

TRANSPORT

VICTORIAN MINISTRY OF TRANSPORT

The Victorian Ministry of Transport, in association with the statutory authorities under the Minister of Transport's jurisdiction, controls land transport in Victoria. Two exceptions to this situation are traffic management and vehicle registration, both of which lie within the administration of the Minister for Police and Emergency Services. The Ministry was established under the terms of the *Transport Act* 1951 for the purpose of securing the improvement, development, and better co-ordination of passenger and freight transportation in Victoria. As part of this responsibility, the Ministry carries out detailed investigations into all aspects of land transport and acts as the policy adviser to the Minister of Transport.

Victoria's transport authorities are responsible for the operation and maintenance of the transport system and the Ministry of Transport oversees their activities and formulates policy. Seven transport authorities, including the West Gate Bridge Authority, report to the Minister of Transport.

The Victorian Railways is by far the largest Victorian transport authority, employing some 23,000 persons and operating a rail network of 6,185 kilometres. During 1979-80 financial year, the Victorian Railways carried 85,000,000 passengers (94,000,000 in 1978-79) and transported about 11,000,000 tonnes of freight. Expenditure in 1979-80 amounted to \$390m (\$349m in 1978-79). Late in 1972, legislation was enacted to change the governing body of the Victorian Railways from three commissioners to a Board of seven members, which has since been expanded to nine members. The Board comprises representatives from the business community and the Victorian Railways.

It became evident during the 1960s that the Flinders Street station area could no longer handle the demand for peak hour train travel and so the Victorian Government, after examining methods of reducing this bottleneck, decided that the best solution was to convert the central terminal into a five section complex by the construction of an underground rail loop around the central business district. When completed, the Melbourne underground rail loop will substantially enlarge the capacity of the whole Melbourne metropolitan area rail network.

The Melbourne Underground Rail Loop Authority was created when the Melbourne Underground Rail Loop Act was proclaimed on 1 January 1971. The Authority is a corporate body comprising nine members. It is responsible for supervising and co-ordinating the planning, financing, and construction of the underground rail loop, which will comprise four new rail tracks under Spring Street and La Trobe Street, linking tracks in the existing railways system from points east of Flinders Street and Princes Bridge to points north of Spencer Street. Three new stations will be built underground and two additional tracks have been constructed between Flinders Street and Spencer Street stations. To assist in financing the underground rail loop, the Victorian Railways collects a small levy on each suburban rail journey. The balance of the funds required to complete the underground rail loop are to be provided by the Victorian Government, the Melbourne and Metropolitan Board of Works, and the Melbourne City Council.

Many cities around the world have abandoned their tramway systems. Melbourne, however, has retained its trams, and they have become a significant asset in moving

persons over comparatively short distances up to 13 kilometres from Melbourne. In fact, the Melbourne and Metropolitan Tramways Board carries more passengers than the Victorian Railways—about 119,000,000 persons in 1979–80. The board comprises three members, employs 4,600 persons, and maintains 224 kilometres of tram services and 290 kilometres of bus services in the Melbourne metropolitan area.

A necessary part of Victoria's transport system is the operation of commercial road passenger and goods vehicles. The regulation of these functions is the responsibility of the Transport Regulation Board, which comprises three members. The regulatory pattern takes the form of a compulsory licensing system designed to meet public needs and to assist in the balanced use of transport resources.

In 1974, the Victorian Parliament passed the *Metropolitan Bridges, Highways, and Foreshores Act 1974*, thereby creating a single Victorian highway authority by transferring to the Country Roads Board the responsibility for metropolitan bridges and highways. The Country Roads Board maintains nearly 24,000 kilometres of roads and is responsible for planning and constructing new roads. The Board comprises three members and employs about 5,000 persons.

In 1964, a special Victorian Government committee recommended that a proposed crossing over the lower Yarra River should be built as a high level bridge with six traffic lanes. This recommendation was agreed to by the Victorian Government in 1965 and legislation was passed in December 1965 giving the West Gate Bridge Authority, or the Lower Yarra Crossing Authority as it was then known, the power to construct and operate a toll bridge over the lower Yarra River, which was opened in November 1978. Subsequent traffic estimates led the Authority to increase the number of traffic lanes from six to eight. The Authority was founded as a non-profit company limited by guarantee and is registered under the Victorian *Companies Act 1961* and administered by a chairman, deputy chairman, and seven directors.

Complementing the Victorian public transport system is an extensive privately owned bus and taxi network. With the exception of a small number of services into the central business district, Melbourne's private bus network operates on cross suburban routes linking residential areas and local shopping centres, schools, and railway stations. Private buses operate over routes covering 36,000,000 kilometres and carry about 53,000,000 passengers a year. The Victorian Government is subsidising private bus services to minimise increases in fares and providing low interest loans to facilitate the purchase of new buses.

In co-operation with Victoria's various transport authorities, the Ministry of Transport has embarked on a major programme to re-equip and modernise the metropolitan transport system with the aim of providing rapid, frequent, and comfortable public transport.

LAND TRANSPORT

Railways

Administration

The Victorian Railways was established in 1856 and was administered first by the Board of Land and Works, and then by either one or three commissioners. A seven-member board, since increased to nine, replaced the commissioners in 1973. The Board, under a full-time chairman, is responsible to the Victorian Government through the Minister of Transport. Day to day matters are controlled by the general manager who is responsible to the chairman for managing the Victorian Railways within Board guidelines.

Total transport service

Victoria's rail system was developed during the second half of the nineteenth century with main lines radiating from Melbourne. Branch lines were built to serve areas which were virtually isolated. The development of road transport has meant drastic economic changes, and the twin expense of maintaining road and rail links to many centres is no longer acceptable.

The Victorian Railways regional freight centres, the first of which opened at Horsham in March 1976, use rail's advantage as a fast bulk carrier, linked with the flexibility of

road transport for local services. Local deliveries in many country areas are now more frequent, compared with the former rail services on branch lines, yet the customer still pays the equivalent of through-rail freight rates. Some towns previously without rail freight services, such as Edenhope and Apsley, are now linked to the regional freight centre system.

Urban transport improvements are continuing, as far as funds allow, to help the Melbourne suburban rail system meet its present commitments and provide for the future demands that are expected to be placed on it.

Urban transport

Co-ordinated public transport was a feature of the 1969 Melbourne Transportation Committee's plan for 1985. The Report emphasised the need for developing such projects as station car parking facilities, and tram and bus facilities at modal interchange stations to help develop the public transport network. Car parks at many suburban stations have been improved and enlarged.

The number of suburban fare zones has been reduced to eight charge zones. Tickets, redesigned from "destination" type single tickets to "section" type single tickets, show only the name of the selling station. This has resulted in substantial savings with a lesser number of ticket issues and will facilitate the introduction of ticket vending machines. A new series of tickets for combined train, tram, and bus travel was introduced in 1980. These Metro Cards, which are available in four combinations, offer the passenger substantial savings on Melbourne's public transport.

Improvements to suburban services are made in most areas each year, ranging from major projects such as extra tracks and modern signalling, to station rebuilding and line-side beautification. Power signalling has been installed between Bayswater and Ferntree Gully. Work on the duplicated track between Macleod and Greensborough has been completed.

A number of suburban stations were reconstructed during 1979. The stations were Alphington, Darling, Pascoe Vale, Brighton Beach, Eaglemont, Moonee Ponds, and Moreland.

An automated signal box at Spencer Street station which was brought into service in 1978, is linked with other signal boxes around Flinders and Spencer Street stations to a metropolitan train control system, which will come into operation progressively with the operations of the underground rail loop.

Rolling stock

The initial order for fifty silver trains for the suburban network has been completed. An extension order for a further nine trains has been placed and a new contract has been let for a further fifty. Eventually, the Victorian Railways intends to replace all wooden bodied suburban trains.

During 1979, 174 new covered freight wagons, container wagons, and hopper wagons were constructed in Victorian Railways workshops and entered service. These wagons are being used to carry bulk freight items such as superphosphate, briquettes, glass making sand, soda ash, and cement. A total of 807 obsolete freight wagons were withdrawn and scrapped during 1979.

Freight

The total tonnage of freight carried rose from 11,120,000 tonnes in 1977-78 to 11,190,000 tonnes in 1978-79. The traffic growth resulted from a substantial increase in wheat traffic, and increased carrying of mining and quarry products, manufactured products, and containers, which more than offset a decline in some primary products and industrial raw materials carried. The introduction of regional freight centres is rationalising operations and providing a more reliable and regular service, with reduced expenditure.

It has become apparent that the Victorian Railways' most significant economic advantage lies in the transportation of bulk freight, where the Railways enjoy a differential advantage, and a major objective of Victorian Railways policy is to secure more of this type of traffic.

Melbourne Underground Rail Loop Authority

The *Melbourne Underground Rail Loop Act* 1970 provided for the establishment of a new authority—the Melbourne Underground Rail Loop Authority, to be responsible for the supervision and co-ordination of the planning, financing, and construction of the Melbourne underground rail loop. The Authority, comprising nine members appointed by the Governor in Council, was constituted in 1971.

The loop is not a new railway system superimposed on existing transport facilities but, as stated in the preamble to the Act, the loop and ancillary works are “for the purpose of increasing the capacity and efficiency of the existing Melbourne suburban rail network”.

Three underground stations constructed on the eastern and northern boundaries of the central business district, together with the two existing stations on the southern and western boundaries (Flinders Street station and Spencer Street station), form a five station core to handle the city's labour force during peak hours as well as shoppers and visitors to the city. Linking the three new stations, Parliament station under Spring Street, Museum station and Flagstaff station under La Trobe Street, by four underground tracks in four separate tunnels and connecting them to the existing surface tracks to form a loop, significantly increases the train operating capacity at the centre of the system. The tunnels are large enough to accommodate existing passenger rolling stock and possible future double-deck carriages.

Considerable progress has been made recently in many facets of the loop project. Museum underground station and two of the four loops—the Burnley lines loop and the Caulfield lines loop—came into service early in 1981. Construction of the other two underground stations, Parliament and Flagstaff, and the remaining two loops (Clifton Hill lines and North Melbourne lines) is well advanced. Much of the laying of rail tracks in the tunnels has been completed, as well as power lines, signalling equipment, and communication cables. The construction of ramps to bring the underground tracks up to the surface to provide adequate connections has been virtually completed.

Finance

In 1978–79, Victorian Railways passenger income rose by \$3.5m compared with 1977–78. On the freight side revenue increased by \$8.1m compared with 1977–78.

Operational expenses

An increase of \$15.3m in expenditure was due in large measure to the effects of wage increases flowing over from the previous year or granted during 1978–79—the overall increase in wages amounted to \$12.4m. It is a paradox that railways, while being a most economical user of labour per passenger per kilometre or tonne per kilometre performed, are at the same time highly labour intensive in terms of wages as a proportion of total costs. This factor makes the railways extremely vulnerable to the financial effects of wage increases.

Loan liability and interest

The face value of stock and bonds allocated to the Railways Department, as reduced in accordance with the *Railways (Finances Adjustment) Act* 1936, amounted to \$645m at 30 June 1979. After deducting the value of securities purchased from the National Debt Sinking Fund and cancelled (\$114.6m), the net liability on current loans outstanding at that date was \$530.4m.

The total liability of the State for railways construction, etc., at 30 June 1979 (which includes the liability referred to in the previous paragraph) was \$707m. Deduction of securities purchased from the National Debt Sinking Fund and cancelled (\$152.3m), together with cash as credit in the Fund (\$2m), reduced the amount outstanding at the end of the year to a net liability of \$552.7m.

The *Railways (Funds) Act* 1961 provided that interest and other charges on money borrowed for the purposes of the *Railways Act* 1958 should not henceforth be included in the accounts of the Victorian Railways, but would be charged against the revenues of the State. However, the *Railways (Funds) Act* 1964 reimposed on the Railways, with effect from 1 July 1964, the obligation to pay interest and debt charges on money borrowed for

the purposes of the *Railways Act* 1958 on and after 1 July 1969. The total annual interest payable on the liability of \$552.7m at 30 June 1979 amounted to \$42.3m at an average rate of 7.477 per cent. Of this amount, the Victorian Railways are liable for \$26.4m. In addition, the State is required to pay a contribution of \$7.6m at a rate of 4.5 per cent on cancelled securities.

Additional funds, which amounted to \$127.2m at 30 June 1979, have been provided for railway construction, equipment, stores, etc., out of the Consolidated Fund, the Uniform Railway Gauge Trust Fund, the State Grants (Urban Public Transport) Trust Account, and other funds. No interest is charged against railway revenue on these amounts, with the exception that interest, at 5 per cent, is payable to the Commonwealth Government on the repayable principal amount outstanding in respect of expenditure on the uniform gauge. (See page 621 of the *Victorian Year Book* 1966.)

Railway Construction and Property Board

The *Railway Construction and Property Board Act* 1979 was assented to on 20 December of that year and came into operation on 22 February 1980. The Act reconstituted the Railway Construction Board as the Railway Construction and Property Board and added additional functions to its responsibilities. The additional functions include provision for the development and management of railway land not used directly for railway purposes and makes provision to transfer to the new Board responsibility for the management and control of railway housing which is no longer required by the Railways.

The Railway Construction and Property Board is thus the successor to the Railway Construction Board, set up in 1965 to assume the powers and duties exercised since 1892 by the Railway Construction Branch of the Board of Land and Works. The Railway Construction Board and its predecessor was the constructing authority for all railway lines which the Victorian Parliament authorised to be constructed.

Railway statistics

The following tables relate to the State railways and road motor services under the control of the Victorian Railways Board. Certain border railways in New South Wales are, by agreement between the Victorian and New South Wales Governments, under the control of the Victorian Railways Board. Particulars of these have been included with those of the State railways being operated within Victoria. Details of the operations of the road motor services are shown on page 534.

Capital cost of railways and equipment

The capital cost of all lines constructed and in course of construction, and of all works, rolling stock, and equipment of the Railways Department at 30 June for each of the years 1975 to 1979 is shown in the following table:

VICTORIA—TOTAL CAPITAL COST OF RAILWAYS,
ETC.: EQUIPMENT AND ROLLING STOCK
(\$'000)

At 30 June—	Railways		Road motor services	Total capital cost (a)
	Lines open	Lines in process of construction		
1975	442,723	1,030	19	443,772
1976	471,009	2,333	19	473,361
1977	484,954	3,979	19	488,952
1978	494,901	5,297	19	500,217
1979	529,449	6,515	19	535,983

(a) Written down in accordance with *Railways (Finances Adjustment) Act* 1936, and allowing for depreciation since 1 July 1937. Particulars are exclusive of the cost of stores and materials on hand and in course of manufacture.

At 30 June 1979, the capital cost of rolling stock, after being written down in accordance with the *Railways (Finances Adjustment) Act 1936*, and allowing for depreciation, was \$203.4m.

Railways staff

The number of officers and employees in the railways (including casual labour and butty-gang workers) and the amount of salaries and wages (including travelling and incidental expenses) paid for each of the financial years 1974-75 to 1978-79 are shown in the following table:

VICTORIA—RAILWAYS STAFF: NUMBERS, SALARIES, ETC.

Period	Average number of employees			Salaries, wages, and travelling expenses
	Salaried staff	Wages staff	Total	
				\$'000
1974-75	5,520	20,454	25,974	199,729
1975-76	5,363	19,735	25,098	218,609
1976-77	5,299	19,110	24,409	234,816
1977-78	5,382	18,454	23,836	251,055
1978-79	5,384	17,893	23,277	263,480

Railways rolling stock

The following table provides a description of the various types of rolling stock in service (exclusive of road motor rolling stock) at 30 June for each of the years 1975 to 1979:

VICTORIA—RAILWAYS ROLLING STOCK IN SERVICE AT 30 JUNE (EXCLUDING ROAD MOTOR SERVICES)

Rolling stock in service	1975	1976	1977	1978	1979
Locomotives—					
Steam	19	19	17	11	11
Electric	35	35	35	35	35
Diesel electric	249	257	258	265	266
Other (a)	92	93	93	90	89
Total	395	404	403	401	401
Passenger coaches—					
Electric suburban	1,120	1,127	1,087	1,056	1,066
Other (b)	556	545	540	490	488
Total	1,676	1,672	1,627	1,546	1,554
Goods stock (c)	19,223	18,930	17,869	14,574	14,351
Service stock	1,612	1,481	1,428	1,230	1,181

(a) Other locomotives comprise diesel hydraulic locomotives, cranes, rail motor diesel power units, and non-passenger carrying tractors.

(b) Passenger coaches owned jointly with New South Wales and South Australia have been included.

(c) All parcels and brake vans including display cars and standard gauge stock have been included.

Railways route distance

The route distance of the railways (exclusive of road motor service route distance) at 30 June for each of the years 1975 to 1979 is shown in the following table. It should be noted that the Victorian Railways operate certain services in New South Wales.

VICTORIA—RAILWAYS ROUTE DISTANCE AT 30 JUNE (EXCLUDING ROAD MOTOR SERVICES) (kilometres)

Lines open for traffic	Gauge width	1975	1976	1977	1978	1979
Single track	—Broad gauge (a)	5,789	5,784	5,700	5,499	5,320
	—Narrow gauge	13	14	13	—	—
Double track	—Broad gauge (a)	720	719	725	725	725
	—Broad gauge (a)	136	136	140	140	140
Total route distance		6,658	6,653	6,578	6,364	6,185

(a) Broad gauge refers to 1,600 mm and 1,435 mm gauge track.

Railways traffic

The traffic of the railways (exclusive of road motor traffic) for each of the years 1974-75 to 1978-79 is shown in the following table:

Traffic	Unit	1974-75	1975-76	1976-77	1977-78	1978-79
Traffic train kilometres—Country	'000	7,815	7,823	7,654	7,135	6,650
Suburban	'000	14,291	14,721	14,423	13,887	13,386
Goods	'000	11,769	11,274	11,412	10,990	10,820
Total	'000	33,876	33,818	33,489	32,013	30,856
Passenger journeys—Country	'000	4,963	4,921	4,402	4,108	4,065
Suburban	'000	112,757	104,748	98,252	93,546	89,258
Total	'000	117,720	109,669	102,654	97,654	93,323
Goods and livestock carried	'000 tonnes	11,057	10,803	10,971	11,120	11,190

The tonnes carried and tonne kilometres of various classes of goods and the total tonnes carried and tonne kilometres of livestock carried by the Victorian Railways for the years 1974-75 to 1978-79 is shown in the following table:

Class of goods	Tonnes carried				Tonne kilometres			
	1975-76	1976-77	1977-78	1978-79	1975-76	1976-77	1977-78	1978-79
Grain—								
Barley	444	452	362	471	125,785	133,249	95,833	124,599
Wheat	1,866	1,837	2,359	2,180	573,989	563,780	735,572	661,463
Other	281	166	206	233	76,833	34,415	42,336	43,735
Flour	129	116	82	77	28,742	25,900	18,505	17,196
Stockfood and fodder	65	57	50	41	16,664	14,893	11,475	8,407
Fruit—								
Fresh	90	92	74	78	34,692	35,568	27,538	28,469
Dried	63	53	48	53	34,176	28,637	25,794	29,160
Beverages	172	160	157	147	41,322	38,857	37,296	35,082
Solid fuels	758	837	740	783	134,572	138,847	125,546	139,606
Cement	822	903	803	774	101,448	113,546	108,438	115,338
Mining and quarry products	319	512	758	745	84,140	100,298	126,217	130,052
Dairy produce	35	18	15	14	8,113	4,260	3,726	3,620
Milk, condensed, powdered, etc.	98	99	75	60	18,589	18,137	13,699	10,778
Tinplate	41	45	19	21	13,483	14,492	7,069	7,339
Iron, steel, and metals, unfabricated	635	675	591	609	191,379	213,818	196,664	197,447
Manures	394	593	616	671	102,605	154,264	155,893	168,449
Motor cars and accessories	241	233	181	173	64,351	58,123	43,897	44,733
Petroleum products	415	427	402	388	122,566	126,608	121,179	120,892
Paper products	193	203	179	193	59,815	67,669	59,674	72,800
Pipes	74	56	66	57	19,649	15,612	17,617	15,323
Timber	261	247	189	180	84,435	79,467	62,590	59,918
Wool	223	126	104	100	45,345	31,610	26,806	25,766
All other goods	2,829	2,755	2,768	2,980	980,895	935,359	960,776	1,035,757
Total goods	10,447	10,662	10,844	11,028	2,963,587	2,947,410	3,024,141	3,095,929
Total livestock	356	310	277	162	107,786	94,776	84,537	49,376
Grand total of goods and livestock	10,803	10,971	11,120	11,190	3,071,373	3,042,186	3,108,678	3,145,305

Railways revenue and expenditure

Revenue for 1978-79 increased by \$14,464,138 compared with 1977-78. Total working expenses increased by \$15,340,079 over the same period.

VICTORIA—RAILWAYS REVENUE AND EXPENDITURE
(\$'000)

Particulars	1974-75	1975-76	1976-77	1977-78	1978-79
REVENUE					
Passenger, etc., business—					
Passenger fares	40,283	46,662	52,417	53,813	57,300
Parcels, mails, etc.	5,736	7,049	7,336	7,202	8,219
Other	131	111	104	106	156
Goods, etc., business—					
Goods	69,653	77,687	86,282	92,543	101,030
Livestock	1,631	2,262	2,260	2,191	1,789
Miscellaneous	637	471	614	561	621
Miscellaneous—					
Dining car and refreshments services	5,418	6,116	6,891	7,371	7,840
Rentals	3,100	3,188	3,689	4,804	5,032
Bookstalls	1,434	1,515	1,576	1,587	1,671
Advertising	335	299	326	335	352
Melbourne Underground Rail Loop Authority special levy	922	1,395	1,833	1,798	2,127
Other	807	697	351	4,334	4,971
Total revenue	130,087	147,450	163,677	176,644	191,108
EXPENDITURE					
Working expenses—					
General expenses	215,968	237,230	261,504	288,238	300,238
Pensions	9,695	12,642	16,263	19,591	22,582
Contributions to Railway Renewals and Replacement Fund	400	400	400	400	400
Contributions to Railway Accident and Fire Insurance Fund	2,626	3,294	3,677	3,639	4,020
Pay-roll tax	8,957	10,399	10,894	11,695	12,387
Long service leave	3,786	5,696	5,501	5,513	4,996
Appropriation to Melbourne Underground Rail Loop Authority construction	922	1,395	1,833	1,798	2,127
Other (a) (b)	1,426	1,341	1,682	1,989	1,451
Total working expenses	243,779	272,395	301,755	332,861	348,201
Net revenue	-113,692	-124,945	-138,077	-156,217	-157,093
Debt charges—					
Interest charges and expenses (b)	12,043	13,792	16,760	20,779	22,834
Exchange on interest payments and redemption	55	57	38	31	25
Contribution to National Debt Sinking Fund	497	527	572	630	682
Net result for year	-126,287	-139,321	-155,448	-177,657	-180,634
Proportion of working expenses to revenue	per cent	per cent	per cent	per cent	per cent
	187.4	184.7	184.4	188.4	182.2

(a) Including interest paid to the Commonwealth Government under the Railways Standardisation Agreement.

(b) Including loan conversion expenses.

The gross revenue and working expenses per average kilometre of railway worked for each of the years 1974-75 to 1978-79 are shown in the following table:

**VICTORIA—RAILWAYS REVENUE AND EXPENDITURE PER AVERAGE
KILOMETRE OPEN (EXCLUDING ROAD MOTOR SERVICES)**

Particulars	1974-75	1975-76	1976-77	1977-78	1978-79
Average number of kilometres open for traffic	6,658	6,654	6,610	6,449	6,304
Gross revenue per average kilometre open	\$ 19,525	22,145	24,748	27,391	30,315
Working expenses per average kilometre open	\$ 36,556	40,869	45,572	51,614	55,235

Road motor services

The following table shows, for each of the years 1974-75 to 1978-79, particulars of the operations of the road motor services under the control of the Victorian Railways Board:

**VICTORIA—ROAD MOTOR SERVICES
(Under the control of the Victorian Railways Board)**

Particulars	1974-75	1975-76	1976-77	1977-78	1978-79
Bus kilometres	372,849	392,901	367,834	293,164	315,211
Passenger journeys	792,952	790,070	754,250	621,000	569,200
Gross revenue	\$ 89,302	94,781	91,673	82,497	87,779
Working expenses	\$ 385,838	455,522	522,470	352,640	398,595
Capital expenditure at end of year (less depreciation written off) (a)	\$ 19,132	19,092	19,092	19,092	19,092

(a) From 1 July 1976, rather than being applied to assets as in the past, depreciation is being charged as working expenses.

NOTE. The apparent discrepancy between the amount of working expenses and revenue was brought about by revenue not having received a proportion of combined rail and road services earnings, while working expenses have been charged with road motor operating cost in full.

Tramway and omnibus services

Melbourne and Metropolitan Tramways Board

The Melbourne and Metropolitan Tramways Board was established by an Act of the Victorian Parliament in 1919, and on 1 November of that year took over the cable tramway system then operating in Melbourne. It progressively acquired the assets and obligations of the various municipal tramway trusts which had been operating as separate bodies and merged them into a single tramway system for the metropolitan area. The Board embarked upon a programme of electric tramway construction and the conversion to electric operation of the previous cable tramway system, resulting in the formation of the tramway network which exists today.

The Melbourne and Metropolitan Tramways Act provides for a Board consisting of a chairman, a deputy chairman, and a member appointed by the Governor in Council. Subject to the direction of the Minister, the Board controls, manages, operates, and maintains the tramways of the Melbourne metropolitan area, and a fleet of passenger buses operating on routes authorised by the Transport Regulation Board.

The Board is at present carrying out an extensive programme of upgrading its fleet of trams and buses by introducing new vehicles of modern design to improve the standard of comfort and service offered to its passengers. Following the completion of an initial purchase of 115 new tramcars, an order has been placed for a further 100 tramcars for delivery between 1979 and 1983. New buses are also being obtained to replace the older vehicles in the fleet and to provide for improved services.

In July 1978, the first new tramway extension for more than twenty years — a new 3.4 kilometre tramway along the Burwood Highway from the previous terminus at Warrigal Road to Middleborough Road, East Burwood — was opened. Preparations were being made for an extension of the East Preston tramway to Bundoora.

The following two tables show an analysis of the Board's operations for each of the years 1975-76 to 1979-80:

**VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS BOARD:
TRAMWAYS: OPERATIONS**

Period	Track open at end of year		Tram kilometres	Passenger journeys	Operating receipts	Operating expenses	At end of year	
	Double	Single					Rolling stock	Persons employed (a)
	kilometres	kilometres	'000	'000	\$'000	\$'000	number	number
1975-76	217	4	24,235	106,126	24,986	42,844	(b) 728	4,540
1976-77	217	4	24,166	102,886	26,684	47,981	(b) 747	4,624
1977-78	217	4	24,185	101,296	27,981	50,780	(b) 748	4,708
1978-79	220	4	24,191	101,070	29,836	57,331	(b) 750	4,749
1979-80	220	4	23,547	98,889	33,394	60,922	(b) 753	4,589

(a) Includes omnibus employees. Tramways employees not available separately.

(b) Includes rolling stock in reserve or idle.

**VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS BOARD:
MOTOR OMNIBUS SYSTEMS: OPERATIONS**

Period	Route kilometres	Bus kilometres	Passenger journeys	Operating receipts	Operating expenses	At end of year	
						Rolling stock	Persons employed (a)
		'000	'000	\$'000	\$'000	number	number
1975-76	249	12,681	20,821	5,286	11,813	(b) 258	4,540
1976-77	249	12,762	20,073	5,688	13,057	(b) 259	4,624
1977-78	258	12,874	19,339	5,760	14,472	(b) 305	4,708
1978-79	276	12,879	19,927	6,264	16,523	(b) 278	4,749
1979-80	290	12,739	19,872	7,150	18,077	(b) 311	4,589

(a) Includes tramways employees. Omnibus employees not available separately.

(b) Includes rolling stock in reserve or idle.

The following three tables show an analysis of the Board's revenue and expenditure items for each of the years 1975-76 to 1979-80:

**VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS BOARD:
REVENUE, EXPENDITURE, ETC.
(\$'000)**

Particulars	1975-76	1976-77	1977-78	1978-79	1979-80
REVENUE					
Traffic receipts	29,968	32,194	33,546	35,654	39,894
Miscellaneous operating receipts	304	179	195	445	651
Non-operating receipts	418	458	551	569	591
Payment from drivers' licence suspense account	1,028	116	1,927	1,900	1,900
Total revenue	31,718	32,947	36,219	38,569	43,036
EXPENDITURE					
Traffic operation costs	25,761	29,148	31,709	37,319	36,854
Maintenance—					
Permanent way	1,765	1,827	1,667	2,341	2,083
Tramcars	5,523	6,249	6,982	8,609	8,180
Buses	2,522	2,837	3,182	3,636	3,477
Electrical equipment of lines and sub-stations	1,429	1,498	1,511	1,882	1,835
Buildings and grounds	699	730	827	1,027	1,094
Electric traction energy	1,048	1,178	1,376	1,571	1,708
Fuel oil for buses	533	561	661	840	1,243
Bus licence and road tax fees	3	1	2	1	1
General administration and stores department costs	3,031	3,598	2,397	4,787	5,084

VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS BOARD:
REVENUE, EXPENDITURE, ETC.—*continued*
(\$'000)

Particulars	1975-76	1976-77	1977-78	1978-79	1979-80
EXPENDITURE— <i>continued</i>					
Pay-roll tax	1,967	2,191	2,281	r2,427	2,494
Workers compensation payments	3,239	2,706	1,499	r2,428	560
Depreciation	1,156	1,479	1,780	2,080	2,474
Non-operating expenses	146	186	241	268	285
Provisions—					
Long service leave	984	1,138	1,282	1,012	1,207
Retiring gratuities	1,587	1,785	2,122	1,759	1,976
Accrued sick leave	163	165	216	201	(a)
Public liability claims	886	853	1,317	1,423	2,020
Interest on loans	2,361	3,094	4,441	4,888	5,986
Leasing of rolling stock	—	—	—	479	724
Total expenditure	54,803	61,224	65,492	r78,978	79,285
Net surplus (+) or deficit (-)	-23,085	-28,277	-29,273	r-40,410	-36,249
Capital outlay	8,761	9,621	10,787	12,095	14,432
Loan indebtedness at 30 June	37,225	45,725	54,413	63,161	73,114

(a) This item is included in long service leave.

VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS BOARD:
TRAMWAYS: OPERATING RECEIPTS, OPERATING EXPENSES, ETC.

Period	Operating receipts			Operating expenses		Ratio operating expenses to operating receipts
	Amount	Per vehicle kilometre	Per passenger	Amount	Per vehicle kilometre	
	\$'000	cents	cents	\$'000	cents	per cent
1975-76	24,986	103.10	23.54	42,844	176.79	171.47
1976-77	26,684	110.42	25.94	47,981	198.55	179.81
1977-78	27,981	115.70	27.62	50,780	209.97	181.48
1978-79	29,836	123.34	29.52	57,331	236.99	192.15
1979-80	33,394	141.82	33.76	60,922	258.73	182.43

VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS BOARD:
MOTOR OMNIBUS SYSTEMS: OPERATING RECEIPTS,
OPERATING EXPENSES, ETC.

Period	Operating receipts			Operating expenses		Ratio operating expenses to operating receipts
	Amount	Per vehicle kilometre	Per passenger	Amount	Per vehicle kilometre	
	\$'000	cents	cents	\$'000	cents	per cent
1975-76	5,286	41.68	25.39	11,813	93.16	223.48
1976-77	5,689	44.58	28.34	13,057	102.31	229.51
1977-78	5,760	44.74	29.78	14,472	112.41	251.25
1978-79	6,264	48.64	31.43	16,523	128.30	263.78
1979-80	7,150	56.13	35.98	18,077	141.91	252.82

Private motor omnibus services

The following table shows particulars of Victorian private omnibus services, including details of route operations, charter, schools, and other special services. In the year 1977-78, route operations accounted for 48.63 per cent of total distance travelled, while charter, school, and other special services accounted for 19.94, 30.63, and 0.81 per cent, respectively.

VICTORIA—PRIVATE MOTOR OMNIBUS SERVICES

Particulars	1973-74	1974-75	1975-76	1976-77	1977-78
Number of vehicles	3,118	3,130	3,205	3,310	3,341
Distance travelled ('000 kilometres)	101,266	97,782	99,427	103,342	103,342
	\$'000	\$'000	\$'000	\$'000	\$'000
Revenue	35,916	45,389	52,548	61,045	67,049
Expenditure—					
Drivers' wages	13,753	17,667	20,273	22,908	25,547
Repairs and maintenance	4,250	5,597	6,702	7,934	8,777
Depreciation	2,557	2,678	3,144	3,677	4,215
Other	12,360	15,545	18,180	21,592	24,507
Total expenditure	32,920	41,487	48,299	56,111	63,046
Assets (a)—					
Motor vehicles	7,261	7,695	9,953	12,041	13,756
Other assets	13,559	14,665	16,399	18,290	20,306
Total assets	20,820	22,360	26,352	30,331	34,062
Liabilities (a)	10,834	11,734	14,841	17,332	20,119

(a) Incomplete. Assets and liabilities of operators engaged solely in school bus services are not available.

Tramways in provincial cities

Tramway services in Ballarat and Bendigo ceased on 19 September 1971 and 16 April 1972, respectively, to be replaced by privately operated bus services. Sections of the Ballarat and Bendigo systems were re-opened during 1972 as tourist attractions operating during weekends and holidays.

Further reference: Melbourne tramways 1930-1961, *Victorian Year Book* 1963, pp. 771-2

Country Roads Board*Introduction*

The Country Roads Board, constituted under the *Country Roads Act* 1912, commenced operations in 1913.

There are about 160,000 kilometres of public roads in Victoria, of which some 23,700 kilometres comprise the State's principal system of Country Roads Board declared roads. Under the provisions of the *Country Roads Act* the Board may, subject to the confirmation of the Governor in Council, declare any road to be a State highway, a freeway, or a main road. The Board also has the power to recommend to the Governor in Council that any road be proclaimed as a tourists' road or a forest road.

The Board meets the full cost of works required to cater for the needs of through traffic on State highways, freeways, tourists' roads, and forest roads. State highways and freeways, while serving the immediate district through which they pass as arterial routes, also carry much long distance traffic. Tourists' roads and forest roads generally pass through areas where little or no rate revenue is available to the local municipality. Main roads, the construction and maintenance costs of which are partly borne by local municipal councils, form what may be described as a secondary system of important roads in Victoria. In addition, there is a vast network of unclassified roads, many of which carry considerable traffic and which, within the limits of available finance, are subsidised by the Board as needs and priorities warrant.

The Board's system of classified or declared roads at 30 June 1980 comprised 6,988 kilometres of State highways, 333 kilometres of freeways, 798 kilometres of tourists' roads, 1,031 kilometres of forest roads, and 14,564 kilometres of main roads.

State highways

Under legislation passed in 1924, a "State highway" in Victoria has a specific meaning. It is a road declared as such by the Board with the confirmation of the Governor in Council. State highways are the principal road arteries forming interstate connections and

links between important provincial centres. The more important State highways also form part of the national route system of interstate highways. At 30 June 1980, there were 6,988 kilometres of State highways, 6,741 kilometres of which had a sealed surface.

National highways in Victoria

A national highway is a road or proposed road that, in the opinion of the Commonwealth Department of Transport, is or will be the principal road linking: (1) two or more State capital cities; (2) a State capital city and Canberra; (3) a State capital city and Darwin; (4) Brisbane and Cairns; or (5) Hobart and Burnie; or a road or proposed road that should, in the opinion of the Commonwealth Department of Transport, be treated by reason of its national importance as a national highway.

The construction of national highways in Victoria is carried out by the Country Roads Board as the State's road authority. At present the Hume Highway and the Western Highway have been declared as national highways under the National Roads Act, excluding sections within the urban areas of Melbourne and Ballarat.

Long-term proposals for the Hume Highway include its development to a dual carriageway road from the outskirts of Melbourne to Wodonga. The construction of local by-passes and deviations around Violet Town have been completed and around Seymour and Avenel are under construction. The completion of the freeway between Wallan and Broadford in mid-1976 extended the construction of dual carriageways from the outskirts of Melbourne to Seymour.

The Western Highway between Melbourne and Ballarat is being progressively developed to dual carriageway standard. Further work on the sections between Ballarat and Murray Bridge at the South Australian border is a long-term consideration. Work already commenced or completed includes the construction of a four-lane highway from the outskirts of Melbourne to west of Gordon. The completion of the by-pass of Wallace and Bungaree will provide a continuous four-lane carriageway between Melbourne and Ballarat. The project is expected to be completed in 1983.

Freeways

An amendment to the Country Roads Act in 1956 gave the Board power to construct by-pass roads (freeways), the first constructed being the Maltby Freeway at Werribee, opened in 1961. Since then the development of freeways by the Board has continued with the opening of the Westgate Freeway; the Calder Freeway to Keilor East; the Western Freeway at Bacchus Marsh, Pentland Hills, Gordon, Ballan, and Myrning; the Mulgrave Freeway from Huntingdale Road, East Oakleigh, to north of Dandenong; the South Eastern Freeway; the South Gippsland Freeway; the Tullamarine Freeway; the Princes Freeway, between Moe and Morwell; sections of the Princes Freeway between Melbourne and Geelong; the Mornington Peninsula Freeway between Dromana and Rosebud, and between Keysborough and Seaford; the Frankston Freeway; sections of the Hume Freeway between Melbourne and Wodonga, and the Eastern Freeway. The Mulgrave Freeway west of Huntingdale Road, the West Gate Freeway in South Melbourne and Port Melbourne, Princes Freeway bypasses of Drouin and Berwick, Western Freeway bypasses of Wallace and Bungaree, Hume Freeway bypasses of Seymour and Avenel, and Calder Freeway bypass of Keilor were under construction.

Some sections of freeway were developed from existing single carriageway State highways, while others were completely new routes adding to Victoria's total road length.

Tourists' roads

The Country Roads (Tourists' Roads) Act was passed in 1936. Under its terms, the Governor in Council, on the recommendation of the Country Roads Board, may proclaim suitable roads to be tourists' roads.

The Board constructs and maintains tourists' roads in, and leading to, places of special tourist interest in various parts of Victoria. Victoria has about 800 kilometres of

proclaimed tourists' roads. The Board bears the full cost of works required to cater for the needs of through traffic, and generally, carries out the works concerned.

The Great Ocean Road is the longest tourists' road in Victoria. For 207 kilometres, the road follows the rugged south-west coast from Torquay to Peterborough. The road was built by the Board for the Great Ocean Road Trust. The Trust's purpose was to open up the country to tourists and provide a road to connect the coastal towns. The road was built largely by returned soldiers and sailors of the First World War, and stands as a memorial to the servicemen in that war. The Great Ocean Road was completed in 1932 and proclaimed as a tourists' road in 1936.

Other tourists' roads that cater for holiday travellers include the Phillip Island Road (23 kilometres) and the Wilsons Promontory Road (31 kilometres).

In winter, the tourists' roads leading to Victoria's ski resorts carry many holiday travellers and ski enthusiasts. The major ski resorts are at Mt Hotham, Mt Buller, Falls Creek, and Mt Buffalo. The tourists' roads leading to these ski resorts are the Mt Buffalo Road (39 kilometres), the Mt Buller Road (27 kilometres), the Bogong High Plains Road (66 kilometres) to Falls Creek, and the Alpine Road (83 kilometres) to Mt Hotham. Each winter the Board's snow-clearing teams keep these roads open to traffic. The Donna Buang Road (34 kilometres) and the Acheron Way (35 kilometres) lead to Mt Donna Buang.

The number of persons visiting the alpine resorts is increasing each year. The Board's task of maintaining the tourists' roads that lead to the State's resorts benefits both an important tourist industry and the people it serves. In winter and summer, travellers along many tourists' roads can enjoy scenic drives and take a break from driving by stopping at a roadside rest area or scenic lookout.

The Board, local councils, and other authorities have provided roadside stops with eating facilities, toilets, tables, and litter bins to give drivers and passengers an opportunity to stop in a pleasant roadside environment.

Forest roads

Forest roads proclaimed under the provisions of the Country Roads Act are situated within or adjacent to any State forest, or in areas considered by the Country Roads Board to be timbered, mountainous, or undeveloped.

The Board bears the full cost of works required to cater for the needs of through traffic, with about half the work being carried out by municipal councils on behalf of the Board.

The Board's proclaimed forest roads throughout Victoria have had an important effect on the growth of the State's timber extraction industry. Their most important use is in the transport of logs from the forest to the saw mills. About 520 kilometres of the State's 1,031 kilometres of forest roads are used for this purpose. A further 120 kilometres are used to transport sawn timber from the mills to markets. The other forest roads are used for carting local produce, posts, and firewood.

More than 90 per cent of Victoria's saw log and pulp wood production comes from State forests under licence from the Forests Commission, and the Board's forest roads carry 28 per cent of that production. Many of the roads used for timber extraction are in isolated and mountainous areas and often become a financial burden for local councils because they earn very little rate revenue.

The Board was first given the power to declare forest roads under the *Forest Roads and Stock Routes Act* 1943. When the Country Roads Board takes over responsibility for such roads, municipalities are relieved of all the construction and maintenance costs for them. In 1979-80, Board expenditure on proclaimed forest roads was \$1.9m, but grants could be made only for the most urgent works required. Grants for forest roads are allocated on the basis of need, and work priorities are determined by the Board.

The longest forest road in the State stretches 145.5 kilometres from Heyfield to Jamieson, winding through the Great Dividing Range. It is also Victoria's busiest forest road and carries the most timber. However, the road has only been open as a continuous link between Heyfield and Jamieson since 1969 when the Board completed construction of a 16 kilometre section near Mt Skene in the Great Dividing Range. The Board spent \$385,000 on constructing this road. The Heyfield-Jamieson Road provides an additional

link between Gippsland and northern Victoria for tourist and commercial traffic as well as for logging trucks.

Main roads

The Board is empowered under the Country Roads Act to declare as a main road any road which in its opinion is of sufficient importance. Main roads are generally roads linking centres of industry, commerce, or settlement. At 30 June 1980, there were 14,564 kilometres of main roads in Victoria.

Rural roads

Victoria is the most densely populated State of Australia, with some 3,887,000 persons inhabiting 227,600 square kilometres. The pattern of Victoria's rural life has come to depend significantly on the rural road system. Since the development of the motor vehicle the demand placed on the road system has increased and rural commerce relies heavily on trucks using roads to carry produce to the railway yards, or directly to the ports.

On 1 January 1913, the Country Roads Act was proclaimed and after fifty years of unco-ordinated control, since the abolition of the Department of Roads and Bridges, the Act once more established a central road authority. The Victorian Government had previously allocated money for roads but, with no State-wide body to co-ordinate road development, regional areas, particularly Gippsland, suffered from inequalities in the distribution of funds. When it was established in 1913, one of the first tasks of the new Country Roads Board was to evaluate the condition of roads in the Gippsland region of Victoria.

There are now about 140,000 kilometres of rural public roads in Victoria (excluding public roads in the Melbourne Statistical Division, the Geelong Statistical District, and the urban areas of Bendigo and Ballarat) of which some 21,800 kilometres comprise the principal rural system of Country Roads Board declared roads. In addition to its declared roads the Board, within the limits of available finance, subsidises works carried out by municipal councils on thousands of kilometres of unclassified roads.

In 1979-80, the Board spent \$126m on the construction (\$84.1m) and maintenance (\$41.9m) of rural roads in Victoria.

Victoria's rural roads can be divided into three systems. The rural State highways are the principal arteries forming interstate connections and link the larger centres of population in the State. State highways such as the Hume, the Western, and the Princes connect Victoria's road system to the highways of the neighbouring States of New South Wales and South Australia. The Hume Highway between Melbourne and Wodonga, and the Western Highway between Melbourne and Ballarat, are being progressively upgraded to freeway standard. These highways form part of an Australia-wide national highway network. During 1979-80, the Board spent \$27.7m on upgrading these two highways.

The second system consists of the main roads linking centres of population with other centres or with areas of industry, commerce, or settlement. These roads provide a means for primary producers and manufacturers to move their products to the nearest railway line or highway system, and also cater for recreational traffic. The third system comprises feeder roads, providing local access to farming or residential areas. Each system is co-ordinated with the other systems to enable vehicles, either private or commercial, to move freely between all points in the State.

Roadside development

Roads are among the most permanent structures on the landscape, and once built they cannot be considered apart from their surrounding environment. In recent years the Board has furthered the development of what is termed the complete highway to provide a balanced combination of safety, utility, economy, and beauty. Such factors as the preservation of flora, conservation of landscape features, rehabilitation of cleared areas, and erosion control are important aspects of the Board's road design practices. Some 80,000 trees and shrubs are planted each year on declared road reserves. The Board is also developing roadside stopping places for the convenience of travellers. These include rest areas with water and toilet facilities, wayside stops, scenic view points, and parking areas.

Sources of finance

The Board's two main sources of finance are Commonwealth and Victorian Government funds. Funds derived from Victorian Government sources are:

(1) *Motor registration fees.* Fees payable on the registration and re-registration of motor vehicles and trailers, less the costs of collecting the fees (excluding metropolitan omnibus registration fees and the specified proportion of registration fees paid to the Roads and Special Projects Fund).

(2) *Registration number plate fees.* Fees payable for the provision and/or replacement of number plates, less the costs of providing the plates and collecting the fees.

(3) *Examiners' licence fees.* Fees payable by persons licensed to conduct motor car roadworthiness examinations, less the cost of collection of the fees.

(4) *Authorised log book fees.* Fees payable for the purchase of log books, less the cost of providing the books and collecting the fees.

(5) *Learner drivers permit fees.* Seven-eighths of the permit fee and the permit extension fee payable by applicants for, and/or holders of, learner driver permits, less seven-eighths of the cost of collection of the fees (one-eighth less one-eighth cost of collection is paid to the Drivers' Licence Suspende Accounts).

(6) *Drivers' licence testing fees.* Seven-eighths of \$4.00 of the fee payable for the test of proficiency of candidates for motor car drivers' licences less seven-eighths of the cost of conducting the test and collecting the fee (one-eighth of \$4.00 less one-eighth of the cost of collection, is paid to the Drivers' Licence Suspende Account) and the amount of each fee above \$4.00 is paid to the Consolidated Fund.

(7) *Motor car drivers' licence fees and tractor drivers' licence fees.* One-eighth of the fees payable for the issue of drivers' licences less one-eighth of the cost of collecting the fees. (One-half, less one-half cost of collection, is paid to the Consolidated Fund; one-quarter, less one-quarter cost of collection, is paid to the Municipalities Assistance Fund; and one-eighth, less one-eighth cost of collection, is paid to the Drivers' Licence Suspende Account.)

(8) *Motor driving instructors' appointment and testing fees.* Fees payable by candidates for motor driving instructors' licences, less the cost of collection of the fees.

(9) *Motor driving instructors' licence fees.* One-quarter of the fees payable for the issue of motor driving instructors' licences less one-quarter of the costs of collection of the fees. (One-half, less one-half cost of collection, is paid to the Consolidated Fund; and one-quarter, less one-quarter cost of collection, is paid to the Municipalities Assistance Fund.)

(10) *Unregistered vehicle permit fee.* A fee for the issue of a permit to use an unregistered motor car or trailer on a highway for a period of not more than seven days, less the costs of collection of the fee.

(11) *Proprietorship notification fee.* A fee payable with the notification by a proprietor of a motor car or trailer of repossession of the item under a hire purchase agreement, bill of sale or like instrument, less the costs of collection of the fee.

(12) Fines imposed under the provisions of the Country Roads Act.

(13) A proportion of the revenue raised from licence fees issued under the *Business Franchise (Petroleum Products) Act 1979*.

The Act adopted a franchise licensing system and provided for the raising of revenue for a licence fee payable by persons who carry on petroleum wholesaling or retailing in Victoria. From 1 September 1979, the Act requires petroleum wholesalers to hold a licence, the monthly licence fee being \$50, together with the payment of an amount of 4.5 per cent of the value of motor spirit and 7.1 per cent of the value of diesel fuel sold by the licence holder in the course of intrastate trade during the month, two months prior to the month to which the licence relates. Petroleum retailers are also required to hold a licence for which an annual fee of \$50 is paid on a similar basis to the fee applicable to the petroleum wholesaler's licence, except that the *ad valorem* fee does not apply to fuel purchased by a petroleum retailer from a licensed petroleum wholesaler.

The Act also established a "Roads and Special Projects Fund" into which is to be paid an amount equal to the licence fees collected under the Act after deduction of costs of administration. The Act provides for money in the Roads and Special Projects Fund to be paid to the Country Roads Board Fund and to the Transport Fund as determined by the

Minister of Transport with the proviso that the amount paid to the Country Roads Board Fund in each financial year shall not be less than 75 per cent of the amount credited under the Act during the financial year.

From 1 July 1980, motor vehicle registration fees previously directed to the Roads (Special Projects) Fund, which was established by section 7a of the *Motor Car Act 1958*, have been directed to the Consolidated Fund to be appropriated from that Fund to the Roads and Special Projects Fund.

(14) Municipal payments on account of main road works.

(15) Any special money appropriated by the Victorian Parliament.

(16) Loan money.

Money is also provided from Commonwealth Government sources. In 1979-80, receipts from the Commonwealth Government amounted to \$113.6m.

Total funds available to the Board in 1979-80, including unexpended balance of \$4.8m brought forward from 1978-79, amounted to \$263.9m.

From 1 July 1978, Commonwealth Government financial assistance to Victoria for roads has been provided by two Commonwealth Acts of Parliament — the Roads Grants Act and the Transport (Planning and Research) Act.

Receipts and expenditure

Receipts and expenditure covering the operations of the Board for each of the years 1975-76 to 1979-80 are shown in the following table:

VICTORIA—COUNTRY ROADS BOARD: RECEIPTS AND EXPENDITURE (\$'000)

Particulars	1975-76	1976-77	1977-78	1978-79	1979-80
RECEIPTS					
Fees—Motor Car Act (less cost of collection)	50,827	60,801	75,978	78,571	74,148
Municipalities contributions: permanent works and maintenance—main roads	2,233	2,518	2,891	2,956	3,112
Commonwealth Government grants (a)	92,132	91,192	98,980	105,652	113,631
Allocation from Roads (Special Projects) Fund	30,192	28,963	33,456	36,320	36,750
Transfer from Roads and Special Projects Fund	—	—	—	—	24,800
Redeemed investments	—	—	—	—	1,000
Proceeds from Commercial Goods Vehicles Act	10,132	9,968	9,818	9,577	1,487
Loans from Victorian Government	325	325	325	1,325	1,500
Grants from Victorian Government	427	638	581	463	114
Other receipts	1,525	1,746	1,924	2,194	2,478
Total	187,793	196,151	223,953	237,058	259,020
EXPENDITURE					
Construction, maintenance, etc., of roads and bridges	146,920	169,281	182,131	189,174	213,226
Plant purchases	1,234	1,366	2,059	2,857	3,998
Buildings, workshops, etc.	313	726	1,063	899	1,556
Interest and Sinking Fund payments	2,793	2,934	2,993	3,059	3,136
Payment to Tourist Fund	840	1,017	1,216	1,520	1,571
Payment to Transport Regulation Board	602	608	598	589	575
Payment to Traffic Authority Fund	420	508	608	760	786
Payment to Melbourne and Metropolitan Tramways Board	200	195	356	535	500
Planning and research	3,663	2,843	2,817	3,722	4,839
Management and operating expenditure (b)	23,303	24,042	29,102	29,903	33,412
Temporary investments	—	—	—	1,000	—
Total	180,288	203,520	222,943	234,019	263,599

(a) Includes relief of unemployment grants: 1975-76, \$2,202,000.

(b) Includes residual liability for loan funds under the *Metropolitan Bridges, Highways and Foreshores Act 1974*: \$371,000 in 1975-76.

Expenditure on roads and bridges

The following table summarises the total expenditure by the Country Roads Board on roads and bridges during each of the years 1975-76 to 1979-80:

**VICTORIA—COUNTRY ROADS BOARD: EXPENDITURE
ON ROADS AND BRIDGES
(\$'000)**

Particulars	1975-76	1976-77	1977-78	1978-79	1979-80
State highways—					
Construction	18,871	22,712	27,594	25,649	30,541
Maintenance	12,101	13,697	14,659	16,602	19,325
Freeways—					
Construction	53,204	53,617	51,551	56,055	61,561
Maintenance	1,779	2,130	2,912	3,231	3,789
Main roads—					
Construction	16,633	21,150	23,031	23,056	25,211
Maintenance	10,147	11,621	12,753	13,949	17,390
Unclassified roads—					
Construction	25,020	31,877	34,690	33,597	36,318
Maintenance	4,601	6,256	7,124	7,428	8,879
Tourists' roads—					
Construction	518	1,473	1,445	1,683	1,822
Maintenance	1,235	1,593	1,781	1,926	2,238
Forest roads—					
Construction	475	557	687	745	770
Maintenance	867	923	930	1,053	1,208
Metropolitan bridges	2	13	—	502	13
Rail/road bridges protection	—	—	456	563	439
State Intersection Control Programme	424	305	625	745	946
Murray River bridges and punts	228	145	287	566	636
Traffic line marking	816	1,212	1,606	1,824	2,140
Total construction	114,721	131,386	138,998	140,785	156,223
Total maintenance	30,730	36,220	40,159	44,189	52,829
Total other	1,469	1,675	2,974	4,200	4,174
Total expenditure	146,920	169,281	182,131	189,174	213,226

Loan liability to the State

The loan liability of the Board to the Victorian Government at 30 June 1980 was \$27.9m.

Motor vehicles

Registration, licences, etc.

Every motor car and motor cycle must be registered with the Chief Commissioner of Police if used on Victorian roads, as well as all trailers (except agricultural implements and certain small trailers for private use), fore-cars, and side-cars drawn by or attached to motor cars or motor cycles.

VICTORIA—REGISTRATION AND LICENCE RATES AT 1 JANUARY 1980

Type of registration or licence	Annual rate
REGISTRATION	
Motor cycle	\$6.30 plus \$2.00 surcharge (a)
Motor car (private use)	\$0.93 for each power-weight unit (b) plus \$2.00 surcharge (a) (Pension concession rate is half fee)
Motor car (private and business use)	\$1.15 for each power-weight unit (b) plus \$4.00 surcharge (a)
Trailer (attached to motor car)	From \$6.50 each, according to the unladen weight and use
Motor car (used for hire as special service omnibus and touring omnibus)	From \$1.15 to \$1.35 for each power-weight unit (b) according to the unladen weight plus \$4.00 surcharge (a)
Motor car (commercial passenger vehicle) operating on an omnibus service	\$2.20 plus \$4.00 surcharge (a)
Motor car (commercial passenger vehicles) operating on a temporary school service licence	\$22.70 plus \$4.00 surcharge (a)

VICTORIA—REGISTRATION AND LICENCE RATES AT 1 JANUARY 1980—*continued*

Type of registration or licence	Annual rate
REGISTRATION— <i>continued</i>	
Motor car (used for carrying passengers or goods for hire or in the course of trade)	From \$1.80 to \$3.35 for each power-weight unit (b) according to the unladen weight plus \$4.00 surcharge (a)
Motor car (constructed for the carriage of goods) owned by primary producer and used solely in connection with his business	\$50.00 plus \$2.00 surcharge (a) where tare is less than 3,000 kg \$100 plus \$2.00 surcharge (a) where tare is 3,000 kg or more
Mobile crane, self-propelled (used otherwise than for lifting and towing vehicles)	\$41.55 plus \$4.00 surcharge (a)
Recreation vehicle	\$3.00 for vehicle with not more than 3 wheels, in any other case \$10.00
LICENCE	
Driver's or rider's licence	\$30.00 issued for a three year period (an appointment fee of \$4.50 and testing fee of \$10.00 is payable by all applicants for new licences)
Learner's permit	\$5.00 for twelve months and \$5.00 for a three month extension, if required. Appointment and testing fees as above, are also payable
Instructor's licence	\$100.00 issued for a three year period

(a) Surcharges apply to registrations or re-registrations effected on and after 1 August 1972 and renewals due on and after that date.

(b) The number of power-weight units is that number which is equal to the sum of the horsepower and the weight in 50-kilogram units of a motor car unladen and ready for use.

NOTE: The minimum annual fee for the registration of any motor vehicle other than a motor cycle is \$18.25.

VICTORIA—DRIVERS' AND RIDERS' LICENCES IN FORCE AT 30 JUNE

Type of licence	1976	1977	1978	1979	1980
Drivers'	1,888,560	1,961,382	1,945,501	1,999,646	2,046,331
Riders'	68,496	71,138	70,562	72,526	74,138
Total	1,957,056	2,032,520	2,016,063	2,072,172	2,120,469

The following table shows the number of motor vehicles on the register by type. Particulars of Commonwealth Government-owned vehicles, with the exception of defence service vehicles, are included. Tractor-type vehicles, plant, and trailers are excluded.

VICTORIA—NUMBER OF MOTOR VEHICLES ON REGISTER
BY TYPE OF VEHICLE

Type of vehicle	Census, 31 December 1962	Census, 30 September 1971 (a)	Census, 30 September 1976 (a)	Census, 30 September 1979 (a)	At 31 December 1979
Motor cars	610,974	929,477	1,222,733	1,314,015	1,323,608
Station wagons	69,528	201,884	233,480	240,386	241,637
Utilities	94,470	89,764	104,538	109,216	109,746
Panel vans	31,851	46,539	46,980	54,905	55,020
Trucks —					
Rigid		79,386	117,764	127,768	128,566
Articulated	76,591	9,417	9,766	10,377	10,450
Other truck type vehicles	2,890	3,520	4,867	9,833	9,910
Buses	3,409	5,129	7,294	8,995	9,173
Motor cycles	15,802	28,160	51,931	48,502	49,819
Total	905,515	1,393,276	1,799,353	1,923,997	1,937,929

(a) Revised classifications of motor vehicles were adopted for the censuses of motor vehicles at 30 September 1971, 1976 and 1979. Classifications used in 1979 are the same as those for 1976.

The principal differences between the new classification for 30 September 1971 and that at 31 December 1962 were:

- (i) Utilities and panel vans include "light commercial type vehicles" and trucks with a carrying capacity under 1.016 tonnes, and ambulances and hearses (which were previously included under motor cars).
- (ii) "Rigid trucks" include utilities and panel vans with a carrying capacity of 1.016 tonnes and over.
- (iii) "Other truck type vehicles" consist of those truck type vehicles which are designed for purposes other than freight carrying, e.g., street flushers or fire engines. Previously, this category incorporated vehicles such as tankers and concrete agitators which are now classified as "trucks".

The 1976 and 1979 Motor Vehicle Censuses have as their main features:

(i) Allocation of commercial vehicles to the categories "utilities", "panel vans", or "rigid trucks" solely on the basis of the body type as recorded by the registration authority.

(ii) The inclusion in "other truck types" of ambulances, hearses, and motorised caravans.

Direct comparisons, therefore, between the four censuses can only be made for the categories station wagons, buses, and motor cycles. However, for comparative purposes "light commercial type vehicles—open" registered at 30 September 1971 have been included in the classification utilities and "light commercial type vehicles—closed", registered at the same date, are included in the classification panel vans. Trucks and other truck types registered at 31 December 1962 have also been included under similar headings but attention is drawn to the changes in definition of those categories outlined above.

The following tables, showing new vehicle registrations by types and makes of vehicles, include details of Commonwealth Government-owned vehicles (other than those of the defence services):

**VICTORIA—REGISTRATIONS OF NEW MOTOR CARS AND
STATION WAGONS ACCORDING TO MAKE**
(Includes Commonwealth Government-owned vehicles other than those
of the defence services)

Make	Motor cars				Station wagons			
	1976-77	1977-78	1978-79	1979-80	1976-77	1977-78	1978-79	1979-80
Alfa Romeo	383	537	584	501	—	—	—	—
B.M.W.	354	503	374	476	—	—	—	—
Chrysler	6,992	6,586	8,282	8,646	1,726	807	2,218	3,029
Datsun	12,302	13,423	12,348	10,709	1,186	1,216	1,113	1,635
Fiat	430	352	422	212	22	62	52	35
Ford	24,106	22,745	22,575	20,248	5,212	5,588	5,402	4,842
Holden	22,885	22,659	29,070	25,963	4,936	4,391	4,845	5,251
Honda	1,763	2,453	1,864	2,373	276	172	31	131
Jaguar	417	337	272	205	—	—	—	—
Leyland	971	1,181	583	23	—	—	1	3
Mazda	5,719	5,303	6,971	8,788	1,815	1,026	1,058	839
Mercedes Benz	898	901	883	574	—	—	—	41
Peugeot	788	488	782	478	73	78	66	55
Renault	1,131	610	540	387	323	258	258	142
Rover	117	68	317	259	259	198	211	139
Saab	132	82	138	153	—	—	—	—
Subaru	327	290	173	422	572	465	384	684
Toyota	12,909	13,974	13,245	12,668	2,389	3,427	4,251	2,908
Triumph	747	629	403	44	—	—	—	—
Volkswagen	1,387	811	572	338	252	52	17	19
Volvo	1,269	1,144	1,188	1,055	385	379	375	347
Other	2,274	2,144	971	822	67	29	122	123
Total	98,301	97,220	102,557	95,344	19,493	18,148	20,404	20,223

**VICTORIA—REGISTRATIONS OF NEW MOTOR VEHICLES OTHER THAN
MOTOR CARS, STATION WAGONS, AND MOTOR CYCLES
ACCORDING TO MAKE**
(Includes Commonwealth Government-owned vehicles other than those
of the defence services)

Make	1978-79				1979-80			
	Util- ities	Panel vans	Other	Total	Util- ities	Panel vans	Other	Total
Bedford	1	58	789	848	—	14	548	562
Chrysler	128	56	11	195	157	9	67	233
Daihatsu	178	53	250	481	208	46	366	620
Datsun	403	116	281	800	585	124	344	1,053
Dodge	35	5	520	560	22	3	259	284
Ford	1,614	1,393	1,392	4,399	1,400	1,423	1,821	4,644
Holden	1,891	1,849	1,439	5,179	1,515	1,238	779	3,532
International	11	5	1,225	1,241	12	5	981	998
Isuzu	104	5	510	619	182	1	517	700
Leyland	229	83	213	525	298	16	169	483
Mazda	306	372	1,002	1,680	209	132	718	1,059

VICTORIA—REGISTRATIONS OF NEW MOTOR VEHICLES OTHER THAN
MOTOR CARS, STATION WAGONS, AND MOTOR CYCLES
ACCORDING TO MAKE—*continued*
(Includes Commonwealth Government-owned vehicles other than those
of the defence services)

Make	1978-79				1979-80			
	Util- ities	Panel vans	Other	Total	Util- ities	Panel vans	Other	Total
Nissan	239	42	535	816	113	17	331	461
Suzuki	258	196	164	618	197	233	373	803
Toyota	1,347	508	2,687	4,542	1,363	707	2,908	4,978
Volkswagen	9	89	127	225	1	5	126	132
Volvo	—	118	202	320	—	25	129	154
Other	330	8	872	1,210	288	9	1,028	1,325
Total	7,083	4,956	12,219	24,258	6,550	4,007	11,464	22,021

Transport Regulation Board

Introduction

The *Transport Regulation Act 1932* set up a Board of Inquiry to investigate Victoria's land transport problems. The recommendations of this Board led to the constitution of the Transport Regulation Board in 1934. The Board, consisting of a chairman, a primary producers' representative, and a representative of commercial interests outside a radius of 40 kilometres from the G.P.O., Melbourne, is a statutory authority originally constituted "for the purpose of securing improvement and co-ordination of means of and facilities for locomotion and transport" and for the purposes of carrying into effect the provisions of specific legislation in this field. Although by later amending legislation a Ministry of Transport was established with particular functions, the Board's functions as a licensing authority are still to channel the evolution of road transport in the interests of the most efficient use of community resources.

The *Motor Registration Act 1980* has broadened the scope of the Board. The Act authorised the amalgamation of the Transport Regulation Board and the Motor Registration Branch and in so doing, conferred on the Board the responsibility for the licensing and registration of motor vehicles.

VICTORIA—TRANSPORT REGULATION BOARD: LICENCES ISSUED: SUMMARY OF FINANCIAL OPERATIONS

Particulars	1975-76	1976-77	1977-78	1978-79	1979-80
Licences issued "as of right"—					
40 kilometres of Melbourne	22,121	23,617	24,417	25,514	25,539
40 kilometres of Ballarat, Bendigo, or Geelong	2,413	2,636	2,699	2,765	2,750
40 kilometres of owner's place of business	10,305	10,896	11,254	11,777	12,092
Primary producers (vehicles over 2 tonnes load capacity)	17,091	16,919	16,955	17,515	18,167
Butter, milk, and cheese factories	577	511	513	499	492
80 kilometres of owner's place of business (vehicles up to 6 tonnes load capacity)	32,707	32,121	29,181	28,353	27,357
State-wide rights for carriage of own goods (vehicles not exceeding 500 kilograms)	19,133	18,188	19,034	19,364	19,186
Third Schedule (basically perishable commodities)	9,009	8,366	8,040	7,938	7,675
Approved decentralised secondary industries	1,836	1,861	2,061	2,293	2,415
80 kilometres of Melbourne	559	530	558	578	588
80 kilometres of Portland	41	47	55	50	53
Bulk tankers—petroleum products	502	497	504	553	563
"Discretionary" licences—					
Passenger—					
Omnibuses	3,663	3,741	3,827	3,897	3,966
Taxis and hire-cars	3,563	3,570	3,555	3,559	3,563
Omnibus temporary/special	197	182	192	190	201
Goods	10,253	11,320	10,094	10,175	8,551
Goods—passenger	18	16	14	11	10
Total licences issued	133,988	135,018	132,953	135,031	133,168

VICTORIA—TRANSPORT REGULATION BOARD: LICENCES ISSUED:
SUMMARY OF FINANCIAL OPERATIONS—*continued*

Particulars	1975-76	1976-77	1977-78	1978-79	1979-80
Financial transactions—	\$'000	\$'000	\$'000	\$'000	\$'000
Revenue	6,932	7,995	8,298	8,619	8,797
Expenditure	6,212	7,214	7,954	8,447	8,525
Levy to Transport Fund	524	580	681	703	736
Balance	+ 196	+ 202	-337	-531	-464
Collections—					
Road maintenance contributions collected and transferred direct to Country Roads Board	10,133	9,969	9,819	9,587	1,487
Motor boat registration fees collected and paid to Tourist Fund	855	975	1,036	1,026	1,099
Log book fees	12	15	15	19	21

Licences, permits, and drivers' certificates

During the year ended 30 June 1979, the Board issued 76,149 goods permits for the temporary variation of the operations of a vehicle. There were 7 new tow truck licences issued and at 30 June 1979 there were 741 licences on record. For the year ended 30 June 1979, there were 5,578 new drivers' certificates issued: 4,157 commercial passenger, 876 private omnibus, and 565 tow truck.

During the year ended 30 June 1980, the Board issued 93,267 goods permits for the temporary variation of the operations of a vehicle. There were 9 new tow truck licences issued and at 30 June 1980 there were 748 licences on record. For the year ended 30 June 1980, there were 6,043 new drivers' certificates issued: 4,564 commercial passenger, 867 private omnibus, and 612 tow trucks.

Buses

Commercial buses at 30 June 1979 totalled: metropolitan 1,547, urban 157 (Ballarat 40, Bendigo 36, and Geelong 81), country 2,072, touring omnibus 121, and temporary special licence 190.

Commercial buses at 30 June 1980 totalled: metropolitan 1,555, urban 156 (Ballarat 41, Bendigo 36, and Geelong 79), country 2,137, touring omnibus 118, and temporary special licence 201.

Taxis and hire-cars

Taxis and hire-cars at 30 June 1979 totalled: metropolitan 2,924, urban 201 (Ballarat 50, Bendigo 37, and Geelong 114), and country 434. At 30 June 1980, there were 2,927 metropolitan and 435 country taxis and hire cars. For urban centres the figures remained the same as in 1979.

Passenger fares

At 30 June 1978, adult bus fares were 20c, 30c, and 35c, respectively, for the first three sections travelled, rising to 45c for sections 4 and 5 and 50c for sections 6 to 10, and thereafter by various amounts. These fares remained unchanged during 1979.

At 30 June 1980, adult bus fares were 25c, 35c, and 45c, respectively, for the first three sections travelled, rising to 50c for sections 4 and 5 and 60c for sections 6 to 10, and thereafter by various amounts.

Since 1 October 1975, there have been two tariffs operating for taxi fares. The second tariff represents a 20 per cent loading on the normal meter distance charge and applies between 9.00 p.m. and 6.00 a.m. Monday to Saturday, midday Saturday to midnight Sunday, and on public holidays. Taxi fares at 30 June 1979 were 60c flagfall (including the first 75 metres on tariff 1 and the first 60 metres on tariff 2), plus 5c for each additional 150 or 120 metres for tariff 1 or tariff 2, respectively.

Taxi fares at 30 June 1980 were 80c flagfall (including the first 145 metres on tariff 1 and the first 116 metres on tariff 2), plus 5c for each additional 145 or 116 metres for tariff 1 or tariff 2, respectively.

Goods and passenger applications

For the year ended 30 June 1979, the Board heard 49 goods and 42 passenger applications at public hearings. The majority of these applications were determined and settled without the need for a public hearing, and numbered 2,336 goods and 4,172 passenger cases.

For the year ended 30 June 1980, the Board heard 50 goods and 22 passenger applications at public hearings. The majority of applications were determined and settled without the need for a public hearing, and numbered 2,667 goods and 4,074 passenger cases.

Motor boats

The Board is responsible for the registration of motor boats (under 20 metres in length) and for keeping records of ownership. Fees collected from motor boat registrations totalled \$1,026,450 during 1978-79. These fees, less the cost of collection and administration of the Motor Boating Act, are paid into the Tourist Fund administered by the Department of State Development, Decentralization and Tourism. At 30 June 1979, there were 90,455 motor boats registered by the Board.

Fees collected from motor boat registrations totalled \$1,098,800 for 1979-80. At 30 June 1980, there were 93,194 motor boats registered by the Board.

Commercial freight transport

In 1976, the Victorian Government decided that transport regulation in its present form would be progressively phased out within five years; and that road and rail services would eventually operate in a competitive condition. Since that time the Board has been required to administer existing legislation so as to provide the Victorian Railways with the opportunity to adjust to the changes that would occur in a more competitive environment.

A principal feature of the Victorian Railways' review has been the design of a State-wide network of regional freight centres. Seventeen of these centres were established and operating at the end of 1977-78. The total network of thirty-five centres is now operating. The regional freight centre network is designed to handle less than car load traffic transported by rail, and embraces the operation, under contract, of road transport for collection and distribution to and from each centre, to meet user demands for door-to-door transport.

Passenger services

The Victorian Government's financial assistance scheme for private operators of route bus services continued to be administered by the Board during 1979-80. A revised subsidy scheme was introduced from 1 July 1979 for metropolitan and urban services based upon a payment for each timetabled bus hours operated. The new subsidy scheme will form the basis for contracts with operators.

For country areas, operators continued to receive a subsidy based on a percentage of route fare revenue. The cost of maintaining the fare subsidy schemes was \$9.2m in 1978-79 and \$13.9m in 1979-80, bringing total subsidies paid since the introduction of the financial assistance scheme in October 1974 to \$42m. Funds allocated under the concessional loan scheme up to 30 June 1980 totalled \$6.1m.

Taxi industry

The licensing and organisation of Melbourne taxis was the subject of an Inquiry by the Board in October 1978. To assist rationalisation of the Industry, the Board approved identical rights for metropolitan owners. The scheme was introduced experimentally from 1 December 1978, and was confirmed by the Board as a permanent arrangement from 1 June 1980.

Road maintenance charges

In line with governments of other States, the Victorian Government gave an undertaking that the road maintenance scheme, which had been in operation since April 1956, would not be applied to journeys undertaken by trucks on or after 1 July 1979.

Road charges collected during 1979-80 for journeys undertaken before 1 July 1979 amounted to \$1.49m compared with \$9.59m during 1978-79. The total amount collected (\$173.7m since 1956) is paid to the Country Roads Board Fund—Road Maintenance Account. An amount equal to 6 per cent of collections is recouped to help defray the collection costs.

Enforcement

Enforcement action relating to the provisions of the Transport Regulation Act, the Commercial Goods Vehicles Act, and the Transport Consolidated Regulations is the responsibility of the Board's field staff comprising inspectors located at Head Office and its twelve regional offices. In addition, the Board is considerably involved in other legislation which its officers are empowered to enforce, including the Motor Car Act and Regulations and the Road Traffic Act and Regulations as they relate to commercial road transport.

VICTORIA—TRANSPORT REGULATION BOARD: PROSECUTIONS TAKEN TO COURTS UNDER ENFORCEMENT LEGISLATION

Acts or Regulations	1975-76	1976-77	1977-78	1978-79	1979-80
Transport Regulation Act (Passenger)	127	96	91	192	132
Commercial Goods Vehicles Act—Part 1	1,176	1,617	1,649	1,420	1,712
Transport Consolidated Regulations 1977	250	217	211	252	267
Motor Car Act	1,710	1,293	1,681	1,652	1,948
Motor Car Regulations	493	274	291	175	382
Road Traffic Regulations	400	202	232	163	242
Summary Offences Act	4	6	2	3	2
Magistrates' Court Act	—	—	—	20	7
Total	4,160	3,705	4,157	3,877	4,692

Tow trucks

In July 1979, the Board conducted an inquiry into the operation and control of tow trucks in Victoria. This inquiry was established after interested parties had endorsed proposals for an inquiry into the rationalisation of the accident towing industry which was recommended by a representative committee comprising members of the Towing Industry, Panel Repair Industry, Insurance Companies, Police, Social Protection Groups, and Board officers.

The Board's recommendations following its inquiry incorporated the basic propositions that tow trucks should be linked to authorised storage depots, and that amalgamation of radio control should occur with a view to rationalising the numbers of tow trucks competing at accident scenes, and achieving operational economies in the industry.

West Gate Bridge Authority

Introduction

The Authority was incorporated in 1965 under the *Victorian Companies Act 1961* and has operated up to the end of 1980 under that Act, in conjunction with the provisions of the *Lower Yarra Crossing Authority Act 1965*, which conferred the necessary powers to construct, operate, and maintain the West Gate Bridge.

Administration

The Authority employs 100 persons to manage, operate, and maintain the facility. Sixty persons are engaged on toll collection, and bridge traffic control functions. Twenty-five persons are engaged on general maintenance works, and fifteen on administrative and clerical functions. In addition, there is a seven member Board of Directors to oversee policy matters, including the provision of upgraded feeder routes, signposting, and related matters.

Operations

At the end of June 1980, almost 13,000,000 tolled vehicle crossings had been recorded since the opening of the bridge to traffic on 15 November 1978. Weekday traffic

(Monday to Friday) is now averaging 27,200 vehicles per day, with volumes of up to 32,000 vehicles being experienced on each Friday, on a regular basis.

Safety

To the end of June 1980, approximately 64,000,000 vehicle kilometres had been travelled within the five kilometre long franchise area. Twenty-nine accidents had been recorded, none of which involved any serious injury. Authority by-laws officers had attended 3,970 vehicle breakdowns, offering free service to either repair vehicles, or tow them to a secure vehicle holding compound.

Maintenance

The outer surfaces of the steel spans (870 metres long) are being painted under a \$2m contract. Work commenced in January 1980 and is expected to be completed in May-June 1981. When completed it is not expected that any further major painting works will be required for approximately 12 to 15 years.

The Authority maintains the main bridge structure and all other aspects of electrical, electronic, and mechanical equipment required to operate the facility on a twenty-four hours, 365 days per year basis.

Associated projects

The Country Roads Board is to construct the F9 Freeway extension to the east of the bridge. This extension is due for completion in 1984, and will from that time feed an estimated 5,000 to 10,000 additional vehicle crossings per day onto the bridge.

Road Safety and Traffic Authority

The Road Safety and Traffic Authority (RoSTA) has the responsibility of framing policies for the safe and orderly movement of traffic and pedestrians on Victorian roads and implementation of such policies as directed by the Victorian Government. The Authority's functions under the Road Traffic Act are to carry out research and investigation into road accident prevention; promote road accident prevention practices; request municipal councils to adopt specific practices; and advise the Minister for Police and Emergency Services on accident prevention policies, regulations, and any matter for the improvement of traffic conditions or control. These functions embody those of the former Traffic Commission which the Authority replaced in March 1971.

Since 1958, the Authority has received from the Victoria Police a comprehensive statistical record of reported road accidents involving casualties and certain types of property damage accidents. This information forms the basis of the State Traffic Accident Record.

A part of the State Traffic Accident Record, Accidents by Location, which shows reported accidents by location and road user movement has been produced on an annual basis since 1968. Interim accumulative statistics are provided on a quarterly basis and supplied to highway authorities approximately two months after the end of the quarter. The information contained in the State Traffic Accident Record is also used as a basis for research into road accidents, for advice to the Victorian Government and the Parliamentary Road Safety Committee, as well as to highlight areas where promotion of road safety practices and the development of accident countermeasures is required.

Further reference: *Victorian Year Book* 1977, pp. 670-1

Motor Accidents Board

The Motor Accidents Board of Victoria administers a "no fault" motor accident compensation scheme. This scheme excludes any attempts to introduce degrees of fault, allocation of negligence, and similar concepts. It was the first of its type in Australia and is proving of interest overseas.

The "no fault" concept is a fundamental departure from the law of tort. Such are the complexities and numbers of accidents in current society, many of which are not related to

negligence or fault, that payment of some compensation is seen as a social liability paid for by the motor vehicle owners.

The beginning of the Victorian Government's move for a "no fault" system of motor accident compensation was in the recommendation of two committees, the first appointed to report on methods of reducing the time involved and the high costs of litigation procedures, and the second to draw up in draft detailed provisions for "no fault" benefits and administration. The Motor Accidents Act, which embraced most of the second committee's recommendations concerning a "no fault" system, received Royal Assent in April 1973. Its administrative provisions, including appointment of the Board, were enacted in September 1973, and benefits began to operate from 12 February 1974. The total amount of benefits paid by the Board to 30 June 1980 was \$136,662,781.

Road traffic accidents

The following tables include particulars of those road traffic accidents reported by the Victoria Police during the periods specified, which satisfied the following conditions:

- (1) That the accident occurred on any road, street, lane, thoroughfare, footpath, or place open to or used by the public by right or custom, at the time of the accident;
- (2) that it involved:
 - (i) any road vehicle which, at the time of the accident, was in motion; or
 - (ii) any animal which, at the time of the accident, was in motion and was being used for the purpose of transportation or travel; or
 - (iii) any train passing over a level crossing for the time being open to the public; and
- (3) that the accident resulted in:
 - (i) death of any person within a period of thirty days after the accident; or
 - (ii) bodily injury to any person to an extent requiring surgical or medical treatment.

While there is a requirement for accidents involving a casualty to be reported to the Victoria Police, in practice not all such accidents are so reported, particularly where injury of minor severity has occurred, and there is some evidence of understatement in recent years of the numbers of accidents and persons injured compared with earlier years.

The tables do not include figures of accidents on railway lines (except at level crossings), or on private property. For these and other reasons, the total number of deaths shown in these tables is not comparable with that shown on page 203.

VICTORIA—ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES: NUMBER OF PERSONS KILLED OR INJURED

Period	Number of accidents	Persons killed	Persons injured	Per 100,000 of mean population		
				Number of accidents	Persons killed	Persons injured
1974-75	12,693	887	17,765	343	24	480
1975-76	12,591	898	17,596	337	24	471
1976-77	13,673	915	18,558	363	24	493
1977-78	14,964	926	20,243	394	24	533
1978-79	14,758	842	20,058	385	22	523

The table which follows provides a description of types of road users killed or injured in road traffic accidents occurring during the years 1975-76 to 1978-79:

VICTORIA—ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES: DESCRIPTION OF PERSONS KILLED OR INJURED

Description	1975-76		1976-77		1977-78		1978-79	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Drivers of motor vehicles	344	6,871	333	7,448	343	8,437	307	8,502
Motor cyclists	77	1,663	86	1,677	76	1,620	78	1,555
Passengers (any type)	262	6,559	255	6,626	268	7,112	232	7,056
Pedestrians	187	1,832	207	1,969	207	2,120	200	1,990
Pedal cyclists	26	644	33	814	27	925	23	921
Other	2	27	1	24	5	29	2	32
Total	898	17,596	915	18,558	926	20,243	842	20,056

Particulars of victims of road traffic accidents during the years 1975-76 to 1978-79 are shown according to their ages in the following table:

**VICTORIA—ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES:
AGES OF PERSONS KILLED OR INJURED**

Age group (years)	1975-76		1976-77		1977-78		1978-79	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Under 5	26	542	22	533	25	539	28	499
5 and under 7	15	332	16	351	15	364	11	351
7 and under 17	75	2,037	80	2,044	66	2,196	67	2,277
17 and under 21	173	3,903	170	3,954	183	4,147	138	4,025
21 and under 30	195	4,242	207	4,442	214	4,948	180	4,854
30 and under 40	97	1,884	81	2,133	93	2,244	107	2,423
40 and under 50	69	1,436	74	1,484	77	1,593	78	1,551
50 and under 60	72	1,255	79	1,297	81	1,440	82	1,410
60 and over	169	1,355	172	1,367	162	1,598	148	1,613
Not stated	7	610	14	953	10	1,174	3	1,053
Total	898	17,596	915	18,558	926	20,243	842	20,056

Further references: Australian Road Safety Council, *Victorian Year Book* 1966, p. 761; Traffic Commission, 1971, pp. 741-2; Board of Inquiry into Land Transport in Victoria, 1975, p. 634; Transport in the Victorian environment, 1979, 1-26

SEA TRANSPORT

Shipping

Introduction

During the 1830s, settlers quickly found that, because of the lack of roads, sea transport was essential in and between the settlements of the Port Phillip District. Despite the rapid growth and spread of speedier land transport in the next one hundred years, the size of Port Phillip Bay encouraged the regular use of ships to a greater extent than other coastal areas of the State for many decades, with cargoes from the western region including dairy products, livestock, and timber, and from the eastern region, fish. Servicing of the goldfields at Walhalla and the Tambo Valley was also provided by way of Port Albert.

The Port of Melbourne was established in 1877 when the Melbourne Harbor Trust Commissioners was constituted as the port authority under the Melbourne Harbor Trust Act. The port expanded with the growth of Victoria's population and consequent trade also utilised facilities at Geelong and Portland.

The Pool of Melbourne opposite the Customs House and other Yarra River and Bay berths were crowded with the masts of sailing ships and Victoria became associated with the clipper classic, the annual grain race. By the early years of the twentieth century sail had been superseded by coal and oil fuels, with their accompanying dock, bunkering, and maintenance requirements.

In the years following the Second World War, Australian shipowners revised their trading practices as a result of vigorous competition from land-based transport operators. Consequently, the entire coastal trade by sea was transformed, and ships modified to make them more useful as a means of transportation around the coast.

One of the results of this trend was the expansion of the bulk cargo trade to include goods, such as sugar, as well as various oils and oil products. Later, unit loads and containers with improved handling facilities on both ship and shore were introduced. These new methods led to the specialised ship, exclusively designed and equipped to meet requirements of the particular trade. These were the roll-on roll-off stern loading ships for cargo packed on road vehicles, and the container ship designed for containerised cargo and other unit loads.

New packaging and cargo handling methods, as well as new ships, are bringing changes to port facilities, where specially designed wharves, equipment, and port modifications are matching the new concepts in ship and cargo handling around the Australian coast and the demands of Australian overseas trade.

The types of cargo handled by the other major Victorian ports still reflect proximity to the rural sectors of the State, with wheat and wool exports being made from Geelong and

Portland. Western Port has developed in the last decade as a major port for petroleum products and steel with the development of secondary industry in the region surrounding the port. The Port of Melbourne, with its expanded container handling facilities, caters for all types of cargo for both the coastal trade and overseas trade.

Searoad service between Victoria and Tasmania

The following table shows details of the searoad service operated by the Australian Shipping Commission between Victoria and Tasmania during the years 1976-77 to 1979-80:

VICTORIA—TASMANIA: SEAROAD SERVICE (a)

Vessel	Passengers				Accompanied vehicles			
	1976-77	1977-78	1978-79	1979-80	1976-77	1977-78	1978-79	1979-80
<i>Empress of Australia</i>	111,622	111,500	112,320	111,196	31,775	33,074	32,058	31,509

(a) Excludes commercial cargo which consists of unit loads, i.e., containers, trailers, timber packs, etc.

Vessels entered and cleared

The number of vessels entering Victorian ports, the number cleared from those ports, and their total tonnage in each of the years 1974-75 to 1978-79 were as follows:

VICTORIA—OVERSEAS AND INTERSTATE SHIPPING

Particulars	Unit	1974-75	1975-76	1976-77	1977-78	1978-79
Entrances	number	3,496	3,261	3,409	2,825	1,564
	'000 net tonnes	21,244	20,806	22,413	20,047	13,806
Clearances	number	3,508	3,251	3,368	2,855	1,577
	'000 net tonnes	21,313	20,803	21,984	20,288	13,644

Nationality of shipping

The countries of registration of vessels which entered or were cleared at Victorian ports during the years 1976-77 to 1978-79 were as follows:

VICTORIA—NATIONALITY OF SHIPPING
(^{'000} net tonnes)

Vessels registered at ports in—	Vessels entered			Vessels cleared		
	1976-77	1977-78	1978-79	1976-77	1977-78	1978-79
Australia	9,284	8,803	706	9,270	8,932	677
Denmark	184	297	360	184	289	360
France	180	62	81	152	95	90
Germany, Federal Republic of	766	660	756	740	630	784
Greece	843	1,104	645	828	1,067	665
Hong Kong	206	199	396	196	232	457
India	245	154	113	256	154	105
Italy	172	67	93	155	67	93
Japan	1,361	1,197	1,709	1,351	1,177	1,572
Liberia	1,144	771	1,197	1,100	756	1,208
Netherlands	327	228	159	312	228	159
Antilles (Netherlands)	66	42	56	72	42	56
New Zealand	37	102	327	39	144	368
Norway	748	475	736	748	458	715
Panama	1,200	1,140	1,262	1,108	1,095	1,188
Poland	126	122	68	121	87	84
Singapore	254	357	344	237	361	340
South Africa	62	89	81	62	89	87
Sweden	323	139	229	333	139	228
Taiwan	78	28	17	65	75	23
United Kingdom	3,340	2,241	2,548	3,188	2,410	2,427
United States of America	572	616	833	579	613	868
U.S.S.R.	403	206	257	393	214	276
Other	493	948	833	494	935	814
Total	22,413	20,047	13,806	21,984	20,288	13,644

Shipping entered at Victorian ports

Particulars of shipping which entered each principal port of Victoria are shown in the following table for the years 1976-77 to 1978-79:

VICTORIA—VESSELS ENTERED AT EACH PORT

Class of vessel	Melbourne			Geelong			Portland			Western Port		
	1976-77	1977-78	1978-79	1976-77	1977-78	1978-79	1976-77	1977-78	1978-79	1976-77	1977-78	1978-79
NUMBER												
Overseas—												
Direct	459	267	211	103	172	115	43	46	53	53	39	66
Other	1,113	816	830	106	95	105	49	54	31	177	59	47
Interstate	937	818	5	105	115	1	16	4	—	183	254	—
Intrastate	8	10	—	23	34	—	12	16	—	22	21	—
Total	2,517	1,911	1,146	337	416	221	120	120	84	435	373	113
NET TONNES ('000)												
Overseas—												
Direct	3,251	1,996	2,601	805	1,168	1,114	279	385	510	925	888	1,320
Other	7,151	5,767	6,527	932	685	903	322	484	291	1,485	283	474
Interstate	2,952	2,546	59	791	841	7	92	13	—	2,696	3,695	—
Intrastate	56	80	—	213	291	—	131	150	—	331	307	—
Total	13,410	10,389	9,187	2,741	3,437	2,024	824	1,032	801	5,437	5,175	1,794

Cargoes discharged and shipped

The following tables show the tonnage of overseas and interstate cargoes discharged and shipped in Victorian ports during 1977-78 and 1978-79, as well as the tonnage of overseas cargoes discharged and shipped during the years 1975-76 to 1978-79 according to the countries of origin and consignment, and the nationalities of the vessels in which the cargoes were carried:

VICTORIA—CARGOES DISCHARGED AND SHIPPED AT EACH PORT ('000)

Particulars	Melbourne		Geelong		Portland		Western Port	
	1977-78	1978-79	1977-78	1978-79	1977-78	1978-79	1977-78	1978-79
DISCHARGED								
Interstate—								
Tonnes	1,647	—	467	—	10	—	491	—
Cubic metres	689	—	1	—	—	—	7	—
Overseas—								
Tonnes	1,020	1,143	1,390	1,429	195	247	1	153
Cubic metres	1,606	2,213	14	26	—	—	—	—
SHIPPED								
Interstate—								
Tonnes	1,207	—	1,176	—	5	—	9,408	4
Cubic metres	758	—	—	—	—	—	—	—
Overseas—								
Tonnes	1,130	1,461	2,974	1,803	488	532	1,323	2,170
Cubic metres	387	506	40	65	4	8	—	—

VICTORIA—OVERSEAS CARGOES DISCHARGED AND SHIPPED ACCORDING TO GEOGRAPHIC TRADE AREAS

Geographic trade area of origin or consignment	1975-76		1976-77		1977-78		1978-79	
	Discharged	Shipped	Discharged	Shipped	Discharged	Shipped	Discharged	Shipped
North America and Hawaiian Islands—								
Tonnes	359,357	422,722	529,067	261,667	330,528	305,766	480,660	495,987
Cubic metres	623,694	117,428	706,780	130,351	418,042	140,316	514,463	60,086
South America—								
Tonnes	1,990	47,858	23,102	36,966	1,201	55,745	286	68,086
Cubic metres	4,869	11,420	7,561	22,995	2,187	46,523	704	6,325
Europe (incl. U.S.S.R.)—								
Tonnes	170,067	911,435	289,595	696,369	133,147	553,691	221,831	435,819
Cubic metres	1,230,806	166,918	1,187,401	171,258	665,811	76,208	735,622	101,911

VICTORIA—OVERSEAS CARGOES DISCHARGED AND SHIPPED ACCORDING
TO GEOGRAPHIC TRADE AREAS—*continued*

Geographic trade area of origin or consignment	1975-76		1976-77		1977-78		1978-79	
	Discharged	Shipped	Discharged	Shipped	Discharged	Shipped	Discharged	Shipped
Africa—								
Tonnes	54,958	331,678	48,969	293,283	64,459	575,653	26,632	611,825
Cubic metres	39,636	22,752	21,156	14,343	30,362	7,422	34,952	15,857
Asia—								
Tonnes	1,789,619	3,417,497	1,610,697	3,096,805	1,451,526	3,765,344	1,274,812	3,225,563
Cubic metres	1,574,303	313,544	1,706,759	283,987	693,216	165,415	913,089	263,265
Papua New Guinea, New Zealand, and Pacific Islands—								
Tonnes	466,722	917,822	485,561	852,545	502,758	845,107	750,685	1,127,761
Cubic metres	39,013	80,106	64,482	88,055	23,233	56,382	38,612	126,959
Indian Ocean Islands and Antarctic area—								
Tonnes	121,142	6	132,338	1,256	177,921	11,520	217,577	1,660
Cubic metres	3,890	6,313	1,957	4,108	440	4,288	1,170	4,129
Total—Tonnes	2,963,855	6,049,018	3,119,329	5,238,891	2,661,540	6,112,826	2,972,483	5,966,701
Cubic metres	3,516,211	718,481	3,696,096	715,097	1,833,291	496,554	2,238,612	578,532

VICTORIA—OVERSEAS CARGOES DISCHARGED AND SHIPPED
ACCORDING TO NATIONALITIES OF VESSELS
(*000)

Vessels registered at ports in—	1976-77				1977-78				1978-79			
	Discharged		Shipped		Discharged		Shipped		Discharged		Shipped	
	tonnes	cubic metres	tonnes	cubic metres	tonnes	cubic metres	tonnes	cubic metres	tonnes	cubic metres	tonnes	cubic metres
Australia	55	409	114	37	70	195	130	32	80	361	109	53
Denmark	20	69	91	21	279	31	173	10	259	29	179	7
France	58	46	55	8	7	25	7	1	5	20	14	1
Germany, Federal Republic of	199	303	237	145	211	210	242	141	116	208	165	55
Greece	388	64	551	12	250	36	984	—	227	8	661	14
Italy	7	38	38	6	8	41	20	6	20	60	19	9
Japan	290	650	584	31	141	475	569	26	224	389	989	48
Liberia	210	153	752	31	345	38	573	1	245	110	758	15
Netherlands	155	64	102	22	17	56	71	14	80	20	30	6
Antilles (Netherlands)	48	3	9	2	—	—	62	—	46	1	25	—
New Zealand	65	—	34	—	57	1	41	—	177	25	135	21
Norway	201	195	146	13	133	96	99	12	149	92	224	27
Panama	121	132	773	11	84	77	846	9	102	164	750	21
Singapore	66	35	97	44	66	17	72	31	31	34	127	32
Sweden	35	154	79	33	16	58	23	5	20	116	66	15
United Kingdom	923	959	793	192	653	313	704	95	744	300	828	97
United States of America	48	120	46	16	144	70	60	19	228	138	160	14
U.S.S.R.	20	65	100	—	1	3	125	2	9	3	35	7
Other	210	218	638	91	180	89	1,311	92	211	162	694	136
Total	3,119	3,696	5,239	715	2,661	1,833	6,112	497	2,973	2,240	5,968	578

NOTE. Part of the cargo is recorded in tonnes and part in cubic metres. As the total cannot be stated accurately as either tonnes or cubic metres, each is recorded and published separately.

Further references: Lighthouses, *Victorian Year Book* 1964, pp. 665-6; Principal ports of Victoria, 1965, pp. 744-7; Australian Shipbuilding Board, 1975, pp. 665-6

Port Phillip Sea Pilots

Forty-two former shipmasters operate the Port Phillip Pilot Service, sixteen of whom are also licensed for Western Port. The Service is conducted on a co-operative, non-profit basis. Licences as pilots are issued by the Marine Board of Victoria, each ingoing pilot purchasing a share of the pilot vessels and other plant. The Port Phillip Pilot Service is one of the oldest organisations in Victoria, the first pilot licence have been issued to George Tobin by Governor Sir George Gipps of New South Wales on 26 June 1839.

The following table shows the number of ships (sailing inwards and outwards) piloted through Port Phillip Heads and the entrance to Western Port during the period 1970-71 to 1979-80. Although the number of ships has increased slightly, tonnes carried has risen markedly because of larger vessels such as container, roll-on roll-off, and LASH (lighter aboard ship) ships.

**VICTORIA—NUMBER OF SHIPS PILOTED THROUGH PORT
PHILLIP HEADS AND THE ENTRANCE TO WESTERN PORT**

Year	Number of ships		Year	Number of ships	
	Port Phillip	Western Port		Port Phillip	Western Port
1970-71	4,322	541	1975-76	3,778	744
1971-72	3,941	567	1976-77	3,717	741
1972-73	3,921	560	1977-78	3,897	620
1973-74	3,903	644	1978-79	3,824	683
1974-75	4,117	665	1979-80	3,988	683

Port of Melbourne Authority

Administration

The Port of Melbourne Authority (originally the Melbourne Harbor Trust Commissioners) is a statutory body established in 1877 by an Act of the Victorian Parliament to regulate, manage, and improve the Port of Melbourne. The responsibility of executing the Act is vested in a Board consisting of a full-time chairman and five part-time members appointed by the Governor in Council for their specialised knowledge of their particular sphere in the shipping industry, i.e., exporters, importers, primary production, shipowners, and labour.

The Port of Melbourne comprises an area of 27.5 square kilometres of land and water and provides 19 kilometres of berthage.

The Port of Melbourne is one of Australia's principal ports and one of the world's leading container ports in volume of cargo handled. It is a general cargo port with major installations at Swanson Dock for overseas container handling; Webb Dock for overseas roll on-roll off and container traffic; Appleton Dock; and 32 South Wharf for overseas roll on-roll off.

Cargo pattern

Container and unit-load methods of cargo handling in the Port of Melbourne were introduced and extended during the 1960s. By 1970, the cumulative effect of gradually developing these new facilities had had a significant impact on the Port as a whole and the emphasis of cargo handling activities in the Port had shifted from the long established conventional cargo handling areas to five principal areas catering for container and unit-load ships and cargo handling methods. During the year ended 30 June 1979, the Port handled a volume of 17,564,000 tonnes of import, export, and transshipment cargo. This volume was handled by coastal and overseas shipping which paid 2,446 calls at the Port. The Port handled a volume of 18,810,000 tonnes of import, export, and transshipment cargo by coastal and overseas shipping which paid 2,444 calls at the Port during the year ended 30 June 1980.

The changes in the character of the Port became noticeable when the first overseas container ship on the United Kingdom-Australia service arrived in March 1969. Cargoes flowing through all ports of the world are classed as either wet or dry bulk cargoes (such as oil carried in tankers or sugar carried loose in the hold of a bulk carrier) or general, which includes the variety of goods usually crated, boxed, or carried in some other individual packaging. Container ships carry this general cargo in containers of various international standard sizes.

Unit-load multi-purpose vessels, which first began to operate out of Melbourne in the overseas service in 1966 and in the coastal trade some eight years earlier, are vessels especially designed to carry containers and unit-loads, which are a collection of general cargo assembled into one load, usually on a tray or pallet. These ships can also carry conventional cargo, namely, individual items of general cargo handled and loaded separately, and handled individually inside the ship and on shore. During the year ended 30 June 1979, the Port handled 3,521,000 tonnes of bulk cargo, and 14,043,000 tonnes of general cargo, including empty returns; 8,224,000 tonnes of general cargo was carried in 471,512 containers. The Port handled 3,558,000 tonnes of bulk cargo, and 15,252,000 tonnes of general cargo, including empty returns; 9,107,000 tonnes of general cargo was carried in 511,327 containers during the year ended 30 June 1980.

New developments

The World Trade Centre, a complex of five integrated buildings, is under construction at North Wharf. When completed in 1982 the Centre will be occupied by the Port of Melbourne Authority, the Victorian Government, and commercial organisations involved in the servicing and promotion of international trade.

A new general cargo-container berth has been constructed at 16 Victoria Dock. This berth has a large cargo stacking area with rail access and will shortly be provided with a container handling crane.

A new container/roll on-roll off berth is under construction at 5 Webb Dock for Australian National Line's overseas operations. When completed in 1982 the berth will incorporate a large cargo stacking area and a container handling crane.

A significant increase in container handling capacity will result when two single-lift container cranes presently being built for the East Swanson Dock Container berths are completed. This will provide a total of three twin-lift and two single-lift container cranes at these three berths.

Finance

The Port of Melbourne is self-supporting and does not receive any financial grants from the Victorian Government. The Authority's revenue is derived from a number of charges paid by the users of the Port. The charges are principally wharfage rates levied on each tonne of cargo landed in, or shipped out of the Port, and tonnage rates levied on the gross registered tonnage of ships and the time they spent in port. Other charges cover rent of sheds, hire of Port-owned cargo handling equipment, general port services, and rental of land reserved for essential long-term port development. Expenditure is on port maintenance, reconstruction, modernisation, and development, with any surplus being put back into port development. At 30 June 1979, the Authority had approximately \$203m invested in port assets. Due to a change in accounting systems assets were revalued to current values, hence the port assets of the Authority were valued at \$318m at 30 June 1980. Capital works are financed out of revenue and out of loans, which are raised and financed by the Authority itself and guaranteed by the Victorian Government. The Authority is required to pay into the Consolidated Fund of the Victorian Government approximately 4 per cent of its revenue from import wharfage and tonnage.

The following table shows particulars of the financial operations of the Port of Melbourne Authority for the years 1975-76 to 1979-80:

**VICTORIA—PORT OF MELBOURNE AUTHORITY:
REVENUE, EXPENDITURE, ETC.
(\$'000)**

Particulars	1975-76	1976-77	1977-78	1978-79	1979-80
REVENUE					
Wharfage and tonnage rates	18,192	20,567	19,821	22,816	26,410
Rent of sheds	518	502	488	499	408
Special berth charges	324	331	279	261	220
Rent of lands	4,396	4,561	4,967	5,076	5,503
Crane fees	2,191	2,383	2,089	2,477	2,675
Other	2,297	2,752	2,973	3,101	4,140
Total revenue	27,918	31,096	30,617	34,230	39,356
EXPENDITURE AND APPROPRIATIONS					
Administration and general expenses	2,222	3,199	2,869	3,238	3,359
Port operating expenses	7,127	7,547	8,027	8,783	9,593
Maintenance—					
Dredging	1,554	2,836	2,241	3,330	3,719
Harbour	320	298	416	483	549
Wharves	1,466	1,554	1,895	2,342	2,702
Approaches	383	439	558	618	708
Railways	96	118	135	168	137
Cargo handling equipment	1,087	1,240	1,295	1,401	1,567
Other properties	117	119	143	169	237

VICTORIA—PORT OF MELBOURNE AUTHORITY:
REVENUE, EXPENDITURE, ETC.—*continued*
(\$'000)

Particulars	1975-76	1976-77	1977-78	1978-79	1979-80
EXPENDITURE AND APPROPRIATIONS— <i>continued</i>					
Interest	3,715	4,195	4,610	5,163	5,995
Depreciation and renewals	4,844	5,440	5,896	6,394	8,577
Insurance	330	507	537	428	440
Sinking Fund	1,000	1,000	1,000	800	2,618
General reserve	2,300	1,000	—	—	—
Payments to Consolidated Fund	1,117	1,250	700	667	769
Appropriation	—	—	—	—	-1,296
Other	1	1	—	1	—
Total expenditure and appropriations	27,679	30,743	30,322	33,985	39,674
CAPITAL OUTLAY					
World Trade Centre Project	108	240	3,093	2,678	14,702
Land and property	1,219	389	289	1,858	2,286
Reclamation	513	393	606	1,574	29
Deepening waterways	3,095	4,896	4,433	6,170	5,257
Wharves and sheds construction	3,914	4,262	4,494	2,706	5,407
Cargo handling equipment	1,618	409	589	14	795
Approaches construction	427	267	152	791	971
Floating plant	3,901	2,038	1,567	1,841	579
Other works, etc.	1,072	1,568	2,288	2,571	2,091
Total capital outlay	15,867	14,462	17,511	20,203	32,117
Loan indebtedness at end of period	56,018	61,303	68,769	86,448	100,833

Further references: Changing trends in port development, *Victorian Year Book* 1968, p. 745; Port facilities, 1969, p. 755; Port emergency service, 1970, pp. 750-1; Advent of new cargo pattern, 1971, pp. 715-18; New cargo handling era, 1974, pp. 749-50; Forward development plan, 1975, pp. 672-3; Co-ordinated port development plan, 1975, pp. 673-4

Geelong Harbor Trust

The Port of Geelong is under the control of the Geelong Harbor Trust which was constituted under an Act of the Victorian Parliament in 1905. The Trust consists of three commissioners appointed by the Governor in Council.

Entrance to the Port is by 24 kilometres of channel dredged to a depth of 11 metres and a width of 122 metres. There are sixteen effective berths in the Port and two berths at the Commonwealth Explosives Pier, Point Wilson, owned and operated by the Commonwealth Government. The Harbor Trust operates a commercial slipway for vessels up to 1,000 tonnes, and a container berth equipped with a 40 tonne single-lift crane will come into operation in May 1981. Trade of the Port for 1979 totalled 7,073,018 tonnes (imports 1,742,518 tonnes, exports 5,330,500 tonnes).

The following table shows particulars of the financial operations of the Geelong Harbor Trust for the calendar years 1975 to 1979:

VICTORIA—GEELONG HARBOR TRUST: REVENUE, EXPENDITURE, ETC.
(\$'000)

Particulars	1975	1976	1977	1978	1979
REVENUE					
Wharfage, tonnage, and special berth rates	2,169	2,195	2,618	3,100	3,092
Shipping services	1,233	1,852	2,198	2,445	2,550
Rents, fees, and licences	158	185	212	285	302
Freezing works and abattoirs	179	191	99	363	496
Other	26	31	179		
Total revenue	3,765	4,454	5,306	6,193	6,440

VICTORIA—GEE LONG HARBOR TRUST: REVENUE, EXPENDITURE, ETC.—*continued*
(\$'000)

Particulars	1975	1976	1977	1978	1979
EXPENDITURE AND APPROPRIATIONS					
Management expenses	1,488	1,588	1,657	1,773	2,079
Shipping services	1,541	1,524	1,665	1,933	1,959
Maintenance—					
Wharves and approaches	229	296	292	324	333
Harbour	213	309	327	275	139
Floating plant	53	71	76	96	111
Other	71	64	72	69	74
Interest on loans	156	151	142	115	83
Sinking Fund	29	26	22	15	14
Depreciation provision	905	906	844	861	848
Other	33	193	16	32	57
Total expenditure and appropriations	4,718	5,128	5,113	5,493	5,697
CAPITAL OUTLAY (NET)					
Floating plant	—	—	27	—	—
Land and property	75	55	11	263	97
Wharves and approaches	18	9	191	103	193
Other	91	38	43	11	79
Total capital outlay	184	102	272	376	369
LOAN INDEBTEDNESS AT 31 DECEMBER					
Public	2,611	2,560	2,239	1,479	1,371
Total loan indebtedness	2,611	2,560	2,239	1,479	1,371

Portland Harbor Trust

Situated on the south-west coast of Victoria, Portland is a modern, deep-sea port which is on the verge of major expansion of both trade and port facilities. The port is within a few kilometres of the main interstate and overseas shipping lanes, with deep water approaches to the entrance of the harbor basin.

In addition to the five existing berths, the Portland Harbor Trust has commenced construction of a new berth to cater for the shipping requirements of an aluminium smelter to be constructed at Portland by Alcoa of Australia Ltd. Coupled with modern berthing facilities and on-shore installations, new trade is being attracted to Portland and the Port is now the focal point through which the produce and requirements of a rich hinterland are flowing in ever-increasing volume.

Total trade for the 1979-80 financial year amounted to a record 1,913,348 tonnes; an increase of 70 per cent over the previous year. Exports accounted for 1,438,993 tonnes and imports totalled 474,355 tonnes. While shipments of bulk grain, which comprised 92 per cent of total exports, were primarily responsible for the record trade, the Trust also built up the general export trade. Increased tonnages were recorded by shipments of bagged grain, fodder, and livestock.

The following tables show particulars of shipping, trade, and financial operations for the Portland Harbor Trust during the years 1975-76 to 1979-80:

VICTORIA—PORTLAND HARBOR TRUST: TRADE AND SHIPPING SUMMARY

Year	Trade vessels	Other vessels	Gross tonnage	Total exports (tonnes)	Total imports (tonnes)	Total trade (tonnes)
1975-76	91	13	1,068,995	285,416	359,419	644,835
1976-77	109	31	1,510,906	274,346	419,708	694,054
1977-78	121	21	1,786,532	567,531	559,431	1,126,962
1978-79	102	13	1,656,901	527,399	596,119	1,123,518
1979-80	165	10	2,885,022	1,438,993	474,355	1,913,348

VICTORIA—PORTLAND HARBOR TRUST: REVENUE, EXPENDITURE, ETC.
(\$'000)

Particulars	1975-76	1976-77	1977-78	1978-79	1979-80
REVENUE					
Wharfage rates	290	370	505	529	696
Grain terminal	760	723	594	—	—
Shipping services	153	227	365	384	830
Other services and revenue	256	341	343	466	640
Interest	5	3	15	276	352
Victorian Government grant	1,384	1,220	1,000	1,450	1,500
Total revenue	2,848	2,884	2,822	3,105	4,018
EXPENDITURE AND APPROPRIATIONS					
Administration	340	356	429	489	583
Maintenance	164	140	192	222	226
Shipping services	318	343	395	407	509
Depreciation	53	55	30	72	70
Interest on loan	1,305	1,402	1,416	1,482	1,620
Sinking Fund	55	56	55	212	258
Loan redemption	103	110	117	140	—
Grain terminal (excluding depreciation)	343	353	271	—	—
Other	107	127	182	242	233
Total expenditure and appropriations	2,788	2,942	3,087	3,266	3,499
CAPITAL OUTLAY					
Port rail system	—	—	—	83	34
Road works	30	—	—	—	105
Reclamation	39	5	—	37	206
Grain terminal	46	54	—	—	—
Deepening waterways	77	—	—	82	—
Wharves and sheds	441	919	509	329	368
Other	148	46	322	198	908
Total capital outlay	781	1,024	831	729	1,621
LOAN INDEBTEDNESS AT 30 JUNE					
Victorian Government	3,673	3,823	3,823	3,823	3,823
Public	19,711	20,401	21,284	22,383	23,189
Total loan indebtedness	23,384	24,224	25,107	26,206	27,012

Western Port

Western Port is an extensive inlet eastward of and adjacent to Port Phillip, and is separated from it by the Mornington Peninsula which is about 16 kilometres wide. The Port is sheltered from Bass Strait by Phillip Island at its south-eastern end and the waters between the western side of this island and the mainland form the entrance to the Port. It is approximately 42 kilometres from the entrance to the northern extremity of the inlet.

Although the entrance contains some large sandbanks, a deep water channel up to 31 metres deep marked by 37 light buoys runs close to the island. This navigable channel extending from the western entrance to Crib Point is 21 kilometres long with low water depths of 14 metres and 15 metres, in the northern and western arms, respectively. Tidal rises are of the order of 3 metre springs and 2 metre neaps.

The Crib Point Refinery Jetty provides two berthing heads each 38 metres in length; the Long Island Jetty has a berthing head of 109 metres in length. The Steel Industry Wharf (No. 1) consists of a loading ramp and fender wharf 46 metres in length and the Steel Industry Wharf (No. 2) consists of a wharf 152 metres long.

The following table shows particulars of port traffic through Western Port for the years 1975-76 to 1979-80:

VICTORIA—WESTERN PORT: PORT TRAFFIC

Year	Petroleum products		Steel and cars	
	Tankers	Tonnes	Vessels	Tonnes
		'000		'000
1975-76	380	10,647	60	465
1976-77	376	11,165	81	572
1977-78	319	11,362	79	570
1978-79	368	10,799	89	703
1979-80	335	11,142	94	759

AIR TRANSPORT

Civil aviation

Administration

The Victorian *Air Navigation Act* 1958 prescribes that control of aviation within Victoria shall be vested in the Commonwealth Government. The Air Navigation Act and Regulations in Victoria are consequently administered by the Commonwealth Department of Transport through its Director in Melbourne.

The functions performed by the Department include:

- (1) Registration and marking of aircraft;
- (2) determination and enforcement of airworthiness requirements for aircraft and the issue of certificates of airworthiness, certificates of type approval, and supervision of aircraft design;
- (3) licensing of pilots, navigators, aircraft radio operators, flight engineers, and aircraft maintenance engineers;
- (4) licensing of airline, charter, and aerial work operators, and supervision of their activities;
- (5) provision and maintenance of aeronautical communications, navigation aids, aerodromes, and landing grounds;
- (6) establishment and operation of air traffic control, flight service, aeronautical information, search and rescue, and fire-fighting and rescue services; and
- (7) investigation of aircraft accidents, incidents, and defects.

Victorian aerodromes

The major aerodromes in Victoria are owned and operated by the Commonwealth Government through the Department of Transport. Since 1957, Commonwealth Government policy has been that aerodromes (except capital city airports) should be owned and operated by local government authorities under the local ownership plan.

At present in Victoria there are eight Commonwealth Government owned aerodromes at Melbourne (Tullamarine), Avalon, Bacchus Marsh, Essendon, Mallacoota, Mangalore, Moorabbin, and Sale, as well as thirty licensed aerodromes at Ararat, Bairnsdale, Ballarat, Benalla, Bendigo, Birchip, Corryong, Echuca, Hamilton, Hopetoun, Horsham, Kerang, La Trobe Valley, Leongatha, Maryborough, Mildura, Nhill, Orbost, Portland, Robinvale, St Arnaud, Sea Lake, Shepparton, Stawell, Swan Hill, Warracknabeal, Warrnambool, Whittlesea, Wycheproof, and Yarram.

The licences of all licensed aerodromes, except Whittlesea, are held by the appropriate local government authority. Under the local ownership plan, the Commonwealth Government pays 50 per cent of the development costs of new aerodromes or transfers existing aerodromes free of cost to local authorities and then pays 50 per cent of future approved maintenance and development costs. Similar assistance is given to the local authority to develop and maintain aerodromes which are, or will be, served by a regular public transport service. Local authorities which have received developmental assistance include Ararat, Bairnsdale, Benalla, Bendigo, Birchip, Echuca, Hamilton, Hopetoun, Horsham, Kerang, La Trobe Valley, Leongatha, Maryborough, Mildura, Nhill, Stawell, Swan Hill, Warrnambool, Wycheproof, and Yarram.

The assistance authorised by the Commonwealth Government to Victorian local authorities for aerodrome works during the year ending 30 June 1979 was \$267,807 for development, and \$306,271 for maintenance works.

In addition to these main aerodromes, there are hundreds of authorised landing areas which serve the needs of the increasing number of light aircraft users throughout Victoria.

Classification of flying activities

Flying activities are classified by regulation into the following categories:

Private operations

These are operations in which an aircraft is used for personal transportation—private or business, carriage of persons or goods for other than hire or reward, or other activities of a non-commercial nature. The extent of this activity within Victoria may be gauged from the fact that there were 798 aircraft classified in the private category and approximately 4,330 licensed private aeroplane pilots in Victoria at 30 June 1979.

Aerial work operations

These operations refer to aircraft being used for aerial survey, spotting, photography, agriculture, flight training, and the cartage of goods for purposes of trade. In terms of hours flown, the most significant operations are agricultural and flight training. To 30 June 1978, over 107,902 training hours were flown by training organisations in Victoria.

Charter operations

These consist of flights for the carriage of passengers or cargo for hire or reward, but which may not be notified to the general public as being operated between fixed terminals or to fixed schedules, or for the carriage of passengers or cargo between fixed terminals to fixed schedules in circumstances in which the accommodation in the aircraft is not available to members of the public. During the 1950s, most charter operations were conducted in single engine aircraft, but there is an increasing use of twin engine aircraft. Twin jet aircraft are being used increasingly in executive-type work. At 30 June 1978, there were 103 Victorian based operators licensed to conduct charter operations; over 42,747 hours were flown by these organisations.

Commuter operations

Since the end of the Second World War, country or feeder air services within Victoria have commenced on different occasions but ceased operations when they proved to be uneconomic. In 1966, the Commonwealth Government decided that a new attempt should be made to provide this type of air service between Melbourne and numerous country centres. As it was felt charter operators would be prevented by the Air Navigation Regulations from operating to a fixed schedule, it was decided to grant certain exemptions under the Regulations. A charter operator who met appropriate additional requirements and standards would be permitted to operate air services between centres to a fixed schedule and on a regular basis. This type of operation is usually known as a commuter service.

By October 1967, exemptions under the Regulations had been granted to three operators. Using single and light twin engined aircraft capable of carrying six to thirteen passengers, these operators were approved to operate services to Stawell, Ararat, Ballarat, Kerang, Swan Hill, Echuca, Shepparton, La Trobe Valley, West Sale, and Bairnsdale, and to the interstate centres of Albury and Merimbula. Some of these services commenced in November 1967 and others followed with varying degrees of success and continuity. At June 1979, Victorian commuter services of the type in question were operating between the following centres on a regular basis: Essendon — Flinders Island, Essendon — Sale — Bairnsdale, Essendon — Strahan — Queenstown, Essendon — Warrnambool — Portland, Essendon — Wollongong, Melbourne — Cooma — Merimbula, Melbourne — Bendigo — Swan Hill — Mildura, Melbourne — Geelong, Melbourne — Wagga Wagga — Canberra, Mildura — Adelaide, Mildura — Hay — Sydney, Essendon — Shepparton, and Melbourne — Echuca.

Regular public transport

Although commuter operations are regular public transport services, this heading usually refers to aircraft operating in accordance with an airline licence, to carry passengers and cargo according to fixed schedules and on specified routes.

Services based or terminating at Melbourne Airport are domestic—Ansett Airlines of Australia and Trans Australia Airlines, or international—Qantas, Air India, Air New Zealand, Lufthansa, Cathay Pacific, Garuda Airlines, Malaysian Airline System, Singapore Airlines, K.L.M., Alitalia, Air Nauru, Pan American, British Airways, Philippine Airlines, and Thai International.

Gliding clubs

Gliding is mainly carried out at Ararat, Bacchus Marsh, Benalla, Bendigo, Casterton, Colac, Horsham, Kurweeton, La Trobe Valley, Laverton, Leongatha, Mildura, Moorooduc, and Mt Beauty. Many other areas are used to a lesser extent. A Commonwealth Government subsidy is granted to clubs through the Gliding Federation of Australia.

Air traffic control

Control of air traffic is maintained by the Commonwealth Department of Transport through its air traffic control organisation. This includes the closely co-ordinated sections of operational control, which are concerned with each individual flight; airport control, which applies to all movements on or within 32 kilometres of an aerodrome; and area control, which controls aircraft along the main air routes to ensure the avoidance of collisions. In conjunction with air traffic control, the Department maintains a wide range of air navigation aids and a comprehensive search and rescue organisation. The function of navigation aids is described in detail on pages 773-6 of the *Victorian Year Book* 1965.

Melbourne (Tullamarine) Airport

The Tullamarine site of 2,140 hectares was chosen for the development of Melbourne Airport when Essendon Airport could not be further enlarged. The completed aerodrome is 20 kilometres from the G.P.O., Melbourne, 7 kilometres from Essendon Airport, and is accessible by a freeway.

The 15 kilometres of runways and taxiways were completed early in 1968. The north-south runway (2,591 metres) and the east-west runway (2,286 metres) are both designed for the operation of modern jet aircraft. They are 147 centimetres thick and are capable of taking the weight of the Boeing 747 ("Jumbo" jet) and supersonic aircraft. High speed turnouts have been provided to both runways which allow aircraft to turn off the runway at 100 kilometres per hour. The north-south runway was extended to 3,658 metres in 1972. There is a provision for future development of the east-west runway to extend to 2,743 metres and for a second set of parallel runways.

Civil aviation statistics

Domestic passenger movements, which represent the total of embarkations and disembarkations for each Victorian aerodrome served by a regular service for the years 1974 to 1978 were as follows:

VICTORIA—DOMESTIC PASSENGER MOVEMENTS OF REGULAR AIR SERVICES

Airport	Passenger movements				
	1974	1975	1976	1977	1978
Melbourne	3,990,847	4,137,338	4,114,456	4,291,450	4,628,254
Mildura	17,707	19,786	19,094	20,214	23,078
Hamilton	9,622	8,842	7,210	7,009	7,610

The following table shows particulars for 1977 and 1978 of regular interstate and intrastate air services terminating in Victoria:

**VICTORIA—REGULAR INTERSTATE AND INTRASTATE AIR SERVICES
TERMINATING IN VICTORIA**

Particulars	Interstate		Intrastate		Total	
	1977	1978	1977	1978	1977	1978
Kilometres flown '000	48,713	51,782	333	376	49,046	52,158
Passenger kilometres '000	3,371,280	3,617,780	9,225	10,621	3,380,505	3,628,401
Freight—						
Tonnes	61,918	66,285	31	34	61,949	66,319
Tonne kilometres '000	47,439	51,640	14	15	47,453	51,655
Mail—						
Tonnes	4,263	4,766	11	6	4,274	4,772
Tonne kilometres '000	3,663	4,156	5	3	3,668	4,159

The first of the following tables deals with aircraft registered and licences issued by the Commonwealth Department of Transport in Victoria, while the second describes activities at Melbourne (Tullamarine) Airport:

VICTORIA—AIRCRAFT REGISTERED AND LICENCES ISSUED

Particulars	1974	1975	1976	1977	1978
Registered aircraft owners	658	647	900	938	n.a.
Registered aircraft	1,012	1,015	1,240	1,363	1,499
Student pilot licences	2,910	3,005	3,756	4,299	4,520
Private pilot licences	3,737	3,747	3,948	4,184	4,747
Commercial pilot licences	862	892	851	934	970
Airline pilot licences	1,057	1,085	1,131	1,154	1,205
Aircraft maintenance engineer licences	1,134	1,100	1,216	1,263	1,326

VICTORIA—MELBOURNE (TULLAMARINE) AIRPORT

Particulars	1974	1975	1976	1977	1978
Domestic aircraft movements	72,037	71,993	68,473	68,558	72,159
Domestic passengers embarked	1,994,115	2,068,415	2,065,897	2,144,619	2,276,812
Domestic passengers disembarked	1,996,732	2,068,923	2,063,022	2,146,831	2,275,750
International aircraft movements	6,389	7,278	7,528	8,578	9,309
Passengers arriving/departing overseas	465,642	551,626	653,529	685,219	710,045

Further references: History of civil aviation, *Victorian Year Book* 1962, p. 742; Classification of flying activities, 1964, pp. 843-4; Radio aids to air navigation in Victoria, 1965, pp. 773-6; Aerial agricultural operations, 1966, pp. 764-5; Flying training in Victoria, 1967, pp. 783-5; Regular public transport, 1968, pp. 779-81; Commuter services, 1969, pp. 790-1; Radar development in the Melbourne area, 1971, pp. 748-50; Aerodrome local ownership plan, 1974, p. 791; Use of radar in traffic control, 1975, pp. 682-4; Civil aircraft manufacture, 1977, pp. 688-90

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