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TRANSPORT

TRANSPORT PORTFOLIO

Victoria Transport is the collective title for the Ministry of Transport and all of the transport authorities. The transport portfolio was restructured in 1983 by the introduction of the Transport Act which created four new authorities:

(1) the Metropolitan Transit Authority (MTA) which is responsible for the operation of a metropolitan public transport system using trains, trams, and buses;

(2) the State Transport Authority (STA) which is responsible for the operation of freight services and country, provincial, and interstate passenger services using all suitable modes of transport;

(3) the Road Construction Authority (RCA) which is responsible for the construction and maintenance of the road network throughout the State; and

(4) the Road Traffic Authority (RTA) which is responsible for road safety, traffic signals, and the licensing and regulation of motor vehicles.

For a further description of the transport portfolio see pages 520-1 of the *Victorian Year Book* 1985.

MINISTRY OF TRANSPORT

The general objective of the Ministry of Transport, as stated in the Transport Act, is to improve the efficiency and effectiveness of transport facilities and networks to meet the needs of the community. The Act specifies numerous functions for the Ministry, relating mainly to the development and co-ordination of the provision of transport services, and to the development and implementation of performance targets, policies, strategic plans, resource budgets, and management processes.

For a description of the objectives and responsibilities of the Ministry of Transport, see pages 521-2 of the *Victorian Year Book* 1985. During 1984-85, the Ministry co-ordinated a number of special projects. The more important activities are described below.

Special projects

Port Melbourne bayside development (Station Pier)

The inner east side of Station Pier has become the terminal for the Tasmanian ferry *Abel Tasman*. The remainder of Station Pier, Princes Pier, and adjacent land have been identified as potential sites for major redevelopments.

Neighbourhood bus studies

The Metropolitan Transit Authority, in conjunction with the Ministry, commenced a series of neighbourhood bus studies in 1984. The objective of these studies is to identify and correct bus service problems in each neighbourhood. Studies have been undertaken in the Ringwood, St Albans, Box Hill, Moorabbin, Broadmeadows, and Frankston neighbourhoods.

Altona-Laverton

Following the 1982 Public Transport Study for the Altona-Williamstown area, it was agreed to continue rail services on the Altona line, and to upgrade and extend the line from the existing Altona Station to join the Melbourne-Geelong line at Laverton.

Construction work on the line extension commenced in March 1984 and was completed on time in December 1984. The new service was not introduced until April 1985.

Metropolitan Arterial Road Access Study (METRAS)

Following the release of issue papers in 1984, the METRAS team produced a further series of public discussion papers during the first half of 1985.

METRAS is scheduled to be completed during 1986. The resulting road strategy will be based on support for government economic and planning goals and will indicate priorities for road network development, including major works, and measures to improve the effectiveness of the existing network. It will also review the status of main road reservations and widenings reserved in the Metropolitan Planning Scheme.

Major road studies in specific corridors being undertaken within the general context of METRAS are the Pascoe Vale Road Relief Study and the Western Bypass Investigation.

Central Area Access Study (CAAS)

In March 1983, the study was initiated to identify Central Area transport issues, in particular those related to the Central Activities District (CAD), and to develop a programme of transport actions to address these issues. The road aspects of CAAS form part of METRAS.

The Central Area transport issues and options being considered are: the quality and availability of public transport services; the optimal management strategy for road traffic, particularly in relation to relief of congestion, routing of through traffic, freight movements and service deliveries, road safety, and provision for on-street public transport; the amount, type, distribution, and cost of parking space; the safety and amenity of pedestrians and cyclists; the quality of the physical environment; and integration with other land-use and planning strategies.

Jolimont development

In April 1984, the Victorian Government announced that it intended to proceed with the decentralisation of the Jolimont railyards. Stage 1, the Epping Group stabling, is to be relocated initially, making available 2.5 hectares of clear land for redevelopment. A report on the options was released for public comment in September 1984.

Spencer Street station: multi-modal interchange

The Ministry, in association with other government departments, Melbourne City Council, and transport operators, has commenced an examination of the feasibility of developing a comprehensive multi-modal interchange at Spencer Street station.

Regional urban transit systems

Following the introduction of the 'Geelong Transit System' in 1983, public transport studies were also carried out in Bendigo and Warrnambool, resulting in the introduction of the 'Bendigo Bus' and 'Transit Southwest' urban bus systems. The key features of the urban transit systems are a flat fare for two hours of travel, improved co-ordination, standardised timetabling of services, and a common livery for all buses.

Patronage increases of up to 60 per cent reflect the public acceptance of the improved and expanded level of service.

Victorian grain handling study

Following receipt of the report on the Victorian grain handling system, the Ministry has established the Grain Handling Review Group. The Group advises the Minister on the implementation of the specific recommendations made.

During the year under review the principal issues addressed were the assessment of the rail routes identified by the report as non-viable and the State wide introduction of the central receival point concept for receiving grain from individual farms.

Tourist railways

The *Transport Act* 1983 provides for the establishment of tourist railways on railways which have been closed to traffic. A large number of submissions from groups interested in establishing tourist railways has been received over a period of several years. Submissions demonstrating a clear understanding of the implications and costs involved in operating a tourist railway service were further developed during the year to meet the Ministry's establishment criteria.

The Healesville Railway Co-operative and the Geelong Steam Preservation Society have been granted Orders-in-Council to operate on restored railways. The former railway operates between Coldstream and Yarra Glen and the latter between Drysdale and Queenscliff, on the Bellarine Peninsula. In addition to these two railways, progress was made on the Castlemaine to Maldon proposal, and a number of other proposals were put forward.

Metropolitan passenger services
Metropolitan Transit Authority

The Metropolitan Transit Authority (MTA), established on 1 July 1983, provides and manages public transport services for passengers within the Melbourne metropolitan area. The MTA is responsible for metropolitan railway, tramway, and government and private bus operations. It aims to ensure an integrated public transport system involving all transport modes.

Tram services

While many cities around the world have abandoned their tramway systems, Melbourne has retained its trams. In 1985 there were 662 trams in operation on 42 routes over 223 kilometres of line and covering 24 million kilometres per year. During 1984–85, 23 A class trams entered service and a further 28 vehicles will join the fleet during 1986.

The Victorian Government's five year programme to completely renovate the 125 W5 class trams, built some fifty years ago, is almost complete. The trams are being progressively renovated at the rate of two per month.

An Automatic Vehicle Monitoring (AVM) system is to be introduced on the metropolitan tram network for better operation and timetabling of services. The AVM system will provide a steady flow of data on current conditions along each route, so that services can be rapidly monitored and adjusted. In addition, it provides better communication and increased security for passengers and crew. It has already been connected to the bus fleet.

Bus services

Government run buses operate on 50 routes covering 13 million kilometres per year.

The Victorian Government provides financial assistance to private metropolitan bus operators, who numbered fifty-eight in November, 1985. In that year, the operators utilised 930 buses on some 225 routes, to operate peak period services. The cost of subsidising private bus operators in 1984–85 was $55m.

Tenders have been called for up to 100 new buses to replace the ten year old Leyland National buses. The first new buses are planned to be in service during 1986.

Rail services

MetRail is responsible for the management and operation of the rail passenger services in the Melbourne metropolitan area.

Suburban rail patronage has shown a steady upward trend, with increases in the last five years, reversing the steady decline of the previous ten years or so. Improved service reliability and cleaner and more modern rolling stock are considered to have contributed to the increased patronage. Preventive maintenance programmes and changes to the system for reporting train defects have been given particular attention to improve the on-time running of trains.

A modernisation programme covering almost every element of the suburban rail system is under way.

Track improvements

In June 1985, there were about 910 single track kilometres of suburban rail line.

Construction of a third track between Caulfield and Moorabbin continued throughout 1985, the project incorporating major works at Glenhuntly, Patterson, McKinnon, Bentleigh, and Moorabbin stations.

Railway stations and property

An extensive programme of rail station redevelopment and improvement continued during 1985. Improvements to station facilities include new or renovated buildings, better lighting, security and passenger information, facilities for the disabled, and landscaping. More car parking spaces, taxi ranks, bus bays, and off-loading areas will be provided together with improvements in feeder bus services.

Stations where major redevelopment has been completed include Bell, Croydon, Flagstaff, Ginifer, Hoppers Crossing, Hurstbridge, Keon Park, Mooroolbark, Seddon, and Westona. Other stations being completely rebuilt or reconstructed are Boronia, Frankston, Patterson, Clifton Hill, Broadmeadows, Glenhuntly, Mitcham, and Hawthorn, where particular attention is being paid to its Victorian architecture. Flinders Street station is being redeveloped at a total cost of $24m.

Rolling stock

As more modern vehicles are delivered the blue Harris trains are being phased out. At June 1985 there were 102 Comeng trains, 115 Hitachi trains, and 42 Harris trains in the MetRail fleet.

Power, signalling, and safety

In 1983 a major replacement for the suburban rail overhead system commenced. This programme continued during 1985. Work on the Dandenong and Frankston lines has been completed and late in the year work commenced on the Sandringham line.

An accelerated programme of boom barrier installation over the suburban system's most dangerous level crossings was instituted in 1982. During 1985, 13 boom barriers were installed, a significant increase on previous years.

Melbourne underground rail loop

Construction of the Melbourne underground rail loop was completed in 1985, with the last of the underground stations, Flagstaff, officially opened.

The $650m loop project, one of the largest undertakings in Melbourne's history, carries more than 600 trains per day.

METROPOLITAN TRANSIT AUTHORITY OPERATIONS AND SERVICES, VICTORIA

Particulars	1983-84	1984-85
Trains in peak service	134	135
Trams	653	662
Buses –		
Government	277	316
Private	946	930
Length of rail track		
(single track kilometres)	892	910
Employees	12,334	12,550

Country, provincial, and interstate services

State Transport Authority

The State Transport Authority (STA) is the largest of the Victorian Transport Authorities, employing approximately 14,000 persons and operating a country and interstate rail network of over 5,100 kilometres. The name V/Line has been adopted by the STA to present its new corporate identity and its modern services and programmes to the public.

Rail passenger services

Country rail passenger services are provided on a 'core' network which essentially connects Melbourne to the large regional centres of Albury, Shepparton and Cobram, Bendigo and Swan Hill, Mildura, Ballarat, Horsham and Dimboola, Geelong and Warrnambool, Traralgon, Sale, and Bairnsdale. From this rail network, connecting coach services are operated to other centres such as Yarrawonga, Deniliquin, Cohuna, Sea Lake, Daylesford, Maryborough, Donald, Portland, and Maffra. V/Line also operates road coach services to Leongatha and Yarram, Mansfield, and to Mildura via Bendigo and Swan Hill. New road coach services introduced during 1984-85 included a service from Albury to Adelaide (connecting with XPT trains to and from Sydney).

Most commuter services upgraded as H type air-conditioned car sets were placed on routes previously operated by older rail motors and wooden-bodied carriages. The new air-conditioned tangerine cars were introduced on the Swan Hill and Albury corridors while a progressive withdrawal of the remaining wooden-bodied rolling stock was achieved as further H sets were introduced.

Following many years of decline, country rail patronage has continued to show a marked increase in recent years. Patronage has increased from 3,625,000 in 1982-83, 3,952,000 in 1983-84 to 4,293,000 in 1984-85.

Rolling stock improvements

V/Line is involved in a major locomotive and carriage improvement programme. To complement the redesigned route structure and the modernisation of services, new air-conditioned carriages with airline-style seating have replaced older rolling stock. In January 1986, there were nineteen new trains

(fifty-seven carriages) in inter-city service, each train having one carriage with modern on-board catering facilities.

An additional thirteen 3 car sets of air-conditioned inter-urban carriages are also in service. To supplement the new carriages, thirty-seven older steel-bodied air-conditioned cars have been refurbished and modernised, including ten which are being equipped with modern catering facilities of the same standard as the new carriages. Thirteen T class locomotives have been rebuilt, with increased horse-power, to provide motive power for these carriages on inter-urban services.

A programme of motive power acquisition is under way at a total cost of $111.6m. Eleven B class locomotives have been modernised and re-powered (2,500 HP). Six of a total of fifteen G class 3,300 HP heavy duty locomotives have been delivered, and these are for use in freight service.

Five of twenty-five N class passenger type 2,500 HP locomotives have been delivered, and these are equipped with electric generators to provide power for air-conditioning passenger trains. A further thirteen T class locomotives have been re-built as P class for inter-urban passenger service. Older locomotives are being withdrawn from service. A further fifty-five VHGY grain hopper wagons have been added to the fleet of modern freight vehicles, allowing for more efficient block train movement of grain.

Track and station improvements

An ongoing programme of improvements to country railway stations commenced with the restoration of the Ballarat railway station which was badly affected by a fire in December 1981. Warrnambool railway station has been renovated, and South Geelong railway station has been rebuilt. Twenty-four other stations have been nominated for improvement and vary between completed to not yet commenced, depending upon the programmes. Additionally, a number of stations on the South East Gippsland line were refurbished prior to the passenger service to Leongatha being recommenced.

Safety

The safer and more efficient operation of trains on country and interstate lines is a major concern underlying the introduction of modern radio communications. There are two separate yet complementary systems, costing about $8m. The first is a local radio system which allows communication between driver and guard, between trains, and between trains and depots or stations as designated within the system. The local radio system has a range of up to 10 kilometres. This system is now fully operational throughout Victoria.

The second radio system, train to base, allows communication between a train and Train Control in Melbourne on all country lines throughout the system. This system was fully operational from 31 December 1984.

Freight

During 1984-85, V/Line transported approximately 11,800,000 tonnes of Victorian and interstate freight which was a 13 per cent increase over the 1983-84 result. Improved harvests contributed to a 35 per cent increase in grain haulage over that in 1983-84 and increased business was also obtained in cement, mining and quarrying, containers, and general freight traffics.

The final report of the Grain Handling Study was submitted during September 1984. The study was initiated to improve grain handling procedures. During 1984-85, an additional 55 bogie grain wagons were constructed, replacing smaller and older four wheel wagons. Additionally, 25 container wagons were constructed to service the expanding container business.

Webb Dock

Construction of the rail freight link from the Spencer Street railyards to Webb Dock was completed during 1985 at a final cost of $22m. A bridge was constructed across the Yarra River.

Provision has been made for standard gauge operation with installation of dual gauge trackwork across major intersections, the bridge, and Webb Dock, where trackwork is cast into concrete. The link will lead to considerable savings in handling costs for port users and will minimise heavy vehicle increases through residential areas. Operation of the line has commenced.

Railway statistics

On 1 July 1983, the STA came into existence, taking over the functions of the previous Victorian Railways Board. The following tables relate to State railway operations and road motor services up to 30 June 1985.

Certain border railways in New South Wales were, by agreement between the Victorian and New South Wales Governments, under the control of the Victorian Railways Board, and this responsibility continues under the STA. Particulars of these railways have been included with those of the State railways being operated within Victoria.

Capital cost of railways and equipment

The capital costs of all lines constructed and in the course of construction, and of all works, rolling stock, and equipment of the Railways Board at 30 June for each of the years 1980 to 1985 are shown in the following table:

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

At 30 June –	Railway		Road motor services	Total capital cost (a)
	Lines and rolling stock	Lines in process of construction		
1980	550,177	6,868	19	557,064
1981	744,902	738	19	(b)745,659
1982	682,835	738	19	(c)683,592
1983	714,831	—	19	714,850
1984	835,348	—	—	835,348
1985	694,673	—	—	694,673

(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 the course of manufacture.

(b) Includes $122.4m worth of assets acquired from the Melbourne Underground Rail Loop Authority (MURLA), subsequently transferred back to MURLA at the direction of the Ministry of Transport, and assets to the value of $8.1m which were transferred to the Railway Construction and Property Board (RCPB) in 1980-81 at the direction of the Ministry of Transport.

(c) Does not include $122.9m worth of assets from MURLA and $29.8m which have been transferred to RCPB to date.

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) per year for each of the financial years 1979-80 to 1984-85 are shown in the following table:

RAILWAYS STAFF: NUMBERS, SALARIES, ETC. (a), VICTORIA

Period	Average number of employees			Salaries, wages, and travelling expenses
	Salaried staff	Wages staff	Total	
				$'000
1979-80	5,388	17,361	22,749	282,811
1980-81	5,362	16,732	22,094	315,073
1981-82	5,276	15,835	21,111	352,542
1982-83	5,234	15,671	20,905	411,489
1983-84	5,157	15,519	20,676	449,291
1984-85	5,329	15,883	21,212	473,432

(a) Includes the metropolitan services.

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 1980 to 1985.

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

Rolling stock in service	1980	1981	1982	1983	1984	1985
Locomotives–						
Steam	10	10	10	10	10	10
Electric	35	33	31	28	28	28
Diesel electric	267	263	261	257	256	260
Other *(a)*	88	82	77	69	67	61
Total	400	388	379	364	361	357
Passenger coaches–						
Electric suburban	1,038	1,083	1,083	1,079	1,001	1,026
Other *(b)*	469	383	349	330	336	276
Total	1,507	1,466	1,432	1,409	1,337	1,302
Goods stock *(c)*	12,165	11,797	11,629	11,555	11,226	10,935
Service stock	1,164	1,111	1,062	954	641	636

(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; rail motor passenger vehicles also included.
(c) All parcels and brake vans including display cars and standard gauge stock have been included.

Railways traffic

The traffic of the railways (exclusive of road motor traffic) for each of the years from 1979-80 to 1984-85 is shown in the following table:

RAILWAYS TRAFFIC, EXCLUDING ROAD MOTOR SERVICES, VICTORIA

Traffic	Unit	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85
Average number of kilometres open for traffic		6,304	6,123	5,812	5,814	5,760	5,760
Traffic train kilometres –							
Country and interstate	'000	6,208	6,188	6,661	7,004	7,552	7,047
Suburban	'000	13,174	13,744	14,209	14,549	14,483	13,983
Goods	'000	11,413	10,682	10,266	8,613	9,170	9,258
Total		30,795	30,614	31,136	30,166	31,205	30,288
Passenger journeys –							
Country and interstate	'000	3,663	*(a)*3,973	3,587	4,126	3,952	4,293
Suburban	'000	85,755*(a)*	84,500 *(b)*	72,726 *(b)*	80,197	n.a.	n.a.
Total		89,418*(a)*	88,473 *(b)*	76,313 *(b)*	84,323	n.a.	n.a.

(a) Estimated.
(b) These figures exclude suburban rail journeys made on multi-modal tickets purchased on trams or buses.

Private bus services

Country and urban

From 1 July 1983, bus services in Victorian country areas and provincial centres come under the control of the State Transport Authority (V/Line), which is responsible for specifying the routes, levels of services and fare structures, for planning and co-ordinating these services, and for determining subsidies. The services are classified into country and urban. Urban operations comprise private bus services in Geelong, Ballarat, Bendigo, and the La Trobe Valley. Country and urban services are operated by private bus companies. Some private operators are under contract to V/Line to provide coach services connecting to or extending from the rail network.

The following table shows particulars for road passenger services, for the financial years 1982-83 to 1984-85.

COUNTRY AND PROVINCIAL ROAD
PASSENGER SERVICES, VICTORIA
('000)

Particulars	1982-83	1983-84	1984-85
PRIVATE BUS SERVICES			
Country services –			
Passengers	3,734	r3,813	3,798
Bus kilometres	7,086	7,849	8,388
Revenue $	3,196	r3,549	3,995
Subsidy $	1,000	1,300	1,440
Urban services (a) –			
Passengers	7,218	7,552	7,373
Bus kilometres	6,019	6,261	6,489
Revenue $	3,375	3,341	3,440
Subsidy $	3,000	3,420	5,200
CONTRACT SERVICES			
Passengers	n.a.	297	347
Bus kilometres	n.a.	2,985	3,439
Contract costs $	n.a.	2,187	2,883

(a) Covers the Geelong, Ballarat, Bendigo, and La Trobe Valley areas.

Road construction

Road Construction Authority

The Road Construction Authority (RCA) was constituted as a statutory authority under the *Transport Act* 1983, which came into operation on 1 July 1983, and replaced the Country Roads Board which was formerly constituted under the *Country Roads Act* 1912. The responsibilities of the West Gate Bridge Authority were transferred to the then Country Roads Board on 1 July 1982.

The RCA's system of declared and proclaimed roads at 1 July 1985 comprised 7,110 kilometres of State highways, 424 kilometres of freeways, 840 kilometres of tourists' roads, 1,013 kilometres of forest roads, and 14,854 kilometres of main roads.

Roads which are not included in the RCA's declared road system are referred to as 'unclassified roads'. These roads are the responsibility of local councils, but the RCA each year assists councils by making allocations for the more important of these roads. The allocations are made subject to municipal contributions determined at the time the allocation is made, based on the nature, extent, and location of the particular work. The total amount of the municipal contributions averages approximately one-fifth of the total expenditure from the RCA's allocations.

The main sources of funds made available to the RCA are:

(1) by appropriation from the Consolidated Fund – an amount approximating specified proportions of collections relating to fees collected under the *Motor Car Act* 1958, amounts credited to the Consolidated Fund in respect of Licence Fees raised under the *Business Franchise (Petroleum Products) Act* 1979, and special money appropriated by Parliament;

(2) funds provided from the Works and Services Account; and

(3) funds received directly by the RCA.

Expenditure on roads and bridges

The following table summarises the total expenditure by the Road Construction Authority on roads and bridges during each of the years 1979-80 to 1984-85:

ROAD CONSTRUCTION AUTHORITY, EXPENDITURE ON ROADS AND BRIDGES,
VICTORIA
($'000)

Particulars	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85
State highways –						
Construction	30,541	37,760	38,250	51,510	73,475	78,633
Maintenance	19,325	19,790	24,326	29,651	33,669	33,427
Freeways –						
Construction	61,561	63,884	72,129	65,918	80,310	94,571
Maintenance	3,789	3,752	4,856	7,512	8,051	8,627

ROAD CONSTRUCTION AUTHORITY, EXPENDITURE ON ROADS AND BRIDGES,
VICTORIA – *continued*
($'000)

Particulars	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85
Main roads –						
Construction	25,211	26,559	32,246	41,124	48,197	53,675
Maintenance	17,390	18,285	21,975	23,630	26,141	27,845
Unclassified roads –						
Construction	r36,818	r39,472	r41,674	r48,846	r59,225	58,556
Maintenance	8,879	9,550	14,116	11,990	12,957	13,315
Tourists' roads –						
Construction	1,822	2,215	1,983	3,504	6,024	4,962
Maintenance	2,238	2,535	3,130	3,853	3,891	4,225
Forest roads –						
Construction	770	550	871	1,013	1,306	1,358
Maintenance	1,208	1,411	1,547	1,597	1,725	1,828
Metropolitan bridges	13	—	—	—	—	—
Rail-over-road bridge protection	439	728	1,034	1,469	—	—
State Intersection Control Program	946	—	—	—	—	—
Traffic Facilities Program–works expenditure	—	—	—	7,535	12,644	14,340
Murray River bridges and punts	636	738	1,248	520	514	758
Traffic line marking	2,140	2,716	3,558	4,283	3,833	3,852
Wage Pause Employment Program	—	—	—	—	r1,209	31
Metropolitan street name signing	—	—	—	—	—	1
Commonwealth Employment Program	—	—	—	—	—	78
Total construction	r156,723	r170,440	r187,153	r211,915	r268,537	291,755
Total maintenance	52,829	55,323	69,950	78,233	86,434	89,267
Total other	4,174	4,182	5,840	13,807	r18,200	19,060
Total expenditure–works	r213,726	r229,945	r262,943	r303,955	r373,171	400,082

Road administration

Road Traffic Authority

On 1 July 1983, the Road Traffic Authority (RTA) was established. It incorporated:

(1) the Road Safety and Traffic Authority (RoSTA);

(2) the Transport Regulation Board (TRB); and

(3) some functions of the Country Roads Board (CRB).

The RTA administers road safety and traffic management programmes, provides vehicle registration and driver licensing systems, controls many private transport services and operations (such as taxis and tow trucks), and develops regulations applicable to road traffic.

Registrations, licences, and permits

All Victorian motor cars and motor cycles must be registered with the Road Traffic Authority, 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.

Licences for commercial goods vehicles are issued with vehicle registration and take the form of an endorsement on every certificate of commercial registration issued after 1 July 1981. In 1984, the Transport (Commercial Goods Vehicles) Regulations 1984 were introduced. They provide for the licensing, maintenance and repair of commercial goods vehicles, and prescribe various fees and forms relating to commercial goods vehicles.

In November 1984, a programme to replace paper licences with more durable plastic ones, incorporating a photograph, was introduced. The new photographic licence has been widely accepted and the one millionth licence was issued on 24 January 1986.

Also commencing on 1 March 1986, all renewals of licences were for 6 year periods at a cost of $54. Probationary licences continued to be issued for 3 years at a cost of $30.

A new computerised Vehicles Security Register now allows prospective buyers of second-hand vehicles to check hire-purchase contracts or other encumbrances on them. The *Chattels Securities Act 1981* transfers the onus for registration of financial interest from the registered owner of a vehicle, and requires any person who has an interest in a motor car or trailer to register that interest. The Vehicles Security Register enables a prospective purchaser to enquire whether an interest is recorded, and

offers a guarantee to car buyers that there is no security interest such as an outstanding lease, mortgage, or hire purchase obligation on the vehicle.

Taxis

Taxis and hire-cars at 30 June 1985 totalled: metropolitan 2,968, urban 205 (Ballarat 51, Bendigo 38, Geelong 116), and country 454.

Since 1 October 1975, there have been two tariffs operating for taxi fares. The second tariff represents approximately 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 (6.00 p.m. and 6.00 a.m. in country areas), from 1.00 p.m. Saturday to midnight Sunday, and on public holidays. Taxi fares at 30 June 1985 were flagfall $1.00 (including the first 96.5 metres on tariff 1 and the first 80 metres on tariff 2), plus 10 cents for each additional 193 or 160 metres for tariff 1 or 2, respectively.

The Ministry extended the multi-hire taxi scheme in 1983. The scheme allows taxis to pick up a number of people at one point (i.e. a taxi rank) and take them to varying destinations. Each passenger is charged 75 per cent of his/her fare.

Taxi scheme for the disabled

At 30 June 1985, 51,600 disabled people were registered with the Victorian Government's Multi-Purpose Taxi Scheme, which began in February 1983. The multi-purpose taxis were introduced as a service to disabled people who have difficulty using normal forms of public transport. The scheme permits disabled people to use standard taxis as well as new specially designed taxi vans, for half the metered fare.

A special committee which includes people with disabilities processes applications for entry into the scheme. Approved users of the multi-purpose scheme receive renewable booklets containing taxi vouchers for the standard taxis. There is no restriction on the number of trips taken.

Ten taxi companies in Melbourne have fourteen special taxi vans between them which can take people in wheel chairs. Bendigo, Ballarat, and Geelong each have a similar vehicle in their taxi fleet, and the scheme is expected to be extended to other regional centres, depending on demand.

Tow trucks

The Accident Towing Allocation Scheme commenced operation on 1 September 1982, and its functions are being monitored by a steering committee provided for in the Transport Consolidated (Tow truck) Regulations 1983. The programme has been administered by the RTA from 1 July 1983.

The Accident Towing Allocation Scheme controls the number of tow trucks at accidents and the behaviour of tow truck personnel at accidents, sets maximum towing and storage rates, and provides industry self-regulation.

Motor boats

The Authority 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 $2,035,007 during 1984-85. These fees, less the cost of collection and administration of the Motor Boating Act, are paid to the Victorian Tourism Commission. At 30 June 1985, there were 108,117 motor boats registered by the Authority.

Enforcement

Enforcement Branch officers are responsible for the enforcement of the Transport Act and regulations, the Motor Car Act and regulations, and other associated Acts and regulations. Branch officers are located in the Melbourne metropolitan area and twelve country regional centres.

On-road supervision of commercial vehicles plays a significant role in the duties of officers with special emphasis being placed on matters of road safety. Other areas that the Branch is associated with are the enforcement and certification of the passenger and tow truck industries.

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

Type of licence	1979	1980	1981	1982	1983	1984
Drivers'	1,999,646	2,046,331	2,099,421	2,164,116	2,216,443	2,346,069
Riders'	72,526	74,138	82,293	91,323	100,377	126,723
Total	2,072,172	2,120,469	2,181,714	2,255,439	2,316,820	2,472,792

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

MOTOR VEHICLES ON REGISTER *(a)*, VICTORIA
('000)

Type of vehicle	1980	1981	1982	1983	1984	1985
Motor cars and station wagons	1,580.1	1,632.5	1,731.2	1,796.5	1,859.7	1,936.8
Utilities	110.6	113.9	122.0	127.0	133.4	137.8
Panel vans	55.4	57.0	59.4	60.1	60.4	59.0
Trucks –						
Rigid	130.5	136.8	149.5	157.5	168.5	181.1
Articulated	10.5	11.1	12.2	12.2	12.5	13.0
Other truck type vehicles	10.1	10.5	11.7	12.5	12.6	13.0
Buses	9.1	9.9	11.5	12.2	12.9	13.5
Motor cycles	54.0	64.2	74.3	79.6	81.7	83.4
Total	1,960.2	2,035.9	2,171.8	2,257.7	2,341.8	2,437.7

(a) At end of June.

Road safety and traffic management

Road traffic accidents

While there are now fewer deaths from motor vehicle collisions, injuries have not fallen at the same rate. The number of people killed in 1983-84 was 649, the lowest since 1959. The number of people reported as injured remained relatively constant over the period 1978 to 1984.

The following tables include details of road traffic accidents which satisfied the following conditions:

(1) that the accident occurred on a road, street, lane, thoroughfare, footpath, or any 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 was in motion; or

(ii) any animal which 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) the 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, not all such accidents are so reported, particularly where injury of minor severity has occurred. 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 reasons, the total number of deaths shown in these tables is not comparable with that shown on page 413.

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

Period	Number of accidents	Persons killed	Persons injured	Per 100,000 of mean population		
				Number of accidents	Persons killed	Persons injured
1978-79	14,758	842	20,056	381	22	518
1979-80	14,644	785	19,504	376	20	501
1980-81	15,576	713	20,765	396	18	528
1981-82	15,642	717	20,723	394	18	522
1982-83	15,225	711	19,884	377	18	493
1983-84	15,508	649	20,570	380	16	504

The table which follows provides a description of types of road users killed or injured in road traffic accidents occurring during the years 1981-82 to 1983-84:

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

Description	1981-82		1982-83		1983-84	
	Killed	Injured	Killed	Injured	Killed	Injured
Drivers of motor vehicles	246	8,792	274	8,349	266	8,907
Motor cyclists	78	2,037	83	2,160	66	1,974
Passengers (any type)	200	6,701	172	6,194	130	6,416
Pedestrians	153	1,998	152	1,934	159	2,034
Pedal cyclists	38	1,155	28	1,192	26	1,205
Other	2	40	2	55	2	34
Total	717	20,723	711	19,884	649	20,570

Particulars of victims of road traffic accidents during the years 1981-82 to 1983-84 are shown according to their ages in the following table:

ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES, AGES OF PERSONS KILLED OR INJURED, VICTORIA

Age group (years)	1981-82		1982-83		1983-84	
	Killed	Injured	Killed	Injured	Killed	Injured
Under 5	23	445	19	421	13	404
5 and under 7	10	289	14	274	10	258
7 and under 17	66	2,306	45	2,202	40	2,245
17 and under 21	135	4,102	135	3,955	120	3,930
21 and under 30	170	5,309	189	5,129	153	5,349
30 and under 40	77	2,690	76	2,556	86	2,851
40 and under 50	45	1,675	48	1,501	44	1,604
50 and under 60	52	1,339	61	1,265	45	1,255
60 and over	138	1,517	122	1,498	137	1,603
Not stated	1	1,051	2	1,083	1	1,071
Total	717	20,723	711	19,884	649	20,570

Road safety programmes

The Road Traffic Authority is responsible for the initiation, development, and implementation of road safety strategies. The strategies are directed at reducing the level of road deaths and injuries by better traffic management, vehicle engineering, education, licensing, and enforcement.

The Road Traffic Authority conducts a wide range of educational programmes designed to ensure that road safety concepts are taught to children in schools. Teaching materials for all year levels have been progressively developed and distributed. These materials have been widely acclaimed by both road safety and education experts.

The number of teachers seconded from the Education Department to assist with the promotion of the programmes has been doubled in 1986. The programmes currently in use include: Roadwork; Bike-Ed; Surveys; Roads and Traffic; Teenagers, Alcohol and Road Safety; Science and the Road; Survival Trails; Legal Studies; and Drive for Life.

The Road Traffic Authority conducts educational programmes within the wider community. These programmes tackle specific road safety problems in quite innovative ways.

The Victorian Government, in association with a leading car manufacturer, has funded the purchase of up to 11,000 safety bassinets to establish a State wide Baby Safety Bassinet Loan Scheme to operate initially over a three year period. Two types of restraints are available for hire. Both units are approved by the Standards Association of Australia. The scheme is administered by local municipalities and provides parents with the opportunity to hire a bassinet for no more than $10. Over 180 of the 210 municipalities in the State participate in the scheme.

Three bicycle helmet rebate schemes have been conducted to encourage wearing of bicycle helmets. The latest scheme provided a $10 rebate on helmets purchased during December 1985. In

total, about 70,000 helmet rebates have been provided and helmet wearing rates for cyclists have increased considerably.

Driver and rider safety

A new learner permit and probationary licence test manual titled *Victorian Traffic Handbook* was launched in June 1985. The manual and associated tests is intended to increase the knowledge of roadcraft and road law among novice drivers. New learner permit tests based on the manual were introduced in July with the new licence tests coming into effect in October.

The improved motorcycle rider training and licensing scheme first introduced in June 1983 was expanded during 1985 to include a new off-street skill test and associated training programme. The test is based on the Motorcycle Operator Skill Test developed by the Motorcycle Safety Foundation in the USA and uses electronic signalling and speed measuring devices in assessing a rider's ability to perform a number of specially designed manoeuvres. The test currently applies in most of the metropolitan area and was extended to major provincial centres by the end of 1985.

New motorcycle training and testing centres were established at Geelong, Port Melbourne, and Warrnambool in 1985 bringing the total to twelve centres.

Road traffic hazards

The Victorian Government plans to spend $4.74m in the 1985-86 financial year treating accident 'black spots'. A total of 200 black spots, particularly accident-prone sections of road, had been identified for study and treatment during the year. Treatment can vary from signposting and building traffic islands to the total redesigning and remaking of intersections. The 1984-85 black spot programme allocation was $3.8m, with treatment for 150 sites. During 1983-84, 70 sites were treated at a cost of $1.6m.

Regional centres to receive attention in the 1985-86 accident black spots programme included Bendigo, Ballarat, Geelong, Shepparton, Traralgon, Warrnambool, Mildura, Werribee, and Morwell.

Co-ordination of traffic signals

Implementation of the SCRAM (Signal Co-ordination of Regional Areas in Melbourne) system is continuing. Signal co-ordination reduces travel time, stops, and fuel consumption by providing green wave progression for major traffic flows. By mid-1985, 506 sets of traffic lights had been linked out of a total of 1,800 to be linked during the five year programme. For further information on SCRAM and other traffic strategies see page 547 of the *Victorian Year Book* 1985.

Motor Accidents Board

The Motor Accidents Board of Victoria administers a 'no fault' motor accident compensation scheme. This scheme provides for payment in respect of loss of earning capacity, medical, hospital, ambulance, and other reasonable expenses that have been incurred as a result of the injuries sustained in the accident.

The Board is also required to provide medical and vocational rehabilitation for persons who have been injured in motor vehicle accidents. Claims on the Board must be made within six years of the date of the accident and once made, there is no time limit in respect of claims for loss of earning capacity and medical treatment, except where a Common Law settlement and/or judgment has taken place. If this has occurred, then the Board's liability terminates at the date of settlement and/or judgment. The Board in the financial year ending 30 June 1985 paid $98,284,000 for benefits, making a total paid to 30 June 1985 of $510,163,601.

SEA TRANSPORT

Shipping

Introduction

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, Portland, and Western Port.

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 being exported 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 National Line between Victoria and Tasmania during the years 1982-83 to 1984-85:

SEAROAD SERVICE (a) BETWEEN VICTORIA AND TASMANIA

Ship	Passengers			Accompanied vehicles		
	1982-83	1983-84	1984-85	1982-83	1983-84	1984-85
Empress of Australia	124,056	124,693	120,944	36,029	35,825	31,846

(a) Excludes commercial cargo which consists of unit loads, ie. containers, trailers, timber packs, etc.
Source: The Australian National Line.

Statistics

Compilation of statistics of coastal shipping (interstate and intrastate) ceased from July 1978. Statistics appearing in tables below relate only to international voyages and overseas cargo.

Ship arrivals and departures

The following table shows ship movements to and from Victoria for the period 1979-80 to 1984-85. 'Ship calls' are so defined that a ship is counted each time it arrives at or departs from a Victorian port. 'Deadweight tonnage' refers to the total weight (in tonnes) of cargo, stores, fuel, passengers, and crew carried by a ship when loaded to its maximum summer waterline.

OVERSEAS SHIPPING, SHIP ARRIVALS AND DEPARTURES, VICTORIA

Particulars	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85
Arrivals –						
Ship calls	r1,887	r1,924	r1,977	1,703	r1,903	2,171
Deadweight tonnage ('000 tonnes)	36,312	38,808	39,573	34,687	r43,407	54,329
Departures –						
Ship calls	r1,850	r1,901	1,916	1,640	r1,865	2,145
Deadweight tonnage ('000 tonnes)	35,547	38,466	38,517	33,929	r42,283	53,554

Particulars of ship movements at Victorian ports are shown in the following table for the years 1982-83 to 1984-85:

OVERSEAS SHIPPING, SHIP ARRIVALS AND DEPARTURES BY PORT, VICTORIA

Particulars	Melbourne			Geelong			Western Port			Portland		
	1982-83	1983-84	1984-85	1982-83	1983-84	1984-85	1982-83	1983-84	1984-85	1982-83	1983-84	1984-85
Arrivals –												
Ship calls	r1,259	1,403	1,566	205	247	317	172	164	160	69	89	128
Deadweight tonnage ('000 tonnes)	r22,759	26,919	30,623	5,771	6,865	9,558	4,200	6,841	9,905	1,989	2,783	4,244
Departures –												
Ship calls	1,188	1,366	1,543	211	247	317	172	164	160	69	88	125
Deadweight tonnage ('000 tonnes)	r21,687	26,000	29,963	6,000	6,757	9,492	4,151	6,766	9,990	2,043	2,760	4,108

Cargo discharged and loaded

The following table examines overseas cargo discharged and loaded at Victorian ports in the years 1983-84 and 1984-85 in revenue tonnes and gross weight. The 'revenue tonne' is the unit of measurement predominantly used in the shipping industry. It is the basis on which freight is charged and statistics are obtained by adding mass (tonnes) and volumetric (cubic metres) units. 'Gross weight' is the total weight of cargo excluding the weight of containers, irrespective of the basis on which freight is charged.

OVERSEAS SHIPPING, CARGO DISCHARGED AND LOADED BY PORT, VICTORIA

Port	Discharged				Loaded			
	1983-84		1984-85		1983-84		1984-85	
	Revenue tonnes	Gross weight	Revenue tonnes	Gross weight	Revenue tonnes	Gross weight	Revenue tonnes	Gross weight
	'000	'000 tonnes	'000	'000 tonnes	'000	'000 tonnes	'000	'000 tonnes
Melbourne	4,549	2,719	4,958	3,198	2,349	2,005	2,558	2,291
Geelong	1,454	1,448	1,516	1,505	1,880	1,873	3,301	3,295
Western Port	12	12	103	103	2,372	2,329	3,234	3,234
Portland	141	141	111	111	1,027	1,022	1,621	1,599
Total	6,157	4,321	6,689	4,917	7,628	7,230	10,714	10,420

Container cargo

The following table provides details of containers and container cargo discharged and loaded at Victorian ports in 1983-84 and 1984-85. All statistics relating to containers are expressed in terms of 20 foot units. A 40 foot container is recorded therefore as 2 twenty foot equivalent units (or TEUs).

OVERSEAS SHIPPING, CARGO DISCHARGED AND LOADED BY VICTORIAN PORTS

Port	Year	Number of containers		Cargo (a)		
		Empty TEUS	TEUS with cargo	Container	Other	Total
			DISCHARGED			
Melbourne						
	1983-84	5,567	133,503	2,559,591	1,989,648	4,549,239
	1984-85	5,491	161,458	3,014,478	1,943,912	4,958,390
Geelong						
	1983-84	720	79	789	1,453,637	1,454,426
	1984-85	1,324	402	6,864	1,509,404	1,516,268
Western Port						
	1983-84	—	—	—	11,974	11,974
	1984-85	3	115	2,315	100,893	103,208
Portland						
	1983-84	26	28	409	140,757	141,166
	1984-85	—	—	—	110,784	110,784
Total						
	1983-84	6,313	133,610	2,560,789	3,596,016	6,156,805
	1984-85	6,818	161,975	3,023,657	3,664,993	6,688,650
			LOADED			
Melbourne						
	1983-84	28,931	94,895	1,633,766	714,750	2,348,516
	1984-85	43,243	115,516	1,785,908	772,310	2,558,218
Geelong						
	1983-84	3	1,717	32,663	1,847,731	1,880,394
	1984-85	—	3,996	76,664	3,223,866	3,300,530
Western Port						
	1983-84	—	31	499	2,371,304	2,371,803
	1984-85	—	—	—	3,234,472	3,234,472
Portland						
	1983-84	1	10	144	1,027,321	1,027,465
	1984-85	—	1	16	1,621,017	1,621,033
Total						
	1983-84	28,935	96,653	1,667,072	5,961,106	7,628,178
	1984-85	43,243	119,513	1,862,588	8,851,665	10,714,253

(a) Measured in revenue tonnes.

Port Phillip Sea Pilots

Forty-five former shipmasters operate the Port Phillip Pilot Service, seventeen 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 having 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 1979-80 to 1984-85. Although the number of ships has remained relatively steady, tonnes carried have risen markedly because of larger vessels such as container, roll on-roll off, tankers, and very large car carriers.

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
1979-80	3,988	683	1982-83	3,656	672
1980-81	3,646	671	1983-84	3,776	683
1981-82	3,854	722	1984-85	3,987	613

Port of Melbourne Authority

Information relating to the Port of Melbourne Authority can be found on pages 555-8 of the *Victorian Year Book* 1985.

Port of Geelong Authority

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

Entrance to the Port is by twenty-four kilometres of channel dredged to a depth of eleven 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 Port Authority operates a commercial slipway for vessels up to 1,000 tonnes, and a container berth equipped with a forty tonne single-lift crane. Trade of the Port for 1985 totalled 6,767,379 tonnes (imports 2,152,794 tonnes, exports 4,614,585 tonnes). This compares with 7,136,705 tonnes for 1984 (imports 2,037,278 tonnes, exports 5,099,427 tonnes).

Port of Portland Authority

The Port of Portland Authority is a statutory body which operates under the *Port of Portland Authority Act* 1958.

Principal commodities handled at the Port include bulk grain, livestock, fertiliser components, woodchips, timber, and petroleum products.

Overall trade during 1984-85 amounted to 2,010,878 tonnes. Exports accounted for 1,739,232 tonnes of trade, an increase of 73 per cent over the preceding year while import trade decreased by 24 per cent to 271,646 tonnes.

The following table shows particulars of shipping, trade, and financial operations for the Port of Portland Authority:

PORT OF PORTLAND AUTHORITY, TRADE AND SHIPPING SUMMARY

Year	Trade vessels	Other vessels	Gross tonnage	Total exports (tonnes)	Total imports (tonnes)	Total trade (tonnes)
1979-80	165	10	2,885,022	1,438,993	474,355	1,913,348
1980-81	139	30	2,351,153	1,115,257	513,522	1,628,779
1981-82	118	32	2,084,263	851,113	452,027	1,303,140
1982-83	110	32	n.a.	381,147	468,981	850,128

PORT OF PORTLAND AUTHORITY, TRADE AND SHIPPING SUMMARY – *continued*

Year	Trade vessels	Other vessels	Gross tonnage	Total exports (tonnes)	Total imports (tonnes)	Total trade (tonnes)
1983-84	215	36	2,262,782	1,000,088	359,099	1,359,187
1984-85	140	13	n.a.	1,739,232	271,646	2,010,878

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 sixteen 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 forty-two kilometres from the entrance to the northern extremity of the inlet.

WESTERN PORT, PORT TRADE

Year	Petroleum products		Steel	
	Tankers	Tonnes	Ships	Tonnes
		'000		'000
1978-79	368	10,799	89	703
1979-80	335	11,142	94	759
1980-81	362	10,423	77	758
1981-82	312	10,045	96	818
1982-83	310	9,567	89	757
1983-84	326	12,599	89	834

AIR TRANSPORT

Civil aviation

Administration

The Air Navigation Act and Regulations in Victoria are administered by the Commonwealth Department of Aviation through its Regional Director in Melbourne. Information concerning the functions of the Department of Aviation can be found on page 561 of the *Victorian Year Book* 1985.

Victorian aerodromes

The major aerodromes in Victoria are owned and operated by the Commonwealth Government through the Department of Aviation. 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 seven Commonwealth Government-owned aerodromes as well as thirty-three licensed aerodromes. 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.

The assistance authorised by the Commonwealth Government to Victorian local authorities for aerodrome works during the year ending 30 June 1984 was $344,585 for development, and $509,831 for maintenance works.

In addition to these main aerodromes, there are hundreds of authorised landing areas which serve the needs 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 6,588 licensed private aeroplane pilots in Victoria at 30 June 1984.

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 1983, over 64,100 training hours were flown by training organisations in Victoria and over 71,400 to June 1984.

Charter operation

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. At 30 June 1983, there were ninety-eight Victorian based operators licensed to conduct charter operations and over 30,700 hours were flown by these organisations; at 30 June 1984, there were ninety-seven operators and over 32,000 hours flown.

Commuter operations

At December 1985, Victorian commuter services were approved to operate between the following centres on a regular basis: Essendon – Flinders Island – Launceston – Hobart, Essendon – Smithton – Strahan – Queenstown – Hobart, La Trobe Valley – Launceston, Melbourne – Albury – Wagga Wagga, Melbourne – Merimbula – Cooma, Melbourne – King Island, Melbourne – Portland, Melbourne – Mount Gambier, Melbourne – Mildura, Mildura – Renmark – Adelaide, Mildura – Broken Hill, Phillip Island – Wynyard, Portland – Mount Gambier, Warrnambool – Hamilton – Essendon.

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 either domestic – Ansett Airlines of Australia, East-West Airlines, and Trans Australia Airlines, or international – Qantas Airways, Air Nauru, Air New Zealand, Alitalia, British Airways, CAAC (China), Cathay Pacific, Continental Airlines, Flying Tiger Line (for specialised cargo operations), Garuda Indonesian Airways, JAT (Yugoslavia), KLM Royal Dutch Airlines, Lufthansa, Malaysian Airline System, Olympic Airways, Philippine Airlines, Singapore Airlines, and Thai Airways International.

Gliding clubs

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

Control of air traffic

The control of air traffic is described on page 562 of the *Victorian Year Book* 1985. Special articles on Air Traffic Control and the Omega navigation facility can be found on pages 551-2 of the *Victorian Year Book* 1982.

Melbourne (Tullamarine) Airport

The development and facilities at Melbourne Airport are described on page 563 of the *Victorian Year Book* 1985.

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 1979 to 1984 were as follows:

DOMESTIC PASSENGER MOVEMENTS OF REGULAR AIR SERVICES, VICTORIA

Airport	Passenger movements					
	1979	1980	1981	1982	1983	1984
Melbourne	4,908,893	5,173,483	5,038,312	4,830,845	4,433,984	4,646,495
Mildura	22,283	21,238	18,415	15,191	(a)3,202	(a)
Hamilton	6,714	6,178	5,172	3,894	(a)1,334	(a)

(a) Routes taken over by commuter services.

The following table shows particulars for 1982 to 1984 of regular interstate and intrastate air services terminating in Victoria:

REGULAR INTERSTATE AND INTRASTATE AIR SERVICES TERMINATING IN VICTORIA

Particulars		Interstate			Intrastate		
		1982	1983	1984	1982	1983	1984
Kilometres flown	'000	46,960	44,322	44,574	613	(a)196	(a)
Passenger kilometres	'000	4,738,161	3,749,395	3,965,094	30,137	(a)3,215	..
Freight –							
Tonnes		88,295	87,950	87,459	49	(a)16	(a)
Tonne kilometres	'000	68,686	70,976	76,229	18	(a)6	(a)
Mail –							
Tonnes		7,670	7,567	7,948	—	—	—
Tonne kilometres	'000	7,106	7,096	7,402	—	—	—

(a) Routes taken over by commuter services.

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

AIRCRAFT REGISTERED AND LICENCES ISSUED

Particulars	1979	1980	1981	1982	1983	1984
Registered aircraft	1,531	1,562	1,460	1,436	1,403	1,509
Student pilot licences	5,436	5,613	5,651	6,200	6,004	6,425
Private pilot licences	5,548	5,825	6,267	6,624	6,581	6,588
Commercial pilot licences	1,043	1,187	1,309	1,507	1,555	1,697
Airline pilot licences	1,294	1,365	1,463	1,563	1,522	1,485
Aircraft maintenance engineer licences	1,337	1,390	1,466	1,335	1,355	1,393

MELBOURNE (TULLAMARINE) AIRPORT

Particulars	1979	1980	1981	1982	1983	1984
Domestic aircraft movements	70,065	72,028	66,500	61,484	57,497	57,488
Domestic passengers embarked	2,451,235	2,584,332	2,518,313	2,414,298	2,210,982	2,322,042
Domestic passengers disembarked	2,457,658	2,589,151	2,519,999	2,416,547	2,223,002	2,324,453
International aircraft movements	9,131	9,907	9,719	10,710	9,473	10,574
Passengers arriving from/departing to overseas	893,210	971,376	955,784	968,002	919,836	1,043,546

TOURISM

Survey of Tourist Accommodation Establishments

Detailed information concerning this survey, including definitions and types of establishment, can be found on pages 389-91 of the *Victorian Year Book* 1983.

HOTELS, MOTELS, AND GUEST HOUSES WITH FACILITIES: NUMBER OF ESTABLISHMENTS, OCCUPANCY RATES, AND TAKINGS; BY STATISTICAL DIVISION, VICTORIA, 1984-85

Statistical division	Number of establishments (June qr 1985)	Capacity at 30 June 1985		Room occupancy rates (per cent)				Bed occupancy rates (per cent)				Takings from accommodation
		Guest rooms	Bed Spaces	September qr 1984	December qr 1984	March qr 1985	June qr 1985	September qr 1984	December qr 1984	March qr 1985	June qr 1985	
												$'000
Melbourne	178	8,566	21,863	61	65	68	62	37	40	42	36	107,243
Barwon	50	993	2,908	36	46	60	41	22	28	41	26	5,829
South Western	50	1,038	2,968	36	49	57	50	20	30	38	30	5,743
Central Highlands	38	740	2,289	56	59	65	63	34	38	42	39	5,784
Wimmera	37	609	1,828	47	50	49	50	27	29	30	29	3,567
Northern Mallee	50	1,367	4,171	59	57	51	60	38	36	34	39	9,691
Loddon-Campaspe	61	985	2,915	52	53	57	58	33	34	38	37	6,664
Goulburn	69	1,197	3,609	46	41	42	39	29	24	25	23	6,462
North Eastern	75	1,424	4,273	50	35	36	42	36	21	25	28	8,370
East Gippsland	51	1,011	3,008	41	50	61	49	25	30	42	31	6,256
Central Gippsland	38	717	1,926	39	39	46	41	22	22	28	24	3,240
East Central	30	583	1,747	31	42	48	36	22	28	34	25	3,203
Total	727	19,230	53,505	53	55	59	55	32	33	37	33	172,049

CARAVAN PARKS: NUMBER, CAPACITY, SITE OCCUPANCY RATES, AND TAKINGS FROM ACCOMMODATION, BY STATISTICAL DIVISION, VICTORIA, 1984-85

Statistical division	Number of establishments	Capacity at (June qr 1985)				Site occupancy rates (per cent)				Takings from accommodation (four quarters)
		Powered sites	Unpowered sites	Cabins, flats, etc.	Total capacity	September qr 1984	December qr 1984	March qr 1985	June qr 1985	
										$'000
Melbourne	58	5,054	1,006	69	6,129	15	33	49	19	4,538
Barwon	48	7,421	1,325	356	9,102	5	16	39	9	4,625
South Western	35	3,573	1,492	60	5,125	6	16	29	12	2,364
Central Highlands	19	1,335	555	17	1,907	16	19	33	23	1,230
Wimmera	21	1,178	901	60	2,139	12	17	18	18	957
Northern Mallee	28	2,232	804	40	3,076	23	22	28	29	2,665
Loddon-Campaspe	30	2,887	827	21	3,735	13	22	27	20	1,783
Goulburn	37	3,188	1,631	30	4,849	10	14	23	15	1,651
North Eastern	34	3,048	1,340	83	4,471	10	13	25	16	1,928
East Gippsland	64	3,520	2,048	126	5,694	9	15	27	13	2,915
Central Gippsland	27	1,673	933	15	2,621	8	14	24	11	837
East Central	27	2,234	563	31	2,828	4	13	29	9	1,409
Total	428	37,343	13,425	908	51,676	10	18	31	15	26,902

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