 1964 Charged against Main Roads Fund — Special Deposits Account No. 91		
Previous Year	Head of Expenditure	Year ended 30th June, 1965
£		£
245,640	Salaries	259,590
6,408	Pay Roll Tax	6,751
17,675	Travelling Expenses and Allowances	17,123
8,129	Maintenance and Running of Motor Vehicles	7,431
11,370	Postage and Telegrams	11,704
1,420	Telephone Charges	1,922
6,823	Printing and Stationery	3,712
1,635	Office Stores	1,506
1,058	Light and Power	941
4,478	Maintenance of Buildings	13,561
858	Maintenance of Office Furniture and Machines	764
170	Erection of Buildings	
7,097	Purchase of Office Furniture and Equipment	1,756
1,544	Legal Costs	1,364
680	Sundries	691
314,985	Total	328,816

H. HORNE,
Supervising Accountant,
27th July, 1965.

PROSECUTIONS UNDER ROAD MAINTENANCE (CONTRIBUTION) ACT FOR YEAR ENDED 30th JUNE, 1965								
Vehicle Classification ↓	CONVICTIONS FOR FAIL TO —				Total Convictions	WITHDRAWN	DISMISSED	TOTAL PROSECUTIONS
	Deliver Return	Pay Charges	Comply with Notice	Show Journey				
Intrastate	1,525	1,971	—	203	3,699	941	12	4,652
Interstate—								
N.S.W.	237	926	4	2	1,169	180	3	1,352
Victoria	406	812	—	—	1,218	146	—	1,364
Queensland	189	318	—	—	507	51	1	559
South Aust.	449	842	1	—	1,292	122	2	1,416
Western Aust.	120	51	—	—	171	6	1	178
A.C.T.	4	14	—	—	18	18	—	36
Northern Terr.	—	1	—	2	3	—	—	3
Tasmania	2	—	—	—	2	—	—	2
Total (Interstate) ..	1,407	2,964	5	4	4,380	523	7	4,910
Grand Total	2,932	4,935	5	207	8,079	1,464	19	9,562

Appendix 10

**CONVICTIONS BY COURTS UPON LEGAL PROCEEDINGS TAKEN BY DEPARTMENT
IN YEARS ENDED 30th JUNE, 1965 AND 30th JUNE, 1964**

*	1965	1964
State Transport (Co-ordination) Act, 1931, as amended, and Regulations:—		
Drive and operate contrary to terms of licence	299	390
Drive and operate unlicensed public motor vehicle	46	36
Not observe conditions of permit	6	13
Total.....	351	439
Transport Act, 1930, as amended, and Regulations for Public Vehicles — Metropolitan, Newcastle and Wollongong Transport Districts:—		
Fail to operate taxi-meter correctly	25	75
Fail to obscure or display vacant sign	54	145
Refuse hiring or fail to carry out hiring punctually	83	113
Overcharging passengers	12	14
Fail to drive by shortest practicable route	1	2
Incivility to passengers	14	11
Fail to comply with the rules governing the operation of taxi-cab stands ..	41	65
Multiple hiring	102	236
Soliciting for passengers, attracting notice by calling	31	50
Omnibus time-table offences	9	14
Miscellaneous offences	4	18
Total.....	376	743
Motor Traffic Act, 1909, as amended, and Regulations:—		
Fail to renew registration or return number plates	961	1,048
Unlawful possession of number plates	3	44
Fail to apply for transfer of registration	26	128
Fail to notify disposal	21	115
Drive unregistered vehicle	11	7
Fail to carry record of driving hours (log book)	20	16
Fail to record in log book	29	28
False statement in log book or furnish false information	2	4
Lorry driver not have required rest	18	22
Exceed aggregate weight permitted	436	746
Fail to drive into lorry checking station	28	4
Exceed length or height restrictions on lorry or equipment	247	25
Miscellaneous offences	13	9
Total.....	1,815	2,196
Road Maintenance Contribution Act, 1958, as amended:—		
Fail to furnish return	2,932	988
Fail to pay charges	4,935	4,670
Omit item from record	207	35
Fail to furnish record (Director)	3	—
Fail to pay charges (Director)	2	—
Total.....	8,079	5,693
Vagrancy Act:—		
Use obscene or insulting language	2	3
Total.....	2	3
Oaths Act, 1900:—		
Make untrue declaration:		
Committed for trial	6	—
Committed for sentence	2	—
Total.....	8	—
Grand Total	10,631	9,074

*In some cases the proceedings were actually instituted before 1st July, 1964 (left hand column) or 1st July, 1963 (right hand column).

NOTE: See also page 19 regarding enforcement of traffic regulations.

Appendix 11

MOTOR REGISTRIES IN OPERATION AS AT 30th JUNE, 1965

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

Registries shown in capital letters are conducted by officers of the Department of Motor Transport. The remainder are conducted by Police in conjunction with other Police duties.

New Motor Registries were appointed during 1964/65 at Gwabegar (on 21st September, 1964) and Toronto (on 6th October, 1964). Registries conducted by the Department now total 53 (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 —	
	1964	1965
	£	£
Head Office (Motor Registry Section)	3,474,954	3,581,971
Albury	161,763	182,115
Armidale	125,778	123,464
Bathurst	191,583	199,025
Bega	72,971	78,998
Beverly Hills	474,599	643,899
Blacktown (New Registry—opened 18th November, 1963)	143,944	326,002
Broken Hill	213,993	238,188
Casino	80,909	86,658
Cessnock	171,686	180,083
Chullora	1,160,037	1,220,217
Coffs Harbour	62,893	79,744
Cooma	94,627	98,035
Cowra	79,557	86,599
Dubbo	139,937	158,974
Five Dock	1,068,574	1,136,487
Forbes	102,058	105,762
Glen Innes	73,746	74,253
Gosford	236,121	273,574
Goulburn	186,296	201,702
Grafton	157,515	174,190
Griffith	129,256	139,994
Gunnedah	78,168	89,623
Inverell	89,451	103,244
Katoomba	70,996	70,933
Kempsey	100,766	109,992
Kogarah	793,216	805,444
Leeton	85,681	88,452
Lismore	218,596	247,997
Lithgow	128,195	143,847
Liverpool	676,216	761,575
Maitland	231,132	256,623
Manly	482,197	523,260
Miranda	451,973	529,613
Mittagong	77,830	85,626
Moree	82,087	91,405
Murwillumbah	92,401	101,380
Newcastle	1,616,331	1,752,537
North Sydney	844,481	851,850
Nowra	148,998	168,561
Orange	253,371	260,869
Parkes	88,613	99,537
Parramatta	1,529,777	1,619,411
Penrith	267,533	299,118
Queanbeyan	102,234	114,816
Richmond	117,659	131,976
Ryde	546,607	620,923
Tamworth	265,746	297,336
Taree	157,000	166,615
Toronto—(New Registry—opened 6th October, 1964)	—	67,063
Wagga Wagga	255,647	290,239
Waitara	380,747	431,114
Wollongong	1,047,601	1,140,844
Young	74,822	75,784
TOTAL	19,958,869	21,787,541

*As explained on page 17 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 1965

As at —	Public Vehicles Metropolitan, Newcastle and Wollongong*				Other Vehicles§			Traders [†] Plates	All Vehicles
	Cabs	Vans	Buses	Private [‡] Hire Cars	Cars	Lorries **	Cycles		
31st December—									
1910‡									4,374
1911	175	3	4		3,975		2,788		6,945
1916	268	32	12		14,175	845	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

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

Appendix 14

BRAND-NEW MOTOR VEHICLES REGISTERED, 1955 TO 1965

Year ended 30th June—	Passenger Vehicles	Goods Vehicles	Motor Cycles	Total	Variation (Percentage)	
1955	56,342	32,320	3,437	92,099		%
1956	56,259	34,150	2,971	93,380	up	1.3
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
Total	717,326	521,082	24,499	1,262,907		

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		
1940	*474,881	1957	1,091,467	1965	1,608,218
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—	
	1964	1965
Class 1	1,192,837	1,261,909
Class 2	4,270	4,293
Class 3	224,947	226,136
Class 4	22,777	23,328
Class 5	43,359	45,885
Taxi-cab driver (Transport Districts)	9,098	10,150
Motor cycle rider	29,522	36,517
TOTAL	1,526,810	1,608,218

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 in absence of Court Orders to the Contrary

Type of Offence	Decision of Court		Disqualifications Imposed					Appeals			
	Discharged Section 556A*	Convicted	Automatic			Variations Ordered by Courts †	Total	Dismissed (conviction confirmed)	Allowed (conviction quashed)	Dismissed but defendant discharged*	
			Six Months §	One Year	Three Years					Unconditionally	Conditionally
Drive whilst under influence	592	4,450	—	807	253	3,390	4,450	237	19	4	14
Drive in manner or at speed dangerous	14	1,100	—	380	21	699	1,100	103	13	—	3
Not stop after injury accident—Sec. 8(1)	—	21	—	6	2	13	21	1	—	—	—
Drive whilst disqualified Sec. 7A(2)	4	446	401	—	—	45	446	29	—	—	—
Culpable driving	1	14	—	7	1	6	14	—	—	—	—
By negligent act cause grievous bodily harm	—	6	—	3	—	3	6	—	—	—	—
Manslaughter	—	—	—	—	—	—	—	—	—	—	—
TOTAL	611	6,037	401	1,203	277	4,156	6,037	370	32	4	17

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

§ Additional period of automatic disqualification 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	* Discharged Section 556A	Decision by Court	
			Convicted	Suspension or Disqualification Ordered
Exceed speed limit	45,599	466	11,991	776
Negligent driving	—	1,517	13,642	697
Not stop after accident (Section 8(3) or 8(4))	—	12	238	26
Other offences (cross double line, etc.)	50,499	1,718	33,394	666
TOTAL	96,098	3,713	59,265	2,165
Appeals to higher Courts against suspensions or disqualifications were heard in 503 cases of which 68 were allowed and 435 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	11	135
Criminal Offences	30	53
Traffic Offences	4,881	54
Criminal and traffic offences	13	41
Physical disabilities	264	281
Other grounds	7	4
TOTAL	5,206	568
There were 350 appeals to Courts of Petty Sessions in respect of the abovementioned suspensions and cancellations; 162 were allowed, and 188 were disallowed. In respect of refusals, there were 3 appeals, all of which 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	14,839	100,617
101-200 miles	15,061	103,432
Over 200 miles	5,340	36,557
TOTAL	35,240	240,606
In addition, 12,334 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 22 gives explanatory information.		

PARTICULARS OF COMPETITIVE GOODS JOURNEYS MADE ON PAYMENT OF CHARGES UNDER THE STATE TRANSPORT (CO-ORDINATION) ACT									
Period	*1d. per ton mile		*1½d. per ton mile		*2d. per ton mile		*3d. per ton mile		Totals
	Trips	Tons Carried	Trips	Tons Carried	Trips	Tons Carried	Trips	Tons Carried	Trips Tons Carried
Year ended 30th June, 1965									
Up to 100 miles	3,833	16,897	6,628	60,115	47	356	25,518	215,824	36,026 293,192
101-200 miles	5,505	27,418	9,715	69,029	112	962	38,335	318,688	53,667 416,097
Over 200 miles	3,216	18,480	1,891	14,895	6	44	5,632	44,727	10,745 78,146
Totals	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

* Denotes the tax per ton of the aggregate of tare plus carrying capacity for each competitive mile.

In addition, 7,014 permits were issued for charges calculated on a flat rate basis or on rail freight. The number last year was 3,759. The increase is attributed to a greater movement of assembled cars carried as loading and to an increase in the quantity of heavy fuel oils being transported in bulk.

Appendix 19

PRIVATELY OPERATED OMNIBUS SERVICES IN THE TRANSPORT DISTRICTS

Table 1—Numbers of operators, services and vehicles as at 30th June, 1965 and 30th June, 1964

	Metropolitan		Newcastle		Wollongong	
	1965	1964	1965	1964	1965	1964
Operators	125	126	15	15	13	12
Services	206	207	23	23	22	22
Omnibuses—						
In Service	884	880	110	125	147	160
In Reserve	228	160	33	9	38	17
Total	1,112	1,040	143	134	185	177
Petrol	413	421	52	53	32	32
Diesel	699	619	91	81	153	145
Total	1,112	1,040	143	134	185	177
Single Deck	1,089	1,013	115	103	172	156
Double Deck	23	27	28	31	13	21
Total	1,112	1,040	143	134	185	177

Table 2—Operating and financial particulars, years ended 31st March, 1965 and 31st March, 1964

	Metropolitan		Newcastle		Wollongong	
	1965	1964	1965	1964	1965	1964
Number of employees ..	1,349	1,277	108	111	339	269
Omnibus Mileage	24,704,185	22,751,595	2,003,920	1,801,185	5,237,362	4,962,875
Passengers Carried	63,857,205	58,824,065	4,841,970	4,950,922	15,177,853	15,347,014
	£	£	£	£	£	£
Book Value of Plant ..	2,140,280	1,899,043	120,846	145,269	365,436	380,318
Revenue	3,943,828	3,673,937	272,074	278,797	744,436	743,350
Expenditure	3,622,212	3,191,157	270,072	272,848	735,032	730,121
Net Profit	321,616	482,780	2,002	5,949	9,404	13,229
Net Loss						
Included in expenditure—						
Owners' Wages	129,535	123,971	10,642	11,239	10,920	19,412
Depreciation	394,301	343,307	28,878	25,694	53,440	52,627
Interest Payments on Loans, etc.	61,411	56,792	5,517	3,902	9,702	12,578
	d.	d.	d.	d.	d.	d.
Revenue per mile	38.03	38.755	32.58	37.148	34.1	35.948
Expenditure per mile ..	35.19	33.662	32.34	36.355	33.6	35.308
Net Profit per mile	2.84	5.093	0.24	0.793	0.5	0.640
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
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 86 centres named below. The vehicles (taxi-cabs and private hire cars) now total 581, an increase of 7 since 30th June, 1964.

Albury	Glenbrook	Lismore	Queanbeyan
Alstonville	Glen 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	Tumut
Casino	Junee	Mudgee	Tweed Heads
Cessnock	Kandos	Murwillumbah	Wagga Wagga
Coffs Harbour	Katoomba	Muswellbrook	Warrimoo
Cooma	Kempsey	Nambucca Heads	Wauchope
Coonabarabran	Kiama	Narrabri	Wellington
Cootamundra	Kingscliff	Narrandera	Weston
Corowa	Kurri Kurri	North Haven	Woy Woy
Cowra	Kyogle	Nowra	Yass
Deniliquin	Laurieton	Orange	Young
Dubbo	Leeton	Parkes	
Forbes	Leura	Port Macquarie	

Appendix 21

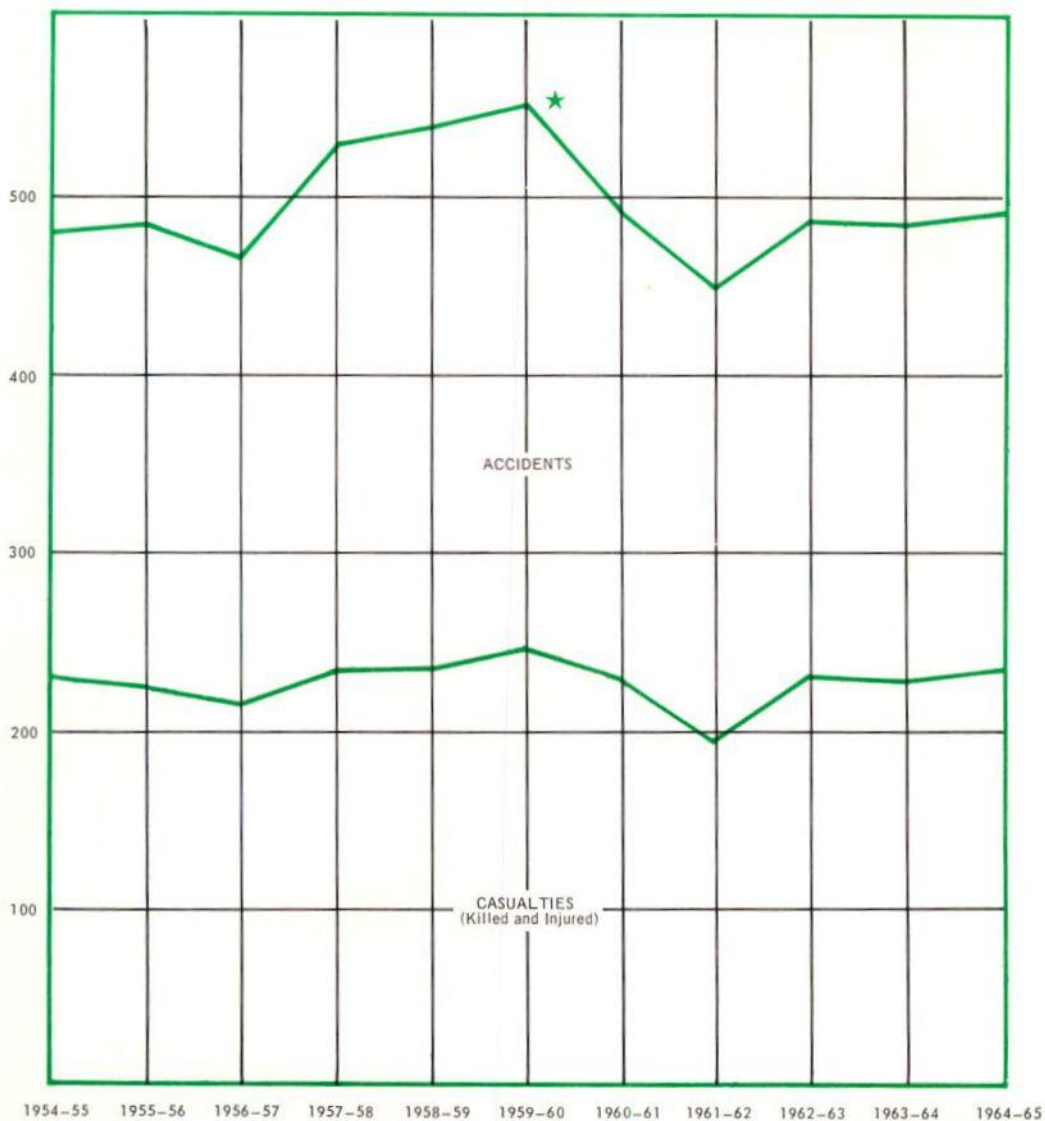
ROAD ACCIDENTS IN NEW SOUTH WALES

The chart hereunder, and the ten further charts on pages 61 to 64 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 30, 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—1945-55 to 1964-65**



*Some part of the drop was attributable to an increase, from £10 to £25, in damage value criterion on 1st May, 1960. Damage only accidents under £25 ceased to be reportable.

ACCIDENTS, KILLED AND INJURED (non-fatal)—SYDNEY
(including suburbs) AND REMAINDER OF STATE—
QUARTERLY PERIODS FROM JULY, 1963 TO JUNE, 1965

CHART 2—
ACCIDENTS

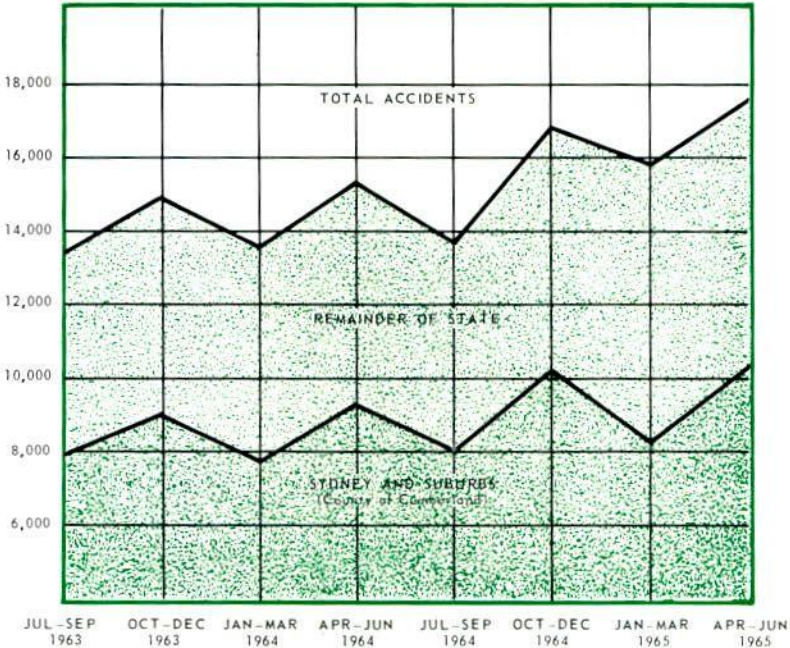


CHART 3—
KILLED

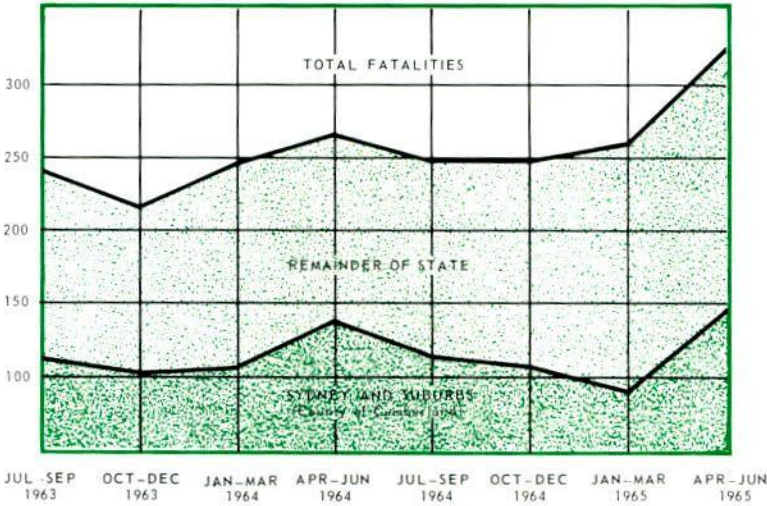


CHART 4—
INJURED
(NON-FATAL)

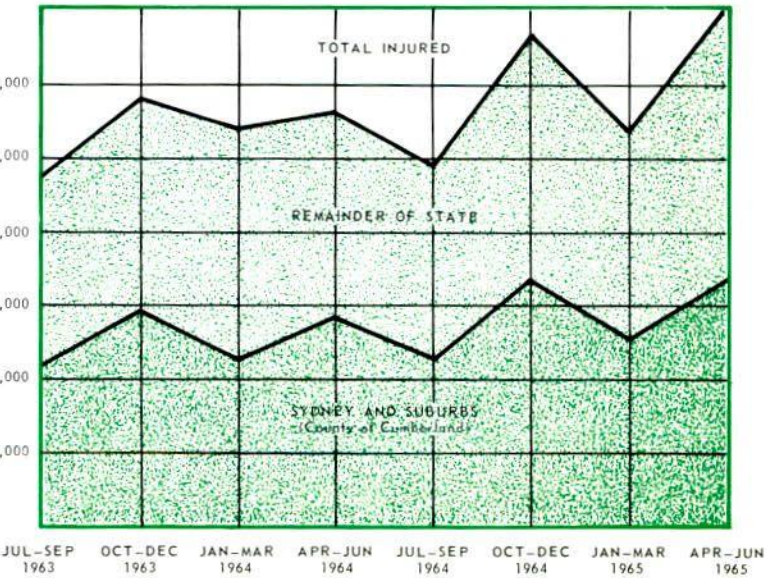


CHART 5—
ACCIDENTS

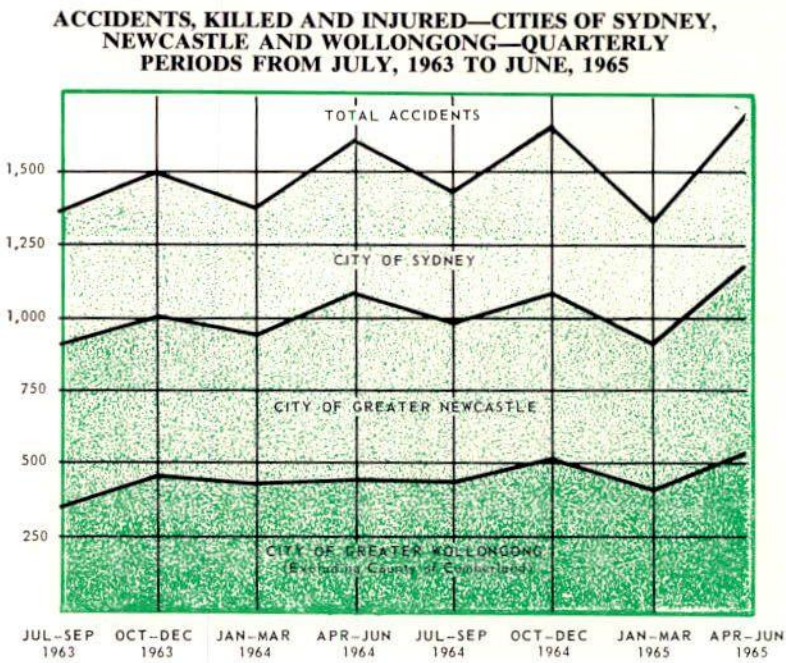


CHART 6—
KILLED

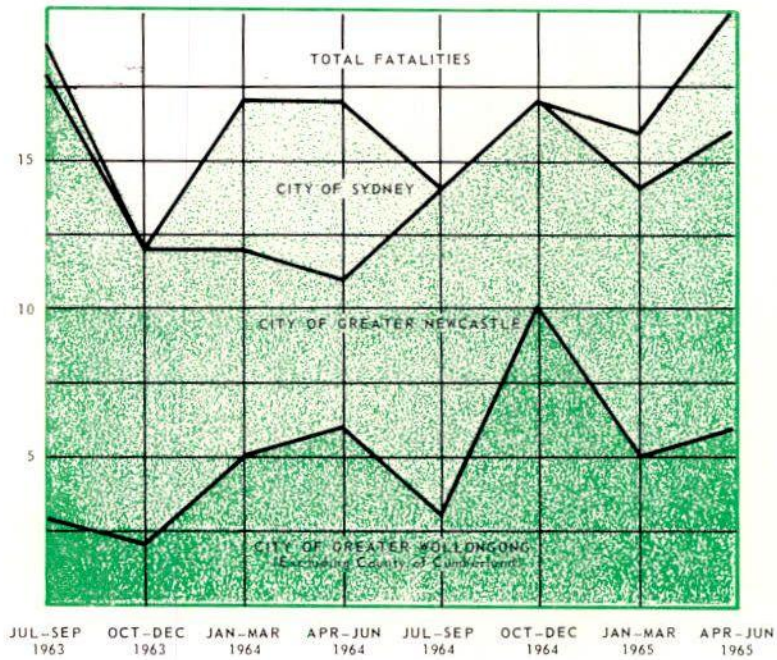
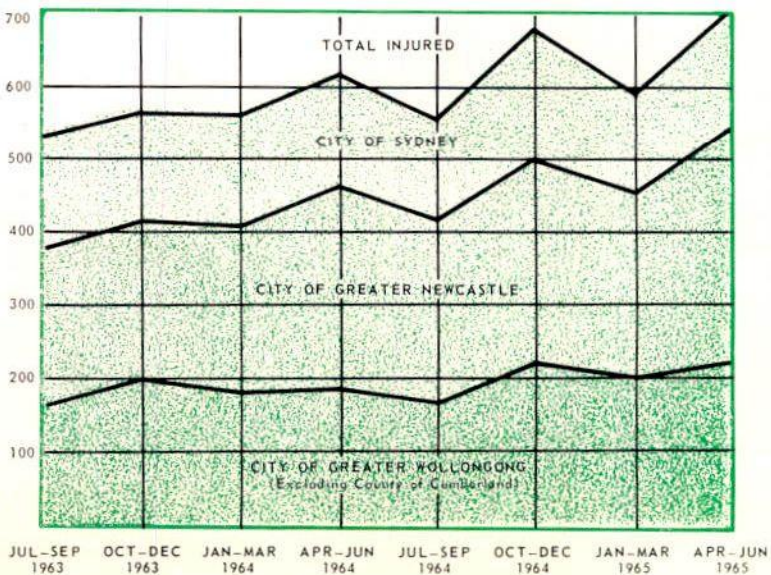
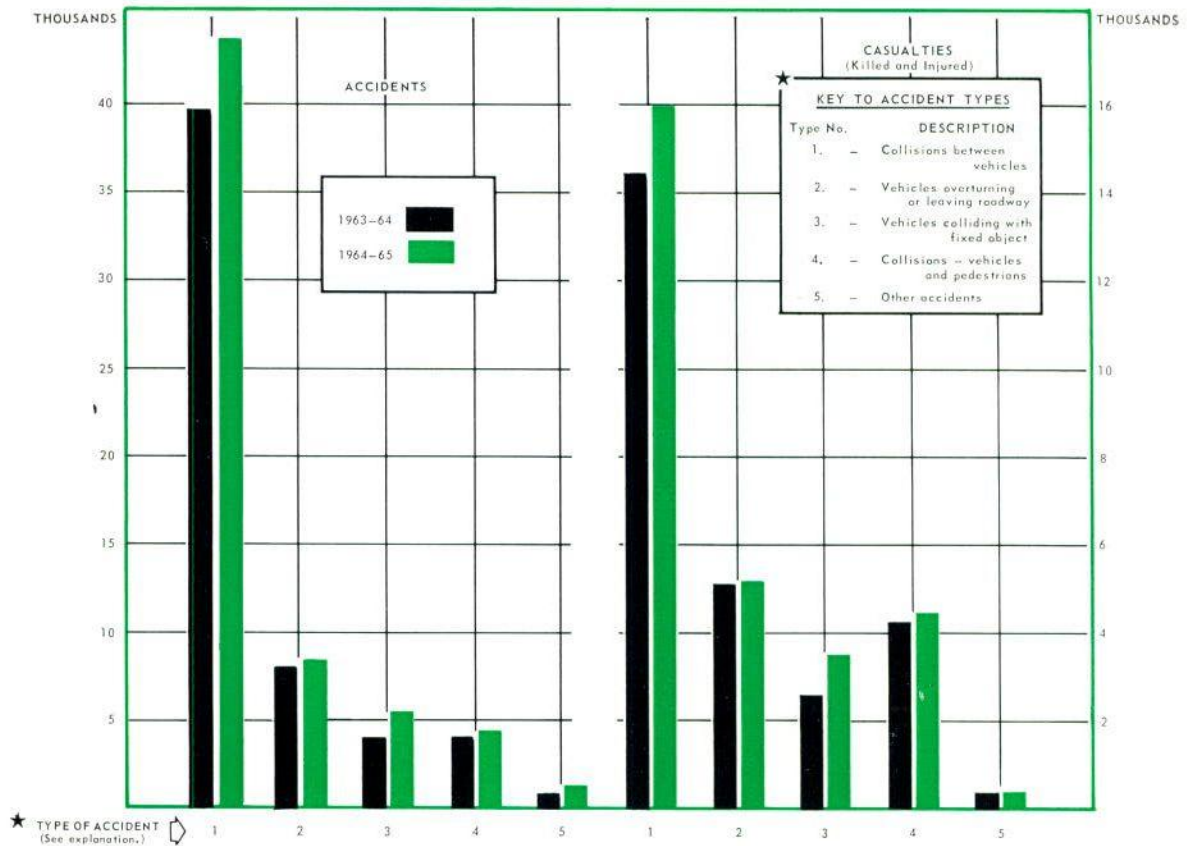


CHART 7—
INJURED
(NON-FATAL)



**CHART 8—TYPE OF ACCIDENTS AND CASUALTIES (fatal and non-fatal)
FOR EACH TYPE OF ACCIDENT—1963-64 AND 1964-65**



**CHART 9—CLASSES OF ROAD USERS KILLED AND INJURED—
1963-64 AND 1964-65**

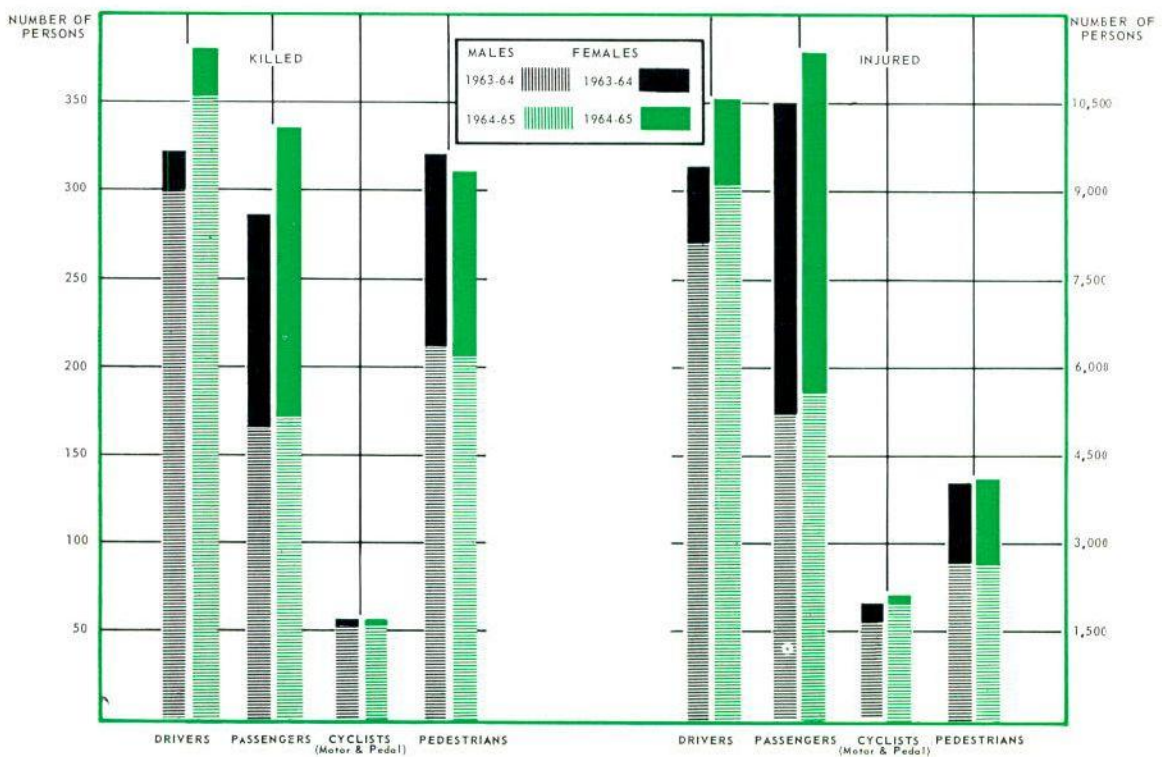


CHART 10—AGE AND SEX OF PERSONS KILLED—1963-64 AND 1964-65

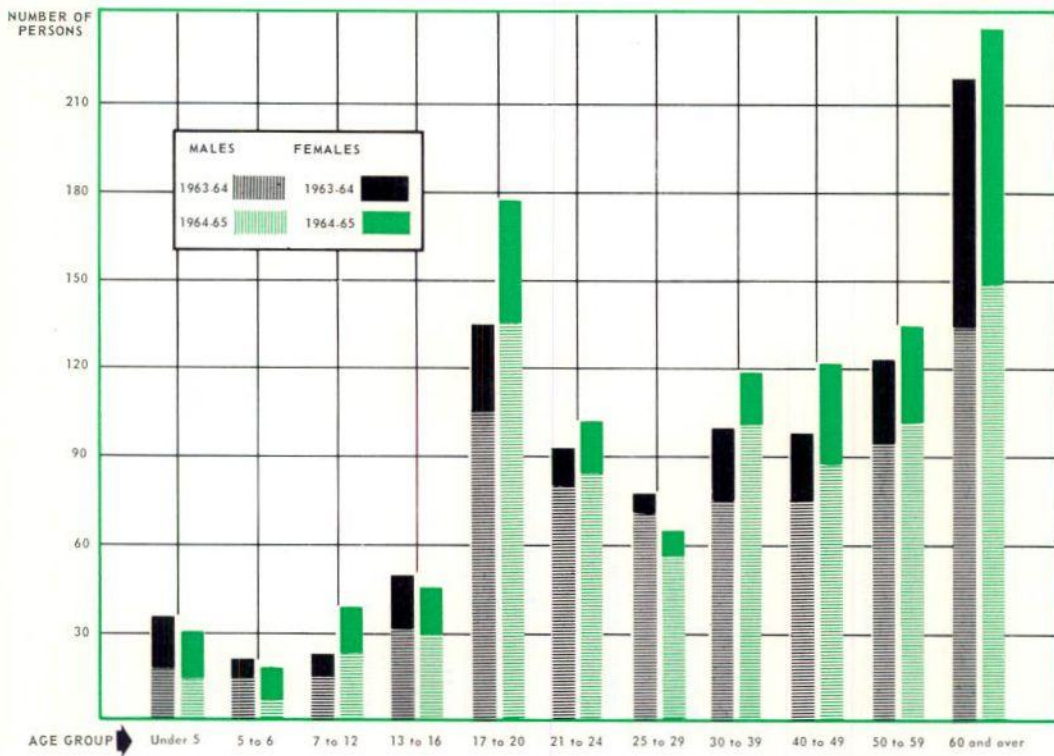
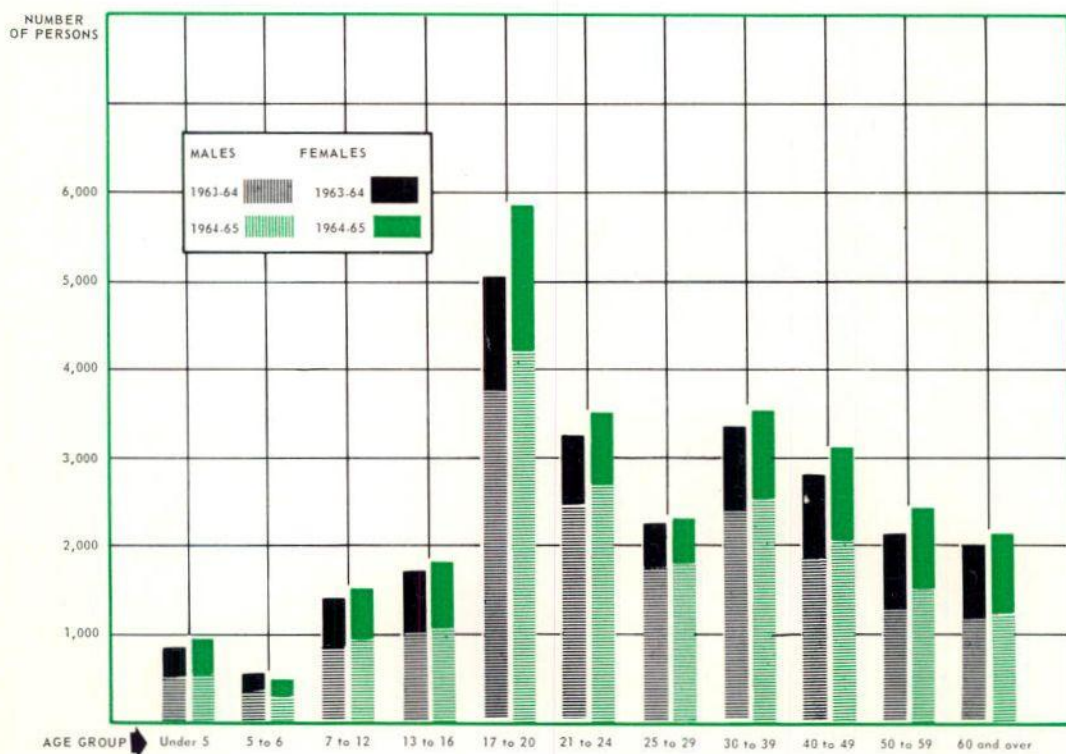


CHART 11—AGE AND SEX OF PERSONS INJURED—1963-64 AND 1964-65



Appendix 22

**TRAFFIC CONTROL LIGHT SIGNAL INSTALLATIONS COMPLETED IN YEAR
FROM 1st JULY, 1964 TO 30th JUNE, 1965**

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

BASS HILL	*Hume Highway west of Arundle Street—5th March, 1965.
CABRAMATTA	*Cabramatta Road, north-east of Grant Street—17th June, 1965.
CARLINGFORD	*Pennant Hills Road, west of Tintern Avenue—9th April, 1965.
CASTLE HILL	*Old Northern Road, north-east of Showground Road—8th April, 1965.
DENISTONE	*Blaxland Road, south-east of Terry Street—27th May, 1965.
FAIRFIELD	*The Horsley Drive, north-west of Nelson Street—13th April, 1965.
GORE HILL	*Pacific Highway, south-east of Innes Road—12th April, 1965.
GUILDFORD	Guildford and Woodville Roads—20th October, 1964.
KENSINGTON	Anzac Parade and Todman Avenue—18th November, 1964.
KOGARAH	Princes Highway and Rocky Point Road—23rd March, 1965. *Railway Parade at Railway Station—1st June, 1965.
LOFTUS	Princes Highway and Sutherland By-Pass (Merton Street extension)—28th May, 1965.
MIRANDA	The Boulevarde and Taren Point Road—29th May, 1965. *The Boulevarde, west of Edward Avenue—12th March, 1965.
MOUNT COLAH	*Pacific Highway, south of Parklands Road—26th May, 1965.
NARRABEEN	*Pittwater Road, south of Waterloo Street—21st June, 1965.
SANS SOUCI	*Rocky Point Road, south-west of Griffith Street—15th March, 1965.
SEAFORTH	Sydney and Manly Roads—10th September, 1964.
SYDNEY	Installations at the following 36 sites were brought into service on the dates shown. Castlereagh Street, north of Park Street; Elizabeth Street and — Market Street; St. James Road; King Street; Pitt Street, north of Park Street; Queen's Square; King and Phillips Streets—22nd November, 1965. Market Street and — Pitt Street; George Street; York Street; Clarence Street; Kent Street; Sussex Street; King Street and — Castlereagh Street; Pitt Street; George Street; York Street; Clarence Street; Kent Street; Sussex Street; Castlereagh Street and Market Street; King Street between George and Pitt Streets—22nd February, 1965.

Appendix 22 (Contd.)

SYDNEY AND SUBURBS (CONTINUED)

York and Barrack Streets—20th April, 1965.

Martin Place and —
Macquarie Street;
Phillip Street;
Elizabeth Street;
Castlereagh Street;
Pitt Street;
George Street—28th April, 1965.

Macquarie and Hunter Streets—11th May, 1965.

Druitt Street and —
Clarence Street;
Kent Street;
Sussex Street—2nd June, 1965.

Bathurst and Kent Streets—24th June, 1965.

Pitt Street, Eddy Avenue and Rawson Place;
George Street and Rawson Place—28th June, 1965.

These 36 sets of signals comprise the major portion of Stage 3 of the Co-ordinated Traffic Signals Project for the Inner City area. Further details and illustrations appear on pages 31 to 34.

TAREN POINT	Taren Point Road, Holt Road and Toorak Avenue—29th May, 1965.
WATERLOO	Dowling and Lachlan Streets and Dacey Avenue—6th April, 1965.
WAVERLEY	*Birrell Street, west of Goldie Avenue—14th May, 1965.
WEST PENSHURST	*Forest Road, east of Wattle Street—11th March, 1965.
WOOLLAHRA	*Edgecliff Road, east of Adelaide Street—14th May, 1965. Queen and Ocean Streets—23rd October, 1964.

NEWCASTLE DISTRICT

BELMONT	*Pacific Highway, north of Gen and Victoria Streets—4th February, 1965. *Pacific Highway, south of Livingstone Street—4th February, 1965.
BROADMEADOW	Lambton, Broadmeadow, Brunker, Chatham and Young Roads and Denison and Belford Streets—9th July, 1964.
HIGHFIELDS	*Pacific Highway, north of Kahibah Road—8th February, 1965.
MAYFIELD	*Maitland Road at Havelock Street—24th March, 1965.
NEWCASTLE	Hunter and Union Streets—16th February, 1965.
NEW LAMBTON	Turton, Lambton and Bridges Roads—9th February, 1965.
WARATAH	*Turton Road, north of Dawson Street—8th February, 1965.

WOLLONGONG DISTRICT

WARRAWONG	King and Cowper Streets—17th November, 1964.
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Appendix 23

INSPECTIONS OF PUBLIC MOTOR VEHICLES, YEAR ENDED 30th JUNE, 1965

METROPOLITAN TRANSPORT DISTRICT

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1965	1,112	2,901	252	4,265
Inspections made	5,840	11,708	422	17,970
Repair Notices issued	676	757	57	1,490
*"Not to Use" Notices issued	41	43	6	90

NEWCASTLE TRANSPORT DISTRICT

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1965	149	107	16	272
Inspections made	567	425	46	1,038
Repair Notices issued	36	26	6	68
*"Not to Use" Notices issued	7	4	2	13

WOLLONGONG TRANSPORT DISTRICT

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1965	185	116	12	313
Inspections made	709	741	49	1,499
Repair Notices issued	21	8	—	29
*"Not to Use" Notices issued	—	—	—	—

COUNTRY DISTRICTS

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1965	1,579	1,153	339	3,079
Inspections made	3,696	2,793	687	7,176
Repair Notices issued	538	240	18	796
*"Not to Use" Notices issued	22	11	—	33

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

Appendix 24

STAFF EMPLOYED				
		On June 30th—		
		1963	1964	1965
METROPOLITAN—				
	Male	1,179	1,225	1,264
	Female	552	552	598
		<u>1,731</u>	<u>1,777</u>	<u>1,862</u>
NEWCASTLE—				
	Male	14	14	15
	Female	4	5	6
		<u>18</u>	<u>19</u>	<u>21</u>
COUNTRY—				
	Male	71	65	68
	Female	19	19	24
		<u>90</u>	<u>84</u>	<u>92</u>
TOTALS—				
	Male	1,264	1,304	1,347
	Female	575	576	628
GRAND TOTAL		<u>1,839</u>	<u>1,880</u>	<u>1,975</u>
<p>NOTE: Wages Staff (included in the foregoing figures) totalled 171 on 30th June, 1963 (161 Males and 10 Females) and 186 (176 and 10) on 30th June, 1964. The corresponding figures for 1965 were 200 (189 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, 1965 the number of vehicles registered had risen to 1,465,360 and the number of drivers' licences in issue to 1,608,218.