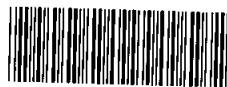


1953

PARLIAMENT OF NEW SOUTH WALES



L009890

REPORT

OF THE

SUPERINTENDENT OF MOTOR TRANSPORT

FOR THE YEAR ENDED
30th JUNE, 1952



Presented to Parliament in pursuance of the provisions of Section 207 of the Transport Act, 1930-1952; Section 50 of the State Transport (Co-ordination) Act, 1931-1952; Section 3 of the Transport (Division of Functions) Amendment Act, 1952 and Section 6 of the Transport (Division of Functions) Further Amendment Act, 1952.

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REPORT

OF THE

SUPERINTENDENT OF MOTOR TRANSPORT

FOR THE YEAR ENDED 30TH JUNE, 1952.

Office of the Superintendent of Motor Transport,

Sydney, 1st December, 1952.

To the Honourable the Minister for Transport.

Sir,

In accordance with the provisions of section 207 of the Transport Act, 1930-1952, and section 50 of the State Transport (Co-ordination) Act, 1931-1952, and section 3 of the Transport (Division of Functions) Amendment Act, 1952, and section 6 of the Transport (Division of Functions) Further Amendment Act, 1952, I have the honour to submit a report covering the operations for the year ended 30th June, 1952, of the Department which, since 27th October, 1952, has been named the Department of Motor Transport, N.S.W.

On the 1st June, 1952, in accordance with the provisions of the Transport (Division of Functions) Amendment Act, 1952, the Department of Road Transport and Tramways was divided into two departments, namely, the Department of Transport and Highways, administered by the Director of Transport and Highways, who was also the chairman of the New South Wales Transport and Highways Commission, and the Department of Government Tram and Omnibus Services administered by the Commissioner for Government Tram and Omnibus Services.

The Act provided that the powers, authorities, duties and functions which had been exercised and performed by the Commissioner for Road Transport and Tramways shall, except as to trams and Government-owned omnibuses and maintenance of tram tracks across the Sydney Harbour Bridge, be exercised and performed by the Director of Transport and Highways, viz., the administration of a number of Acts of Parliament which apply to motor vehicles in all parts of the State. These Acts include the Motor Traffic Act, 1909-1951, which provides for the registration of motor vehicles and the licensing of drivers thereof, the Motor Vehicles Taxation Act, 1951, and the Motor Vehicles Taxation Management Act, 1949-1951, which impose tax on motor vehicles, the State Transport (Co-ordination) Act, 1931-1952, which is designed to co-ordinate the various forms of transport and to afford State-owned transport systems a reasonable measure of protection against competition from other transport services, and the Motor Vehicles (Third Party Insurance) Act, 1942-1951.

The administration is also responsible for the registration under the Transport Act, 1930-1952, of public vehicles in the Sydney and Newcastle Transport Districts, and the licensing of the drivers and conductors thereof, the provision of traffic facilities, such as traffic control light signals, "School", "Halt" and "Slow" signs and pedestrian footcrossings, and the conduct of road safety activities.

The Director of Transport and Highways was Mr. R. Winsor.

The Staff comprised in the Department of Transport and Highways as at the date of its formation on 1st June, 1952, consisted of the members of the former Road Transport Branch of the Department of Road Transport and Tramways and certain officers from other Branches of the latter Department, totalling 930 persons. As at the 30th June, 1952, the total number of staff in the Department of Transport and Highways was 930, details of which are shown in Appendix No. 1.

On the 1st September, 1952, the Transport and Highways Commission was suspended, and, *inter alia*, as from that date the position of Director of Transport and Highways was vacated by Mr. Winsor, who was appointed Commissioner for Railways, and the administration of the Department of Transport and Highways was assumed tentatively by the Minister for Transport.

On the 27th October, 1952, in accordance with the provisions of the Transport (Division of Functions) Further Amendment Act, 1952, *inter alia*, the name of the Department of Transport and Highways was changed to the Department of Motor Transport, and the position of Superintendent of Motor Transport, to administer the Department in lieu of the Director of Transport and Highways, was created. I had the honour to be appointed to the position of Superintendent of Motor Transport as from 27th October, 1952.

MOTOR REGISTRATION AND TAXATION REVENUE.

Revenue collections from the registration, taxation and licensing of motor vehicles and the licensing of motor drivers for the years ended 30th June, 1952 and 1951 were as follows:—

	Year ended 30th June—			
	1952.	1951.	1952.	1951.
	£	£	£	£
Tax—				
Main Roads Act, 1924	5,210,905		3,631,019	
Public Vehicles Fund	239,015		183,868	
		5,449,920		3,814,887
Registration, Licensing and Miscellaneous				
Fees and Charges—				
Road Transport and Traffic Fund ...	1,588,791		1,408,274	
Public Vehicles Fund (Service Licence				
Fees)	25,196		25,158	
State Transport (Co-ordination) Fund	1,643,269		1,109,794	
		3,257,256		2,543,226
Grand Totals		8,707,176		6,358,113

For details see Appendix No. 2.

The increase of £2,349,063 in revenue collections resulted from an increase by 50,646 in the number of vehicles registered, increased rates of motor vehicle tax imposed by the Motor Vehicles (Taxation) Act, 1951, and increased collections under the State Transport (Co-ordination) Act, 1931-52.

ROAD TRANSPORT AND TRAFFIC FUND.

The Road Transport and Traffic Fund receives all fees, in respect of the registration of motor vehicles and the licensing of motor drivers, collected under the Motor Traffic Act, 1909-1951, the Transport Act, 1930-1952, and the Motor Vehicles Taxation Management Act, 1949-1951, and a number of miscellaneous fees and charges, the most substantial being the commission received from the Government Insurance Office of New South Wales in respect of premiums under the Motor Vehicles (Third Party Insurance) Act, 1942-1951, collected on behalf of that Office, and fees in respect of the appointment of Authorised Inspection Stations.

Payments from the Fund cover administrative and other expenses of the Department (excluding those expenses in respect of the administration of the State Transport (Co-ordination) Act, 1931-1952); the cost of Police supervision and control of road transport and traffic; Police services in connection with the registration of vehicles and the licensing of drivers; traffic facilities; road safety activities; and half the cost of maintenance by the Department of Government Transport of road pavements between tramway rails and for a space of 18 inches on either side of the rails.

The total revenue collected during the year, apart from a grant of £21,463 by the Commonwealth Government for road safety purposes, was £1,588,791, and after meeting the various expenses chargeable to the Fund (including £832,857 for the cost in the year for Police services in respect of the supervision and control of road transport and traffic and the registration of vehicles and the licensing of drivers) there was no credit balance available for transfer to the credit of the Country Main Roads Fund in accordance with section 202 of the Transport Act, 1930-1952. At the end of the financial year 1950-1951, a credit balance of £37,338 was transferred from the Road Transport and Traffic Fund to the Country Main Roads Fund.

Details of receipts and payments from the Road Transport and Traffic Fund for 1951-1952 and 1950-1951 are shown in Appendix No. 3.

STATE TRANSPORT (CO-ORDINATION) FUND.

The State Transport (Co-ordination) Fund receives licence and permit fees on vehicles registered to operate as public motor vehicles, and charges in respect of the carriage of goods or passengers on journeys in competition with the railways or tramways as imposed under the provisions of the State Transport (Co-ordination) Act, 1931-1952.

The cost of administration of the Act is payable from the Fund and the balance is distributed to the credit of railway and tramway revenue.

A statement of receipts and payments from the State Transport (Co-ordination) Fund for the year 1951-52, in comparison with the previous year, is shown in Appendix No. 4.

The operations of commercial motor vehicles were authorised during the year by licences or permits which were granted exempt from charges or subject to charges according to the extent that goods or passengers were carried in competition with available railway services.

Following reductions in charges from 11th June, 1951, there was a marked increase in the volume of goods transported by road for distances exceeding 50 miles in competition with the railways.

On 30th June, 1952, in country districts, 1,475 omnibuses and 616 other types of passenger vehicles were licensed to operate in 1,640 regular services. In the case of 68 passenger motor services which operate on routes competitive with the railways, the licences provide for the payment of charges under the Act. In the licensing of these vehicles, it is the practice of the Department to act in collaboration with shire and municipal councils.

At the 30th June, 1952, there were 1,239 taxi-cabs and 469 private hire cars licensed to operate in areas outside the Metropolitan and Newcastle Transport Districts.

Since the 1st November, 1950, it has been the practice, where practicable, to allocate new licences by ballot after applications have been publicly invited. A total of 47 taxi-cab and 39 private hire car licences were granted during the twelve months ended 30th June, 1952.

At 30th June, 1952, 142 tourist vehicles were licensed to operate in New South Wales compared with 149 vehicles at the 30th June, 1951.

The licences issued under the Act for tourist vehicles prescribe the tours which may be operated and, in the case of other than local tours, the rate of charge under the Act to be paid in respect of each passenger carried. Of the 142 vehicles licensed at the 30th June, 1952, 81 were operated from Sydney, 3 from Newcastle, 38 from Blue Mountains towns and 20 from other country towns.

Aircraft which are used in the course of trade or business for the carriage of goods and/or passengers are required to be licensed under the State Transport (Co-ordination) Act, 1931-1952. At the 30th June, 1952, 120 aircraft were licensed—68 to ply in regular services and 52 for charter hirings or aerial work.

The registration and licensing of aircraft under the Commonwealth Air Navigation Act is a function of the Department of Civil Aviation, and close liaison is maintained with that Department.

The provisions of the State Transport (Co-ordination) Act in relation to the payment of charges have not been imposed on the operation of aircraft.

By a proclamation under section 3A of the Act, effective on and from 30th March, 1952, ferries, except those operated by the Sydney Harbour Transport Board, operating in the Port of Sydney, were required to be licensed under the Act. At the 30th June, 1952, twenty ferries were licensed under the Act.

PUBLIC VEHICLES FUND.

The Public Vehicles Fund receives tax collected in respect of the registration of motor omnibuses, taxi-cabs, private hire cars and motor vans registered in the Metropolitan and Newcastle Transport Districts, and service licence fees for omnibus services operating in such Districts.

The omnibus tax and half of the service licence fees are distributed to Municipal and Shire Councils (within or outside the Transport Districts), in whose areas the omnibuses operate, and to such other authorities as the Superintendent of Motor Transport shall determine, who maintain wholly or partly from their own funds, roads (within or outside the Transport Districts) on which the omnibuses operate.

The amount allotted to each participant is computed on a basis which takes into account the mileage of roadways it partly or wholly maintains, the mileage run by omnibuses and the number and average weight of the omnibuses engaged in the services.

One half of the omnibus service licence fees is applied in the reduction of the capital indebtedness of the Department of Government Transport in respect of that Department's tramway and omnibus services.

The cost of providing and maintaining traffic facilities in the Metropolitan and Newcastle Transport Districts, notably electromatic traffic signals, is met from the tax derived from the registration of taxi-cabs, private hire cars, and motor vans in those Districts.

The statement of receipts and payments from this Fund for the years 1951-1952 and 1950-1951 is shown in Appendix No. 5.

QUARTERLY REGISTRATIONS.

Of the total number of motor vehicles registered in New South Wales at 30th June, 1952, and 1951, the number in each class registered on a quarterly basis was as follows:—

Classification.	30th June, 1952.	30th June, 1951.
Cars	8,648	17,332
Lorries, tractors and trailers	5,153	10,188
Cycles	1,033	2,831
Buses	58	67
Vans	42	88
Taxi-cabs	2	8
Private Hire Cars	1	1
Total	14,937	30,515
Percentage of total vehicles registered	2·4%	5·2%

From 1st October, 1951, quarterly registrations were confined to renewals of quarterly registrations in force at that date.

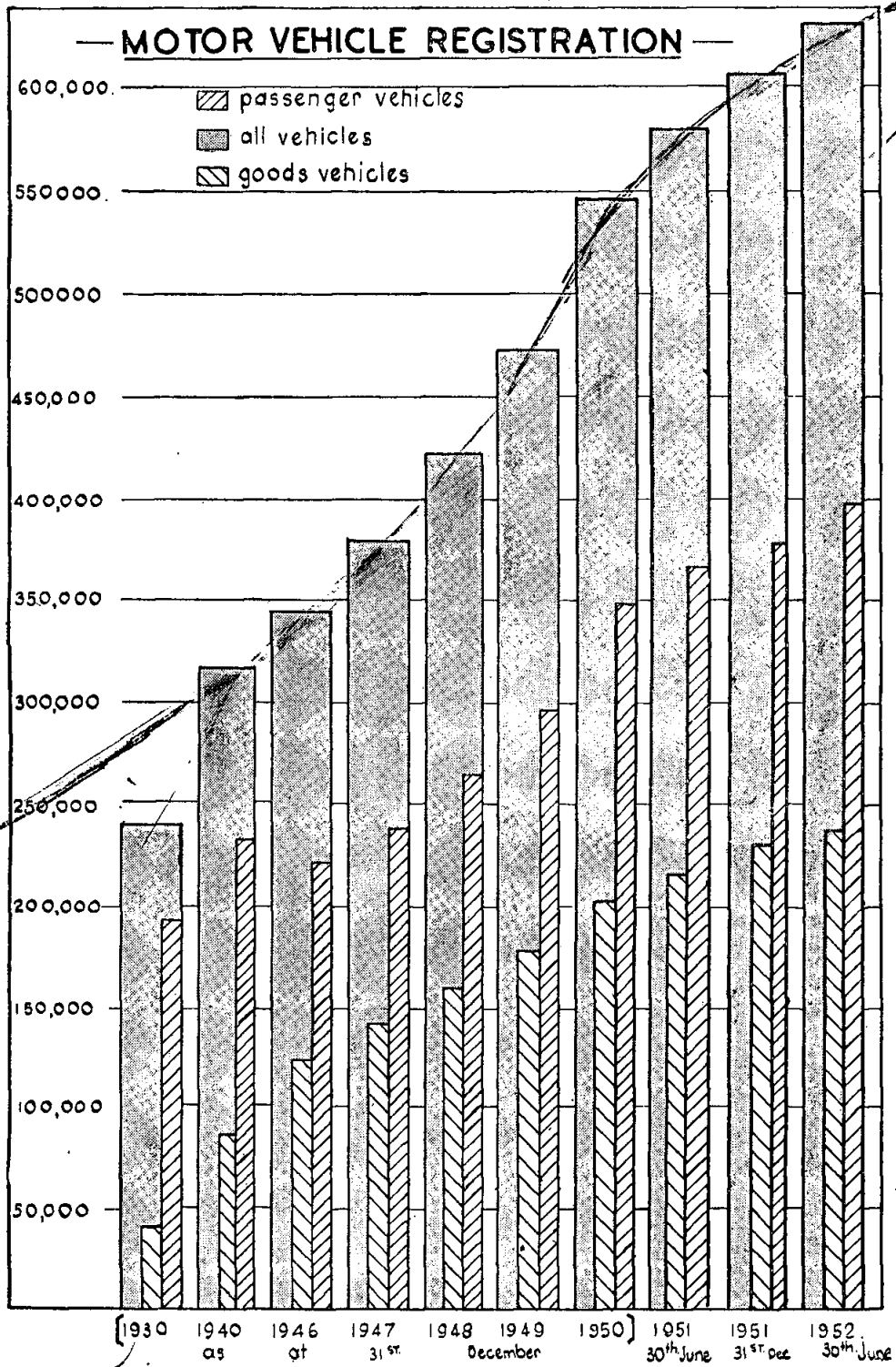
MOTOR REGISTRATION STATISTICS.

At 30th June, 1952, there were 632,301 motor vehicles registered in New South Wales, the highest total ever recorded of motor vehicle registrations in the State. Since 30th June, 1951, an increase in registrations of 50,644 or 8.7 per cent. has been recorded.

Details of registrations current at 30th June, 1952, and 1951, are as follows:—

Classification.								30th June, 1952.	30th June, 1951.
Cars ...	...	...	...	...	...	...	...	338,640	308,294
Lorries ...	...	...	...	...	...	...	...	194,591	179,863
Tractors ...	...	...	...	...	...	...	...	7,771	6,679
Trailers—									
Pleasure...	...	...	...	...	...	...	...	18,828	16,197
Commercial	...	...	...	...	...	...	...	12,601	11,934
Cycles—									
Solo ...	...	...	...	...	...	...	...	39,362	39,007
Sidecar ...	...	...	...	...	...	...	...	8,190	7,844
Omnibuses—									
Sydney ...	...	...	...	...	...	...	...	1,663	1,610
Newcastle	...	...	...	...	...	...	...	291	297
Country Districts	...	...	...	...	...	...	...	1,475	1,458
Vans—									
Sydney	...	...	...	...	...	...	...	1,563	1,526
Newcastle	...	...	...	...	...	...	...	141	140
Taxi-cabs—									
Sydney	...	...	...	...	...	...	...	2,203	1,934
Newcastle	...	...	...	...	...	...	...	82	80
Country Districts	...	...	...	...	...	...	...	1,233	1,164
Private Hire Cars—									
Sydney	...	...	...	...	...	...	...	499	491
Newcastle	...	...	...	...	...	...	...	20	20
Country Districts	...	...	...	...	...	...	...	437	470
Tourist Vehicles—									
Sydney ...	...	...	...	...	...	...	...	81	79
Newcastle	...	...	...	...	...	...	...	3	6
Country Districts	...	...	...	...	...	...	...	58	64
Traders' Registrations—									
Cars ...	...	...	...	...	...	...	...	2,436	2,368
Cycles ...	...	...	...	...	...	...	...	133	132
Total ...								632,301	581,657

Details of the classes of registrations in New South Wales at intervals since 1911 are given in Appendix No. 6.



BRAND-NEW VEHICLES REGISTERED.

In the twelve months ended 30th June, 1952, 79,270 brand-new vehicles were registered in New South Wales, compared with 90,605 in the previous year. Details of the new vehicles registered are as follow:—

Classification.	Year ended, 30th June, 1952.	Year ended 30th June, 1951.
Passenger Vehicles—		
Cars	41,451	46,689
*Taxi-cabs (Sydney and Newcastle)	267	323
Omnibuses (Sydney and Newcastle)	127	84
Trailers (Pleasure)	3,217	2,678
Total	45,062	49,774
Goods Vehicles—		
Lorries	26,336	29,942
Vans (Sydney and Newcastle)	185	239
Trailers (Commercial)	1,669	1,795
Total	28,190	31,976
Motor Cycles	6,018	8,855
Grand Total	79,270	90,605

* Taxi-cabs and buses outside the Metropolitan and Newcastle and District Transport Districts are included with cars.

DRIVERS AND RIDERS LICENSED.

Licences of each type in force at 30th June, 1952, and 1951, were:—

Classification.	30th June, 1952.	30th June, 1951.
Car and lorry drivers	740,663	669,865
Motor Cycle Riders	66,132	59,915
Motor Omnibus Drivers (Sydney and Newcastle)	6,988	6,260
Taxi-cab Drivers (Sydney and Newcastle)	5,886	5,121
Private Hire Car Drivers (Sydney and Newcastle)	1,414	1,154
Motor Van Drivers (Sydney and Newcastle)	6,272	6,028
Total	827,355	748,343

ROAD ACCIDENTS IN NEW SOUTH WALES.

During the year ended 30th June, 1952, 22,662 road accidents, in which 741 persons were killed and 12,637 injured, were reported by the Police to have occurred in New South Wales. These figures represent increases, compared with the previous year, of 2,784 (14 per cent.) in accidents, 42 (6 per cent.) in persons killed, and 820 (6.9 per cent.) in persons injured.

The following table shows the average number of vehicles registered, road accidents and persons killed and injured in these accidents during each of the past eleven years, together with the percentage increases or decreases for each year.

Year ended 30th June.	Number.				Percentage Increases (+) or Decreases (—).			
	Average No. of Vehicles.	Accidents.	Persons Killed.	Persons Injured.	Vehicles.	Accidents.	Persons Killed.	Persons Injured.
1942 ...	288,789	7,775	480	5,548	— 8.0	— 26.3	+ 1.9	— 25.7
1943 ...	268,673	7,085	429	5,096	— 7.0	— 8.9	— 10.6	— 8.1
1944 ...	278,427	6,955	372	4,719	+ 3.6	— 1.8	— 13.5	— 7.4
1945 ...	293,083	7,889	370	5,351	+ 5.3	+ 13.4	— 0.5	+ 13.3
1946 ...	311,299	10,565	488	7,342	+ 6.2	+ 33.9	+ 31.9	+ 37.2
1947 ...	344,002	12,996	508	8,752	+ 10.5	+ 23.0	+ 4.1	+ 19.2
1948 ...	379,636	13,669	508	8,557	+ 10.4	+ 5.2	...	— 2.2
1949 ...	423,200	14,150	564	9,253	+ 11.5	+ 3.5	+ 11.0	+ 8.1
1950 ...	475,780	16,189	561	10,405	+ 12.4	+ 14.4	— 0.5	+ 12.4
1951 ...	550,665	19,878	699	11,817	+ 15.7	+ 22.8	+ 24.6	+ 13.6
1952 ...	613,752	22,662	741	12,637	+ 11.4	+ 14.0	+ 6.0	+ 6.9

On the basis of 10,000 motor vehicles in 1950-51 and 1951-52:—

Accident increased from 361 to 369

Persons killed decreased from 12.7 to 12.1

Persons injured .. decreased from 215 to 206

ROAD SAFETY.

In conjunction with the Road Safety Council of New South Wales, a wide range of educational and publicity activities was carried out.

As in former years, a Road Safety Exhibition was held at the Royal Agricultural Society's Easter Show, Sydney, and attention was directed in particular to the serious increase in motor cycle accidents. A number of smaller exhibitions and demonstrations were also held in various country centres. The Miles Motor Trainer has proved an attractive feature for such country exhibitions.

The highlight during the year was "Road Safety Week" held from 3rd to 8th September, 1951. Features included road safety talks by eminent New South Wales and Interstate speakers, practical road safety demonstrations interspersed with musical items, presentation of courtesy and other awards to road users and many other items stressing the need for greater safety on the roads. A novel feature was the display of large calico road safety slogan signs on a large number of trucks proceeding Interstate and to distant points of the State.

During Road Safety Week the Australian Road Safety Council held its 9th Annual Congress in Sydney.

INSPECTION OF MOTOR VEHICLES AT AUTHORISED INSPECTION STATIONS.

Action was maintained during the year to ensure that, in the interests of road safety, the rules for authorised inspection stations were closely observed and defective vehicles repaired or put out of use.

The Committee of Review, comprised of interested organisations, considered a number of cases of breaches of the rules governing the inspection scheme and, following its recommendations, the appointments of eight authorised inspection stations and the authorities of fifteen authorised examiners were cancelled. In thirteen cases the security required to be lodged on appointment of an authorised inspection station was forfeited.

There were 2,041 authorised inspection stations and 3,727 approved examiners at the 30th June, 1952.

PRIVATELY OPERATED MOTOR OMNIBUS SERVICES.

Sydney Metropolitan Transport District.

At the 30th June, 1952, there were 722 omnibuses being used by 128 private operators in 191 services.

Approval was given during the year for the establishment of one new service and the discontinuance or the merging into other services of seven services. Extensions of 21 existing services were effected.

Due to mounting operating costs, fare increases in many services were approved. In most cases the increases added 1d. to adult cash fares, excluding first section fares. In the majority of services, the minimum fare is now 4d. with increases of 2d. for the second and third sections, and 1d. for each additional section in the service. With few exceptions, weekly concession fares for adults, and children travelling to and from school, were retained.

It has been represented by operators generally that fare increases beyond the present levels would not be the solution of the problem of meeting continually increasing costs of operation as higher fares apparently tended to decrease patronage. Consequently many operators, as an alternative to abandoning services, have applied for permission to discontinue poorly patronised journeys and the Department has granted many of these applications.

Newcastle Transport District.

At the 30th June, 1952, there were 91 omnibuses being used by 16 operators in 30 services. During the year approval was given for an extension of one existing service.

Fare increases were approved in 11 services owing to increased operating costs and in most of the services the minimum adult cash fare is 4d. with increases of 2d. or 1d. for additional sections.

TAXI-CABS AND PRIVATE HIRE CARS.

Sydney Metropolitan Transport District.

At the 30th June, 1952, there were 2,203 taxi-cabs operating in the Metropolitan Transport District, compared with 1,934 at the end of June, 1951. Of the 2,203 taxi-cabs, 1,786 were licensed to operate from stands throughout the Metropolitan Transport District, 387 to stand for hire on suburban stands and 30 to operate only from Central Railway Station.

There were 499 private hire cars operating in the Metropolitan Transport District at the 30th June, 1952, compared with 491 at the 30th June, 1951.

In order to make taxi-cab facilities more readily adjustable to meet the varying requirements of the public, according to times and places, 136 suburban restricted taxi-cabs were converted to unrestricted licences, enabling the taxi-cabs to be operated in the city and suburbs generally, and zones were created, on trial, for the free operation therein of large numbers of suburban restricted taxi-cabs in groups of Western, Illawarra and Bankstown district suburbs.

Ballots were held for the issue of additional licences, viz., 50 unrestricted taxi-cab licences for members of the Sydney Branch of the Transport Workers' Union, and 17 suburban restricted taxi-cab licences and 11 private hire car licences for use in outlying suburbs.

Newcastle Transport District.

Taxi-cabs and private hire cars in the Newcastle Transport District at the 30th June, 1952, numbered 82 and 20 respectively, compared with 80 and 20 at the 30th June, 1951.

The licence of one restricted taxi-cab was surrendered and three additional restricted suburban licences were issued by means of ballots. The licences of eight restricted taxi-cabs which were operating from stands within a radius of one mile of the Newcastle City Hall were altered to permit of the vehicles being operated as unrestricted taxi-cabs.

LEGISLATION ENACTED DURING THE YEAR ENDED 30th JUNE, 1952.

Motor Vehicles (Taxation) Act, 1951.

This Act prescribed rates of tax on motor vehicles in lieu of those prescribed in the Motor Vehicles (Taxation) Act, 1950. The Act provided for an increase in the rates of tax on all motor vehicles, a variation in the method of computing the tax payable on motor lorries, tractors and trailers, the withdrawal of a concession of 6d. per half cwt. previously allowed on vehicles of British manufacture and a reduction in the concession granted for primary producers' motor lorries and tractors.

Motor Vehicles Taxation Management (Amendment) Act, 1951.

This Act amended the Motor Vehicles Taxation Management Act, 1949, the result being that the rate of tax prescribed for omnibuses is now applied to omnibus type vehicles not used for hire which previously were subject to a lesser rate of tax; vehicles previously registered as tractors, but consisting of lorries adapted for the drawing of a pole-type trailer or jinker, are now treated in the same manner as motor lorries for taxation purposes; and trailers owned by primary producers and timber-cutters are no longer exempt from tax.

The Act also made an amendment to the State Transport (Co-ordination) Act, 1931-1950, effective from the 1st July, 1953, to provide that, with the approval of the Colonial Treasurer, payments may be made from time to time out of the State Transport (Co-ordination) Fund to the Country Main Roads Fund, the Government Railways Fund or to the general fund of any transport trust. At present such payments must be approved by the Minister for Transport and the Country Main Roads Fund is excluded from sharing in any distribution.

Motor Traffic (Amendment) Act, 1951.

This Act amended the Motor Traffic Act, the Metropolitan Traffic Act, the Crimes Act, the Motor Vehicles (Third Party Insurance) Act, the Law Reform (Miscellaneous Provisions) Act and the State Transport (Co-ordination) Act.

The chief effects of the Act were to—

- (a) increase the punishment for dangerous driving;
- (b) provide special penalties, including imprisonment, for persons who commit certain offences after they have been disqualified from holding a licence or had their applications refused;
- (c) provide that a person charged with certain serious traffic offences (e.g., driving whilst under the influence of intoxicating liquor or driving dangerously) shall not have the benefit of Section 556A of the Crimes Act if within the previous five years that Section had been extended to him in respect of another such offence;
- (d) increase the amount of compensation which may be awarded to a person aggrieved by a felony or misdemeanour from £500 to £1,000 where the offender is convicted on indictment, or from £50 to £150 where he is summarily convicted;
- (e) clarify the liability of the Nominal Defendant under the Motor Vehicles (Third Party Insurance) Act in certain cases and exclude third party bodily injury cases from provisions of the law relating to payment into Court; and
- (f) allow the provisions of the State Transport (Co-ordination) Act to be applied to drive-yourself vehicles.

AMENDMENTS MADE TO REGULATIONS DURING THE YEAR ENDED 30th JUNE, 1952.

Special Speed Limits for Heavy Motor Lorries.

The special speed limits prescribed in the Motor Traffic Regulations for heavy motor lorries were increased in respect of motor lorries with laden weights in excess of 11 tons, from 15 to 25 miles per hour in built-up areas, and from 25 to 30 miles per hour outside built-up areas, and obsolete provisions concerning vehicles fitted with solid rubber or metal tyres were removed.

Police experience had indicated that the higher speed limits would improve the conduct of drivers and relieve traffic congestion.

Motor Cycle Riders.

Regulations were made—

- (a) imposing a speed limit of 40 miles per hour outside built-up areas for motor cyclists carrying pillion passengers;
- (b) increasing the minimum age for holders of riders' licences from 16 to 17 years; and
- (c) permitting the holder of a learner's permit to ride a motor cycle carrying a pillion passenger who has held a rider's licence for at least two years (to enable him to obtain suitable instruction).

(In addition, administrative action was taken to require applicants for licences to ride motor cycles to undergo oral examinations as to their knowledge of the traffic laws before a learner's permit is granted. Hitherto this examination was not carried out until the applicants had completed their period of training.)

"L" Signs.

The Motor Traffic Regulations were amended to require the display of "L" signs on motor vehicles being driven by the holders of learners' permits.

The object is to provide a ready indication to road users that a learner is driving a motor vehicle.

"Slow-15" and "Railway Crossing-Halt" Signs.

The Motor Traffic Regulations were amended to provide for the erection of two new traffic signs, viz., a "Slow-15" sign and a "Railway Crossing-Halt" sign and to require observance of such signs by the drivers of motor vehicles.

The "Slow-15" sign is intended to replace gradually the "Slow" sign. The Regulations indicate that the word "Slow" in the latter-mentioned sign means "15 miles per hour" but, to road users, this meaning has proved rather vague and the use of the new signs will effect an improvement in this regard.

The "Railway Crossing-Halt" sign is being erected by the Railway Department at selected level crossings where there are no railway gates and the Regulations require that where such sign is erected a motorist shall bring his vehicle to a halt not less than 10 feet and not more than 50 feet from the crossing and shall not then proceed until it is safe to do so. The object is to minimise the risk of accident at railway level crossings.

Rules for Traffic on the Sydney Harbour Bridge.

Regulations designed to facilitate the movement of traffic across Sydney Harbour Bridge were made.

The Regulations permit of traffic into the City in the morning peak period and out of the City in the afternoon peak period using four lanes, the traffic in the opposite direction using two lanes. During these times movement from one lane to another is prohibited.

Lights and Reflectors on the Rear of Large Motor Lorries and Trailers.

The Motor Traffic Regulations were amended to require that, in addition to the compulsory red rear light, a motor lorry or trailer which is over seven feet wide must have a red light and a red reflector on each side of the rear of the vehicle.

This requirement is a road safety measure designed to improve the rear illumination of large lorries and trailers so as to reduce the risk of cars running underneath the trays of these vehicles at night.

Queue Lines at Stopping Places for Privately Operated Omnibuses.

A Regulation was made enabling the observance of queue lines to be enforced at those stopping places for privately-operated omnibuses where provision has been made for intending passengers to form such queues.

INSPECTION OF PRIVATELY-OPERATED PUBLIC VEHICLES.

To ensure that the vehicles were maintained in a thoroughly serviceable condition, regular inspections were made by departmental officers of the 813 privately-operated omnibuses and 2,285 taxi-cabs registered in the Metropolitan and Newcastle Transport Districts. During the year the registrations of six omnibuses were allowed to lapse and 271 new taxi-cab registrations were issued.

Inspections of public motor vehicles outside the Transport Districts were continued and are now made twice yearly throughout most of the State.

PERMITS TO CERTIFY TO THE FITNESS OF NEW MOTOR VEHICLES.

The practice of issuing permits to motor vehicle distributors to certify to the fitness of new motor vehicles for registration purposes has been continued. During the year this facility was extended to five additional motor trading firms, bringing the total number of certifying firms to forty-seven.

Permits issued authorise the certification of ninety-eight vehicles of different makes and body styles of 1951-year model and seventy-six vehicles of different makes and body styles of 1952-year model.

TRAFFIC FACILITIES.

Traffic Control Light Signals.

Additional equipment for 100 traffic control light signals in the Metropolitan and Newcastle Transport Districts was received, but because the necessary technical staff was not available, the installation of the equipment was not commenced until June. The Department of Government Transport, which installs and maintains the signals on behalf of the Department of Motor Transport, has indicated that signals can be expected to be brought into service at the rate of one every three weeks.

Speed Limit Signs.

A survey of the location and condition of all speed limit signs in the State was completed during the year. Difficulties have been experienced in securing an adequate supply of signs because of staff and material shortages but it is expected that deliveries will shortly be resumed and maintained. Of the 2,507 signs supplied by 30th June, 1952, to Councils in country areas for erection at the cost of this Department, 1,886 signs were installed.

"School" Signs.

In connection with the provision of uniform "School" signs, an additional 335 were provided bringing the total number of such signs supplied during the past four years to 4,584.

Other Traffic Facilities.

During the year 1,949 additional facilities, including marked footcrossings, traffic domes and such signs as "Halt", "Slow-15", "One-way Traffic", etc., were provided. This figure includes a number of domes and traffic signs supplied by the Department to local authorities for installation in country districts.

GENERAL.

Numerous suggestions made by local authorities, Progress and Parents' and Citizens' Associations and the public in the interests of road safety, have been examined in conjunction with the N.S.W. Police Department and other authorities. In many cases it was possible to bring about improvements by appropriate traffic engineering treatment.

AUSTRALIAN TRANSPORT ADVISORY COUNCIL.

The Council, which comprises the Commonwealth Minister for Shipping and Transport and the Ministers for Transport in the various States, did not hold a meeting during the year. However, a meeting of each of the following organisations functioning under the Council was held—Australian Road Safety Council, Australian Uniform Road Traffic Code Committee and the Australian Motor Vehicle Standards Committee.

At the meeting of the Australian Road Safety Council plans were made for the Commonwealth-wide road safety campaign for the ensuing year. These included press and radio publicity, production of posters, calendars and a Teachers' Text-book on road safety, the production of new films and the acquisition of copies of good standard road safety films from overseas sources.

The Australian Uniform Road Traffic Code Committee at its meeting finalized detailed recommendations for submission to the Australian Transport Advisory Council on matters connected with uniform schemes relating to grading of drivers' licences according to the type of vehicle(s) proposed to be driven, the qualifications for drivers of various categories of motor vehicles and the treatment of visiting overseas motorists so as to obviate the application of any unnecessary formalities to these visitors. The Committee also made considerable progress towards finalizing recommendations on the question of Australia becoming a signatory to the recently completed United Nations Convention on International Road Traffic.

The Australian Motor Vehicle Standards Committee completed a number of recommendations in respect of lighting arrangements of a special character on large motor vehicles. The recommendations included proposals for side marker lights, i.e. lights showing to the side of the vehicle, on all articulated vehicles and a red light and red reflector on each side of the rear of all vehicles exceeding 7 feet in width in addition to the compulsory rear light. The lattermentioned requirements were implemented in New South Wales early in 1952. The Committee also recommended that all clearance lights showing light to the front be amber in colour and that clearance lights at the front of a motor vehicle be mounted not less than 2 ft. 6 in. above the centre of the headlights.

This Department is represented on the Australian Road Safety Council and the Committee referred to above and has played an active part in the preparation of data on matters set down for consideration.

APPRECIATION.

The reputation built up by the staff in the past for loyal and efficient service was maintained throughout the year.

W. A. WALSH, Superintendent of Motor Transport.

APPENDICES.

Appendix 1.

The number of staff in the Department at 30th June, 1952, was as follows:—

	Metropolitan.		Newcastle.		Country.		Total.		Grand Total.
	Salary.	Wages.	Salary.	Wages.	Salary.	Wages.	Salary.	Wages.	
Male Staff ...	512	53	10	...	35	...	557	53	610
Female Staff ...	317	...	2	...	1	...	320	...	320
Grand Total ...	829	53	12	...	36	...	877	53	930

The staff transferred from the Department of Road Transport and Tramways on 1st June, 1952, totalled 930, and was made up as above.

Appendix 2.

MOTOR REGISTRATION AND TAXATION REVENUE.

Summary of Total Collections for the Year 1st July, 1951 to 30th June, 1952.

	£	s.	d.	£	s.	d.
Tax—						
Special Deposits Account—Main Roads Act, 1924—						
Motor Vehicles (other than Public Motor Vehicles).....	5,260,190	7	2			
Less Refunds	49,285	10	3			
				5,210,904	16	11
Special Deposits Account—Public Vehicles Fund—						
Public Motor Vehicles	240,627	15	8			
Less Refunds	1,612	11	5			
				239,015	4	3
Total Tax				5,449,920	1	2
Fees (and Sundries)—						
Road Transport and Traffic Fund—						
Motor Traffic Act, 1909–1951	1,485,272	16	3			
Transport Act, 1930–1952	33,084	8	0			
Motor Vehicles Taxation Management Act, 1949–1951	2,505	5	0			
	1,520,862	9	3			
Less Refunds	1,528	16	0			
				1,519,333	13	3
Sundries—						
Search Fees, Exchange, etc.	2,903	9	10			
Unclaimed Moneys	794	18	6			
Compulsory Vehicle Examination—Service Station Fees	2,091	2	8			
Commission on Insurance Premiums collected	56,507	4	4			
Miscellaneous	7,161	3	7			
				69,457	18	11
Special Deposits Account—Public Vehicles Fund—						
Service Licence Fees	25,195	17	10			
Less Refunds	Nil.					
				25,195	17	10
State Transport (Co-ordination) Fund—						
Fees and other Charges	1,650,016	7	8			
Less Refunds	6,747	15	3			
				1,643,268	12	5
Total Fees and Sundries				3,257,256	2	5
Grand Total				8,707,176	3	7

Appendix 3.

ROAD TRANSPORT AND TRAFFIC FUND.

Statement of Receipts and Payments for the Year ended 30th June, 1952, and a comparison with 1951.

Receipts.			Payments.			
	Year ended 30th June, 1952,	Year ended 30th June, 1951.		Year ended 30th June, 1952.	Year ended 30th June, 1951.	
	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
Motor Traffic Act, 1909-1951	1,485,272 16 3	1,330,199 14 1	Salaries and Wages	463,347 6 4	382,656 8 5	382,656 8 5
Motor Vehicles Taxation Manage- ment Act, 1949-1951	2,505 5 0	1,765 15 0	Pay Roll Tax	11,453 17 7	9,303 2 4	9,303 2 4
Transport Acts, 1930-1950	33,084 8 0	30,527 18 6	Travelling Concessions to Employees	12,837 1 4	8,681 11 6	8,681 11 6
			Travelling Expenses	10,662 19 7	6,235 14 11	6,235 14 11
Less Refunds	1,520,862 9 3	1,362,493 7 7	Contribution to Railway Superannuation Account	9,213 0 0	8,348 0 0	8,348 0 0
	1,528 16 0	1,573 14 11	Gratuities (Transport Act)	1,185 11 1	1,607 13 4	1,607 13 4
			Institute	2,611 0 0	1,829 0 0	1,829 0 0
Exchange, Search Fees, etc.	1,519,333 13 3	1,360,019 12 8	Postal and Telegraph Service	40,971 18 4	26,850 18 8	26,850 18 8
Unclaimed Moneys	2,903 0 10	2,083 17 3	Telephone Charges	4,713 6 6	4,936 7 8	4,936 7 8
Miscellaneous	794 18 6	692 3 4	Purchase and Maintenance of Motor Vehicles	29,333 6 10	17,078 14 6	17,078 14 6
	7,161 3 7	7,437 4 10	Printing and Stationery	27,509 0 0	18,341 18 2	18,341 18 2
	1,530,193 5 2	1,371,132 18 1	Road Safety Council	25,261 4 3	20,313 10 11	20,313 10 11
Commission on Insurance Pre- miums collected	56,507 4 4	35,100 5 3	Rent	6,209 9 9	6,708 4 11	6,708 4 11
			Office Stores	6,850 3 5	5,108 17 11	5,108 17 11
Compulsory Vehicle Examination Service Station Fees	2,091 2 8	2,040 15 6	Purchase and Maintenance of Office Furniture and Equipment	7,223 15 9	5,003 9 5	5,003 9 5
			Alterations and Maintenance of Buildings	5,923 19 7	4,280 7 0	4,280 7 0
			Freight and Cartage	2,431 9 4	1,769 14 10	1,769 14 10
			Exchange	2,195 7 0	1,607 14 3	1,607 14 3
			Electric Light and Power	1,518 5 7	1,419 7 5	1,419 7 5
			Purchase of Land	3,600 0 0	422 15 0	422 15 0
			Minor Expenses	2,245 13 2	1,718 11 9	1,718 11 9
				£ 677,297 15 5	534,312 2 11	534,312 2 11
			Less Expenditure recouped to this Fund from Liquid Fuel Control Board		5,131 2 9	5,131 2 9
				£ 677,297 15 5	529,181 0 2	529,181 0 2
Contributions by Commonwealth Government—						
Road Safety Council	20,157 0 0	13,124 0 0				
Towards the Cost of preparing special information	1,306 0 0	1,711 0 0				
	21,463 0 0	14,835 0 0				
			Recoup of value of Police Services in respect of Supervision of Traffic, Registration of Vehicles and Licensing of Drivers	£ 847,856 15 0	783,058 0 0	783,058 0 0
			Less Amount recouped from State Transport (Co-ordination) Fund	15,000 0 0	12,000 0 0	12,000 0 0
				832,856 15 0	771,058 0 0	771,058 0 0
			Motor Vehicle Registration Labels	2,162 19 2	840 9 8	840 9 8
			Motor Vehicle Number Plates	19,897 18 4	18,052 1 3	18,052 1 3
			Provision of Traffic Facilities	29,527 5 10	19,234 3 11	19,234 3 11
			Surface Maintenance adjoining Tram Tracks	48,511 18 5	47,405 2 3	47,405 2 3
				£ 1,610,254 12 2	1,385,770 17 3	1,385,770 17 3
			Payment to Country Main Roads Fund under Section 202 Transport Acts, 1930-50		37,338 1 7	37,338 1 7
	£ 1,610,254 12 2	1,423,108 18 10		£ 1,610,254 12 2	1,423,108 18 10	1,423,108 18 10
Security Deposits—			Security Deposits—			
Balance brought from 30th June	5,055 0 0	4,625 0 0	Refunds	570 0 0	435 0 0	435 0 0
Receipts	1,340 0 0	865 0 0	Balance at 30th June	5,825 0 0	5,055 0 0	5,055 0 0
	£ 1,616,649 12 2	1,428,598 18 10		£ 1,616,649 12 2	1,428,598 18 10	1,428,598 18 10

Audited and found correct,—

W. J. CAMPBELL,

Auditor-General of N.S.W.

Sydney, 17th December, 1952.

J. J. O'ROURKE,

Administrator,

Motor Registration Branch.

24th November, 1952.

STATE TRANSPORT (CO-ORDINATION) FUND.

[illegible]

W. J. CAMPBELL,
Auditor-General of N.S.W.
Sydney, 17th December, 1952.

J. J. O'ROURKE,
Administrator,
Motor Registration Branch.
24th November, 1952.

Appendix 5.

PUBLIC VEHICLES FUND—(SPECIAL DEPOSITS ACCOUNT).

Statement of Receipts, Expenditure and Distributions for the Year ended 30th June, 1952, and a comparison with the previous year.

Receipts.			Expenditure and Distributions.		
Head of Receipt.	1952.	1951.		1952.	1951.
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
Balances brought forward—			Distribution of tax on Motor Omnibuses to		
From 30th June, 1950		379,733 11 4	Department of Main Roads, Municipalities		
„ 30th June, 1951	407,602 0 9		and Shires—		
			Metropolitan	143,296 12 4	101,859 17 0
			Newcastle	30,764 17 8	22,335 7 8
			Totals	£ 174,061 10 0	124,195 4 8
Tax—					
Motor Omnibuses—			Expenditure from Receipts of Tax on other		
Metropolitan	148,690 14 3	115,182 16 8	Public Vehicles—		
Newcastle	32,033 15 4	25,762 3 8	Improved Traffic Facilities—		
Totals, Motor Omnibuses	£ 180,724 9 7	140,945 0 4	Metropolitan	87,907 16 7	33,605 15 10
			Newcastle	3,076 7 8	773 13 0
Other Public Vehicles—			Total	£ 90,984 4 3	34,379 8 10
Metropolitan	54,854 15 8	40,407 1 9			
Newcastle	3,435 19 0	2,516 2 3	Distribution of Service License Fees—		
Totals, other Public Vehicles	£ 58,290 14 8	42,923 4 0	Metropolitan	21,439 11 2	18,727 11 7
			Newcastle	4,907 14 0	3,855 10 11
Service License Fees—			Total	£ 26,347 5 2	22,583 2 6
Metropolitan	20,863 9 4	20,475 2 7			
Newcastle	4,332 8 6	4,682 18 6	Balances on Fund at 30th June—		
Totals	£ 25,195 17 10	25,158 1 1	Tax—		
			Motor Omnibuses—		
			Metropolitan	38,451 13 8	33,057 11 9
			Newcastle	7,948 19 3	6,680 1 7
			Other Public Vehicles—		
			Metropolitan	313,006 18 5	346,059 19 4
			Newcastle	16,405 5 4	16,045 14 0
			Service License Fees—		
			Metropolitan	3,690 7 0	4,266 8 10
			Newcastle	916 19 9	1,492 5 3
			Totals	£ 380,420 3 5	407,602 0 9
Grand Total	£ 671,813 2 10	588,759 16 9	Grand Totals	£ 671,813 2 10	588,759 16 9

Audited and found correct,—

W. J. CAMPBELL,
Auditor-General of N.S.W.
Sydney, 17th December, 1952.

J. J. O'ROURKE,
Administrator,
Motor Registration Branch.
24th November, 1952.

Appendix 6.

MOTOR VEHICLES IN NEW SOUTH WALES—REGISTRATIONS CURRENT.

At End of Year or Month.	Public Vehicles (Metropolitan and Newcastle*).				Other Vehicles.			Traders' Plates.	All Vehicles.
	Cab.	Van.	Bus.	Private † Hire Car.	Car.	Lorry. ‡	Cycle.		
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
1927	997	2,016	525	.....	129,985	30,517	28,054	1,803	193,897
1928	1,173	2,126	565	.....	155,403	37,129	30,882	1,940	229,218
1929	1,364	2,274	612	.....	170,039	42,594	30,655	2,022	249,560
1930	1,221	2,186	523	.....	164,169	42,278	27,258	1,593	239,228
1931†	1,091	1,967	776	.....	144,749	37,259	23,124	458	209,424
1932§	1,068	1,861	360	.....	147,043	40,036	23,037	429	213,834
1933	1,052	1,985	450	.....	152,851	44,630	22,751	492	224,211
1934	1,053	2,067	488	.....	161,342	50,514	22,793	655	238,912
1935	1,063	2,085	526	.....	172,156	57,529	23,119	776	257,254
1936	1,155	2,036	567	.....	183,406	65,221	23,418	909	276,712
1937	1,194	1,914	672	.....	198,925	74,227	24,049	1,075	302,056
1938	1,260	1,782	733	.....	212,002	81,643	24,353	1,167	322,940
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
1950—June	1,695	1,561	1,854	516	272,355	187,909	42,461	2,189	510,540
1950—December	1,942	1,641	1,912	509	295,075	201,825	44,531	2,403	549,838
1951—June	2,014	1,666	1,905	511	311,535	214,673	46,851	2,500	581,655
1952—June	2,285	1,704	1,954	519	341,927	233,791	47,552	2,569	632,301

*Newcastle included from 1st October, 1930

† Private hire cars included in cars before June, 1944.

‡ Figures adjusted on a new basis as from 1st October, 1931, to show actual number of vehicles on the road —Numbers slightly deflated as a result.

§ Government vehicles included for the first time. Approximately 1,700 vehicles added.

¶ Includes tractors and trailers.

Appendix 7.

STATEMENT OF CHARGES FOR OFFENCES FOR WHICH CONVICTION INVOLVES AUTOMATIC DISQUALIFICATION.

Type of Offence.	Discharged. (Section 556A, Crimes Act, 1900, as amended).	Convicted.	Unlicensed Drivers Involved.
Drive whilst under the influence	697	2,218	251
Drive manner or speed dangerous	23	243	24
Not stop after accident	3	28	3
*Drive whilst disqualified.....	...	20	20
Total	723	2,509	298

AUTOMATIC DISQUALIFICATION BY REASON OF THE ABOVEMENTIONED CONVICTIONS.

Type of Offence.	Six Months.	One Year.	Three Years.	Additional Periods.	Total.
Drive whilst under the influence .....	...	1,992	192	34	2,218
Drive manner or speed dangerous .....	...	197	17	29	243
Not stop after accident .....	...	21	6	1	28
*Drive whilst disqualified	18	...	...	2	20
Total	18	2,210	215	66	2,509

APPEALS AGAINST CONVICTIONS INVOLVING AUTOMATIC DISQUALIFICATION.

Type of Offence.	Allowed, Conviction quashed.	Dismissed, defendant discharged. (Section 556A, Crimes Act, 1900, as amended).	Dismissed, conviction confirmed.
Drive whilst under the influence	39	252	281
Drive manner or speed dangerous	11	8	24
Not stop after accident	1	1	6
*Drive whilst disqualified.....	...	...	1
Total	51	261	312

* A new provision resulting from the amendment of the Motor Traffic Act, 1909-1951, which commenced on 28th December, 1951.

STATEMENT OF SUSPENSION AND CANCELLATION OF LICENCES AND APPLICATIONS THEREFOR REFUSED BY THE COMMISSIONER OR DIRECTOR.

Reasons.	Licences Suspended or Cancelled.	Applications Refused.
Drinking habits	20	162
Criminal convictions	164	180
Traffic convictions	665	144
Criminal and traffic convictions	17	91
Convictions in other States	8	2
Physical disabilities.....	66	105
Miscellaneous	13	50
Total	953	734

APPEALS AGAINST COMMISSIONER'S OR DIRECTOR'S DECISION TO CANCEL, SUSPEND OR REFUSE A LICENCE.

Suspensions and Cancellations.		Refusals.	
Allowed.	Dismissed.	Allowed.	Dismissed.
13	42	6	11

Appendix 7.—continued.

STATEMENT OF SERIOUS OFFENCES WHICH DO NOT INVOLVE AUTOMATIC DISQUALIFICATION.

Type of Offence.	Discharged. (Section 556A, Crimes Act, 1900, as amended).	Convicted.	Suspensions or Disqualifications Ordered by Courts.
Not stop after accident (Sections 8 (3) and 8 (4))	14	202	4
Negligent driving	283	3,654	46
Exceed speed limit	106	13,014	130
Miscellaneous .....	...	40	40
Total	403	16,910	220

APPEALS AGAINST SUSPENSIONS OR DISQUALIFICATIONS IMPOSED BY COURT FOR THE ABOVE OFFENCES.

Allowed— Disqualifications or Suspensions Raised.	Dismissed— Disqualifications or Suspensions to Stand.
9	10

STATEMENT OF SUSPENSION AND CANCELLATION OF MOTOR VEHICLE REGISTRATIONS AND APPLICATIONS THEREFOR REFUSED BY THE COMMISSIONER OR DIRECTOR.

Reasons.	Registrations Suspended.	Registrations Cancelled.	Applications Refused.
Criminal convictions of registered owner, or use of vehicle in commission of crime .....	...	27	2
Operations as unlicensed public vehicle	2	...	...
Total	2	27	2

APPEALS AGAINST COMMISSIONER'S OR DIRECTOR'S DECISION TO SUSPEND CANCEL OR REFUSE A REGISTRATION.

Suspensions and Cancellations.		Refusals.	
Allowed.	Dismissed.	Allowed.	Dismissed.
1	2	...	...

Note to Appendix 7—In each of the foregoing statements of the total number of convictions, disqualifications, cancellations, suspensions and refusals, the number of appeals allowed is included.