

Chapter 18

TRANSPORT and COMMUNICATION

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Chapter 18

TRANSPORT and COMMUNICATION

Early Tasmania relied on ships for sustenance, cultural links with the outside world and for local transport and exploration. A need for self-reliance, and the availability of convict labour, led to early road building. From 1815, substantial exports of food and produce to Sydney commenced, further accelerating requirements for efficient, reliable transport.

The advent of railways and of mechanised transport generally, soon spread to Tasmania. Although Tasmania lacks the scale of distance of mainland Australia, its terrain often proves challenging. Today, modern land, sea and air transport are nonetheless widely available.

As well as efficient transport, Tasmania, as an Island State, is also heavily reliant on communication technology.

Australia is about to enter a new era of access to television, radio, telephone data, education services and many other ways of information communication. The launching of Aussat I and II in 1985 meant Australia joined a select group of countries with their own satellite systems. The Tasmanian link with Aussat is an earth station located in a disused quarry near Hobart.

The benefits of Aussat include: direct broadcasting of television and radio services to remote areas; the provision of two-way connections to receivers-transmitters in remote areas, for vastly improved air navigation and voice-data communications with aircraft and to provide Telecom with the means to introduce telephone services to remote areas.

18.1 TRANSPORT

Almost every sector of the community relies on the transport industry. Without road, water air and rail transport the lifestyle and conveniences that we now take for granted would not be possible. Although road transport is the oldest and most frequently used means of transport, all sectors contribute significantly to the life and economy of the State.

18.1.1 Road

In 1807 the first road in Tasmania, a four km link between Hobart and New Town, was built.



Just 11 years later, the 199 km Great North Road from Hobart to Launceston was completed. The State now has almost 23 000 kilometres of roads and highways of which some 39 per cent are sealed.

Because of the State's small size, road distances between the major centres of population, are short by comparison with the other Australian States. No major centre is more than 420 kilometres from the capital.

Although the road network is probably as good as anywhere in relation to the volume of traffic carried, there are always improvements to be made and additional routes to be constructed.

DISTANCES BETWEEN MAJOR TASMANIAN CENTRES
(kilometres)

	Burnie	Campbell Town	Deloraine	Devonport	George Town	Hobart	Launceston	Port Arthur	Queenstown	St Helens	Scottsdale	Smithton	Somerset	Swansea	Ulverstone	Wynyard	Zeehan
Burnie	-	197	97	48	152	326	148	399	181	294	211	86	7	264	30	18	154
Campbell Town	197	-	100	149	118	132	67	204	253	122	131	281	201	68	165	213	282
Deloraine	97	100	-	49	89	228	50	304	205	198	111	185	105	168	69	117	247
Devonport	48	149	49	-	106	278	100	353	229	247	171	134	55	218	19	66	202
George Town	152	118	89	106	-	250	51	321	305	216	73	238	159	186	124	170	306
Hobart	326	132	228	278	250	-	198	100	258	253	263	413	333	137	297	345	296
Launceston	148	67	50	100	51	198	-	271	254	165	63	234	155	136	119	166	296
Port Arthur	399	204	304	353	321	100	271	-	358	307	335	485	406	182	373	421	392
Queenstown	181	253	205	229	305	258	254	358	-	374	317	245	175	322	211	184	38
St Helens	294	122	198	247	216	253	165	307	374	-	99	381	302	123	267	312	412
Scottsdale	211	131	111	171	73	263	63	335	317	99	-	294	215	222	181	229	365
Smithton	86	281	185	134	238	413	234	485	245	281	294	-	79	353	116	68	217
Somerset	7	201	105	55	159	333	155	406	175	302	215	79	-	271	37	12	147
Swansea	264	68	168	218	186	137	136	182	322	123	222	353	271	-	233	281	350
Ulverstone	30	165	69	19	124	297	119	373	211	267	181	116	37	233	-	48	184
Wynyard	18	213	117	66	170	345	166	421	183	312	229	68	12	281	48	-	151
Zeehan	154	282	247	202	306	296	296	392	38	412	365	217	147	350	184	151	-

New Road Works

Major works completed during 1986-87 were the sealing of the Lake Leake main road and the opening of the first section of the new West Coast link road program, the new road extending Rebecca Road to Couta Rocks. Other major works completed during 1986-87 included the Burnie Expressway Stage B, the Huon Highway reconstruction from Vines Saddle to Grove, the deviation of the Tasman Highway from Fingerpost Road to Black Charlie's Opening and the reconstruction of the Tasman Highway between Branxholm and Derby.

On National roads, work was continued on the Launceston Southern Outlet from Breadalbane to Strathroy. In the north-west, sections of the Bass Highway widening from Don Hill to Forth River were completed, and work continued on the Turners Beach Road overpass. The Burnie Expressway was completed.

Significant progress was made on arterial roads. In the south, work continued on the duplication of the Southern Outlet from Olinda Grove to Kingston. A major project expected to improve traffic flow around Hobart was the extension of Davey Street from Hunter Street to the Tasman Highway.

The construction of the Davey Street Extension provided the Department of Main Roads

with a new form of challenge. The route traversed areas of historical importance, including the Hunter Island Causeway, Wapping and the Gas Works site. In order to meet the requirements of the Commonwealth Acts, under which the funds for the project were provided, the Australian Heritage Commission had to be satisfied that the construction would not destroy items of national significance. The Department employed an archaeologist to excavate and record the foundations on the line of the extension. During these excavations the Hunter Island Causeway was found in a relatively intact state, foundations of buildings were recorded and artefacts collected. The construction then proceeded with the necessary approvals.

Several projects have been undertaken in the north-west with the intention of opening up the region for tourism and trade purposes. Work continued on the Guilford-Hampshire link road project; the Hellyer River bridge was virtually completed and construction of the Wey River bridge continued. Construction works were carried out on the Que River to Learys Corner Link Road and the Smithton to Zeehan corridor.

Road Signing: During the 1986-87 financial year the signing of the State Road network was completed, apart from a few isolated locations within the Launceston and Hobart urban areas. Some of these locations have been or will be

affected by roadworks and consequently signing was deferred. 'Overtaking Lane x km Ahead' signs were introduced in the south-east district, ultimately to be used state-wide.

Diagrammatic Lane Allocation Warning Signs were installed on the three-lane sections of the main arterial roads leading into Hobart.

Motor Vehicles

In 1910, with a total of 400 motor vehicles registered, including motor cycles, there were two vehicles for every 1000 people. By June 1986, 86 per cent of Tasmanian households owned at least one motor vehicle. Many owned more; only 12 per cent of households did not have a car.

18.1 HOUSEHOLDS WITH MOTOR VEHICLES (a), TASMANIA, 1986

Vehicles	Households	Percentage
0	17 213	11.5
1	59 983	40.1
2	50 194	33.6
3	13 284	8.9
4 or more	5 231	3.5
Not stated	3 553	2.8
Total	149 458	100.0

(a) Excludes motor bikes, motor scooters and tractors.

According to the 1986 Census driving a car was by far the most frequently used method of travelling to work. Indeed Tasmanians rely on the car for getting to work to a significantly greater extent than do people in other Australian States. Public transport is used much less in Tasmania than in other States, particularly New South Wales and Victoria.

18.2 MODES OF TRAVELLING TO WORK, 1986 (%)

State	Car		Train, tram, bus or ferry
	Drive	Passenger	
NSW	61.5	9.9	19.2
Victoria	67.1	9.8	14.7
Queensland	66.4	11.4	9.2
SA	68.3	10.0	10.8
WA	69.8	10.9	9.5
Tasmania	70.3	12.6	6.5

Per head of population, Tasmania has had the highest rate of car ownership in Australia since 1985 when Western Australia was ranked first Queensland second and Tasmania third.

18.3 MOTOR VEHICLES REGISTERED, AUSTRALIAN STATES, 1987

State	Number of vehicles on register	Vehicles per 1 000 of population
NSW	3 041 800	543
Victoria	2 529 400	601
Queensland	1 575 900	589
SA	834 900	599
WA	906 100	606
Tasmania	274 900	612
Australia	9 374 300	577

Road Toll: The road toll for Tasmania in 1987 was 77 persons killed and 1 959 injured. The number of fatalities decreased by 14 compared with 1986 and over time has continued to decline significantly as a proportion of vehicles registered.

18.4 TASMANIAN ROAD TOLL (per 10 000 registered vehicles)

Year	Persons killed	Persons injured
1966	8.1	163
1971	8.1	127
1976	5.3	115
1981	4.7	96
1986	3.3	75
1987	2.8	71

Buses

Preference for the family car for such journeys as travelling to work has resulted in decreasing patronage of public transport. Only 5.2 per cent of employed persons used a bus to travel to work in 1986, compared to 8.1 per cent in 1981.

Within the urban areas of Hobart, Launceston and Burnie, the provision of public transport is the responsibility of the Metropolitan Transport Trust. To stem the declining patronage over recent years, the MTT has attempted to attract or win back passengers with a range of fare packages.

18.5 MTT PASSENGERS, TASMANIA ('000)

Year	Hobart	Launceston	Burnie
1980-81	12 089	3 304	1 008
1982-83	10 624	2 833	861
1984-85	10 772	2 858	904
1986-87	10 502	2 841	904

Concession fares are available to children up to the age of 14, full-time school students and pensioners. Of the total passengers carried on

scheduled services, 67.2 per cent paid concession fares and 32.8 per cent paid full adult fares during 1986-87. Of the concession passengers 56.1 per cent were child/student passengers and 43.9 per cent adult concession passengers.

A wide range of discounted periodical fares are available to passengers. Weekly and monthly tickets were introduced on 30 June 1985 for full fare adult passengers and student/child passengers to provide a substantial discount against single trip tickets. Of these passengers an estimated 21.5 per cent used periodical tickets during 1985-86, 15.1 per cent of all passengers carried.

A long term bus replacement program to improve operating efficiency and to make public transport more attractive by the use of modern comfortable buses continued. Many of the buses will be assembled in Tasmania after the Tasmanian Development Authority successfully negotiated with Ansair to establish a vehicle building factory at Kingston. The first Tasmanian built bus was expected to be delivered in June 1988 with additional deliveries being made fortnightly.

Construction of a new bus body repair workshop was completed at the MTT's Mornington bus maintenance facility.

Bus for Disabled: The MTT took delivery of a prototype 'kneeling' bus especially designed for aged and disabled people. The bus is designed to allow the driver to lower the front of the bus to kerb height to make it easier for passengers to get on and off. The 'kneeling' action occurs when air is let out of a bag near the front left suspension and then re-inflated, an operation taking about four seconds. The bus is the first public transport bus in Australia to have the device. Other features of the bus include a very low floor, larger raised seats, a passenger-operated centre door, a central luggage area and low exhaust emissions. It also has a totally enclosed engine which makes it quiet, particularly for passengers.

18.6 MTT OPERATING STATISTICS, 1986-87

Passenger journeys —	
Hobart	10 501 000
Launceston	2 840 000
Burnie	904 000
Vehicle — kilometres	9 775 427
Income (\$)	7 805 555
Expenditure (\$)	21 387 049
Employment —	
Hobart	429
Launceston	105
Burnie	27

18.1.2 Water

Tasmanian Aboriginals are thought to have used 'canoes' made from sheets of bark stripped from stringy-bark gum trees as the first known form of water transport in Tasmania. The crude, unseaworthy nature of these craft was in stark contrast to the comparatively modern ships which brought the early explorers and settlers to Tasmania. Sea transport is the dominant means of transporting goods to and from Tasmania. During 1986-87, 10.8 million mass tonnes of cargo were carried through Tasmanian ports.

Ships

Tasmania's sea cargo is handled at four main ports, Hobart, Launceston, Devonport and Burnie. During 1986-87, 1 804 ship visits were made to these ports.

Holyman Ends 120 Years of Service

In 1987 the last ship in a long line of Holyman vessels, *Mary Holyman*, sailed Bass Strait for the last time. The voyage ended 120 years of shipping service provided by the Holyman shipping company.

The shipping line was established by the original William Holyman. The son of a ship's captain, William went to sea as an apprentice at the age of 15 and sailed for six years before settling at Torquay (East Devonport) on the eastern side of the Mersey. He bought an 18 tonne vessel in 1861 and began a shipping service from Launceston to Port Sorell, Devonport, Latrobe, Don, Forth, Ulverstone, Penguin and Burnie. At the time, road communication was poor and business opportunities good and the service proved profitable. At varying periods the Holyman family had up to eight ships in service.

By 1885 the shipping line faced a crisis. A railway had been built from Launceston to Devonport, providing an alternative to Holyman's cargo trade. They converted to steam powered vessels and began carrying passengers. The company continued to expand opening up cargo routes to the Bass Strait islands, Melbourne and Adelaide.

William Holyman died in 1919 at the age of 86. His second son, William, died two years later, leaving five of his sons to carry on the business.

About 16 years ago the Holyman shipping interests were integrated with those of the Union Steamship Company.

Chronology of Major Transport Events

24 November 1642	The Dutch explorer Abel Tasman made the first European sighting of Tasmania.
12 February 1807	The first crossing of Tasmania from north to south was completed.
1 February 1832	The <i>Surprise</i> became the first steamship to operate in Tasmania. It plied between Hobart and Bellerive.
10 February 1871	The Launceston to Deloraine Railway commenced operation.
1 October 1890	Tasmanian Government Railways took over the Tasmanian Main Line Railway Company.
21 September 1893	Hobart Electric Tramway Company commenced operation.
1 February 1909	The Police Department commenced registering vehicles and licensing drivers.
17 December 1919	A.L. Long in a Boulton and Paul biplane made the first flight across Bass Strait between Smithton and Torquay.
26 January 1937	The first traffic lights in Tasmania commenced operation on the Liverpool/Elizabeth Sts corner in Hobart.
1 July 1939	The Transport Commission commenced operation.
22 December 1943	The Hobart Bridge linking western and eastern suburbs was opened.
1 July 1955	The Metropolitan Transport Trust took over Hobart tram and bus services.
23 June 1956	The new Hobart Airport was officially opened.
2 October 1959	The <i>Princess of Tasmania</i> entered service on the Devonport–Melbourne run, the first roll on–roll off vessel to serve Tasmania.
17 August 1964	The Tasman Bridge was opened for traffic.
13 September 1966	The first jet airliner to service Tasmania landed in Hobart.
29 October 1966	Launceston's new airport was opened.
7 December 1968	The Government operated Green Coach Lines was disbanded and the services taken over by Ayers Coach Services.
5 January 1975	The Tasman Bridge was hit by ANL vessel, <i>Lake Illawarra</i> , breaking the link between Hobart's eastern and western suburbs.
1 July 1975	Ownership of Tasmanian Government Railways passed to the Australian National Railways Commission.
8 October 1977	The Tasman Bridge re-opened.
28 July 1978	All rail passenger services in Tasmania were terminated.
6 January 1982	Random breath testing of motor vehicle drivers was introduced.
1 July 1983	The Division of Road Safety was transferred from the Police Department to Transport Tasmania.
1 July 1985	The <i>Abel Tasman</i> commenced regular services between Melbourne and Tasmania when it departed Station Pier, Melbourne, bound for Devonport.
30 March 1987	Qantas replaced its direct Hobart–Auckland service with a service via Melbourne to allow direct transfer to overseas destinations.

Ferries

Derwent River

Hobart's ferry service is almost as old as Sydney's but the opening in 1943 of the floating bridge caused a decline in ferry numbers. When the *Lake Illawarra* struck the Tasman Bridge severing the link between the eastern and western shores of the Derwent River all that was available as a replacement was one vintage river ferry, one old car ferry and two modern cruise boats which had been trying to develop a tourist trade.

The tragedy resulted in the biggest upheaval in the tourist boat and ferry trade since steam came to Australia more than 150 years before. In 1975 Sullivans Cove Ferries put three new ferries into service and leased a hover-ferry. The State Government built a cable punt, obtained two old ferries from Sydney (one unusable) and one from Hong Kong which required substantial changes to facilities onshore. In addition many cruise boats quickly came to Hobart from other parts of Tasmania.

Of the four original boats on hand on 5 January 1975, only the 1912 built *Cartela* is still in use as a cruise boat in Hobart. The *Cartela* is now taking advantage, as are other ferries, of a renewed interest in tourist cruises on the Derwent.

Bruny Island Ferries

The State Government provides the only regular transport link to Bruny Island, south of Hobart. The service operates between Kettering on the Tasmanian mainland and Roberts Point on Bruny Island, a distance of 3.2 kilometres. Two ferries, *Harry O'May* and *Mangana* (as a back-up) operate the run. The *Harry O'May* is the former *Man On*, the ferry obtained from Hong Kong in 1975 by the State Government.

During 1986-87, 6906 trips were made and 84 896 vehicles were transported. There was a 4.7 per cent drop in the number of vehicles transported from 1985-86 to 1986-87. The decrease was attributed to an increase in fares, bad summer weather and the closing of the mutton bird season.

Bass Strait Passenger Ferry

The Bass Strait passenger ferry, *Abel Tasman* operates between Devonport and Melbourne making three return overnight crossings per week. Purchased by the State government in 1984, it attained an operating surplus of \$2.7 million in its second year of service. In January 1987 it carried its 300 000th passenger and established itself as a vital link in Tasmania's Bass Strait transportation services.

During 1986-87 the *Abel Tasman* carried 180 998 passengers and 48 334 vehicles.

18.1.3 Rail

On 1 July 1975 control of the State's railway system was transferred to the Commonwealth Government and in 1978 all regular passenger train services in Tasmania ceased.

For a number of years, Tasmania's rail system carried a declining number of passengers. As a result the service was withdrawn when budget restraints forced cutbacks in public expenditure. Today the State's rail system is used only to transport goods or to run an occasional tourist excursion.

In 1986-87 Tasrail moved 2 215 000 tonnes of freight, an increase of 1.3 per cent on 1985-86. Woodchip logs, coal, sulphuric acid and mineral clay traffics increased during the year. Tasrail is equipped to service the increased demand as a result of wagon upgrading. A total of 27 715 wagon loads of woodchip logs were delivered during the year. The significant increase over the previous year's performance was aided by increases in wagon capacity resulting from the accelerated air brake conversion program. Sulphuric acid traffic increased due to expansion by Tioxide at Heybridge.

**18.7 TASRAIL FREIGHT
('000 Tonnes)**

	1985-86	1986-87	%
Cement	335.9	301.1	-10.4
Sulphuric acid	108.6	116.9	+7.6
Woodchip logs	739.3	870.7	+17.8
Other logs	194.5	133.3	-31.5
Timber sawn	19.5	24.3	+24.6
Containers	333.2	296.9	-10.9
Coal	336.4	365.1	+8.5
Minerals — clay	40.2	44.2	+10.0
Fertiliser	67.1	57.5	-14.3
Goods n.e.c.	11.1	5.0	-55.0
Total	2 185.8	2 215.0	+1.3

Total Tasrail customer earnings during 1986-87 were \$22.4 million, an increase of 12.2 per cent from 1985-86. The loss incurred by Tasrail in 1986-87 was \$15.5 million. 1986-87 was the second year of the three year contract in which the Commonwealth Government agreed to pay revenue supplements to Australian National Railways to support Tasrail's continued operation. The revenue supplement for 1986-87 was \$17.8 million, a decrease of \$0.6 million from funds provided in 1985-86.

18.1.4 Air

Air transport provides a vital role in the maintenance and development of passenger and freight flows between Tasmania and the mainland — a role far more important than in other states where alternative additional transport modes for interstate movement of passengers and freight exist.

Australian, Ansett and East West provide regular domestic services to and from Tasmania. Qantas flies weekly from Hobart to Auckland, whilst Air New Zealand flies weekly between Hobart and Christchurch. Internally, Airlines of Tasmania, Scenic Air, Par Avion and Tasair provide passenger, charter and tourist flights within the State. Airlines of Tasmania and Promair connect King and Flinders Islands with centres in Victoria and Tasmania.

18.8 DOMESTIC AIR TRANSPORT, 1987

<i>Airports</i>	<i>Aircraft movements</i>	<i>Passengers ('000)</i>	<i>Freight (tonnes)</i>
Hobart	9 516	489	4 665
Launceston	10 554	353	27 780
Devonport	9 640	172	368
Wynyard	3 768	68	151

Hobart Airport is located 18 kilometres from the city and is ranked eighth in the volume of passengers handled at Australian terminals.

On 1 January 1988, the Federal Airports Corporation was vested with the operation of the airport, as well as 16 other major airports throughout Australia, including Cambridge and Launceston.

The airport has been developed to accommodate Boeing 747 aircraft operating to places as far away as Singapore. International operations to New Zealand are provided by Air New Zealand flying to Christchurch and Qantas to Auckland. A new international terminal building and extended runway were completed in 1985. The runway is 2 251 metres long and is serviced by modern radio navigation aids to permit all weather use.

Launceston Airport is also operated by the Federal Airports Corporation and is located some 16 kilometres south-east of Launceston City. The airport ranks as the next busiest to Hobart handling in excess of 400 000 passengers each year, and more freight than any other airport in Tasmania through Ipec, Australian and Ansett freight operations.

The Airport is the base for Airlines of Tasmania and the Flying Doctor Service, and is also used for commuter operations, flying training, light aircraft charter, and other aerial work operations.

Tasmania has nine other aerodromes at Cambridge, Devonport, Flinders Island, King Island, Queenstown, Smithton, St. Helens, Strahan, and Wynyard. Devonport and Wynyard airports have runways large enough to carry jet aircraft and handle regular passenger services to Victoria, while the remainder predominantly cater for internal commuter, charter and private aircraft services.

18.2 TELECOMMUNICATIONS

Modern business practices rely heavily on the ability to gather and communicate information effectively. Telecommunication services in Tasmania in 1987 continued to improve and expand to meet increased demand.

The responsibility for internal telecommunications such as telephones, telex, telegrams and similar services is vested in the Australian Telecommunications Commission (Telecom Australia), an Australian Government statutory authority.

18.2.1 Services

During the 12 months to June 1987, 15 382 new telephone services were installed in Tasmania. This brought the total telephone services in operation to 176 754.

18.9 TELECOMMUNICATIONS SERVICES, TASMANIA, JUNE 1987

<i>Services</i>	<i>Number</i>
Private telephones	175 641
Public telephones	1 113
Total telephones	176 754
Telex services	1 063
Datel services	2 891

During the year, the value of local and long distance calls was \$73.2 million; a further \$2.3 million worth of calls was registered at public telephones and 43 500 telegrams were lodged.

Other Services

The Datel service allows computers to communicate at various speeds using what are basically ordinary telephone lines. To do this, digital signals from the computer are converted by means of a data modem into a form which can be transmitted along the line in a similar manner

to the voice. At the other end, a modem converts the analogue signals back into a digital form. At 30 June 1987, 2 891 modems were in service in Tasmania.

Applications of datel technology include airlines reservations systems; seat availability, bookings and confirmation.

For business people, Telecom offers a manual mobile telephone service. The service is available through the national Mobile Net system. The 'cellular' network of base and switching stations connected to the general Telecom system allows better, more versatile reception than earlier technologies. Introduced in Tasmania in November 1987, to a region based on a 25 kilometre radius of Hobart, 54 services were initially connected. Further regions based on Launceston and the north-west will be established by July 1988.

Statewide and nationwide radio and television broadcasts are carried on Telecom's broadband network out to transmitting stations across the country; the same network also distributes the satellite programs from overseas, once they have been received in Australia.

Facsimile machines are used to send copies of drawings, graphs, handwriting or even photographs over the telecommunications network by connecting machines to ordinary telephone lines.

18.3 POSTAL SERVICES

The statutory authority, **Australia Post**, provides surface and airmail services, both within Australia and to and from other countries for the carriage of letters, cards, aerogrammes, newspapers, packets and parcels.

Special services provided include priority paid, cash on delivery, registered post, response services, private boxes and locked bags and several reduced rate services. It also operates an express courier service and electronic postal services.

Australia Post operates a money transfer service (money order), sells a range of packaging products (postpak), postal stationery and philatelic items and acts as an agent for many services of commonwealth, state and local government departments and authorities. It also acts as an agent for private-sector principals.

On behalf of private enterprise, post offices now issue insurance policies and accept premiums, display investment prospectus booklets, display and accept orders for flags and other promotional material.

Australia Post employs about 751 full-time and 93 part-time staff in Tasmania. Gross postal receipts for 1986-87 in the State were \$24.3 million; \$12.5 million was from the sale of postage stamps including philatelic sales.

18.10 POSTAL SERVICES, TASMANIA, 1987

Post Offices —	
Official	41
Non-official	185
Postal traffic ('000) —	
Standard letters	56 384
Total articles	64 705

Mail was distributed to 174 315 different delivery points throughout the State during 1986-87, 158 705 households and 15 610 businesses.

To meet the demand for a fast mail service Australia Post provides a wide range of electronic mail services. It is now possible to 'post' a letter by phone and have it delivered within two hours. This service (E-Post) has the advantage of continuing to operate after business hours.

18.4 NEWSPAPERS

by David Waters, Senior Lecturer, School of Librarianship, University of Tasmania.

Tasmanians have enjoyed a tradition of a vigorous and competitive press since early colonial days.

The colony's first newspaper, the *Hobart Town Gazette*, was produced by Andrew Bent in 1816. Publication continued until 1825, when Governor Arthur, who had been consistently criticised and attacked by Bent, gained control of the *Gazette* through the intriguing tactic of engaging alternative printers to publish an issue on 24 June with the same name and numbering as Bent's publication! The two publications continued in competition until 19 August, when Bent changed his paper's name to *Colonial Times and Tasmanian Advertiser*. Arthur brought successful libel actions against Bent in 1826 and 1827, and denied him a licence to publish. Several new publications appeared in the following decade, and by mid-century the two major present-day city newspapers were established: *The Examiner* (Launceston) in 1842, and *The Mercury* (Hobart) in 1854.

Although Tasmania's population is relatively small, it is rather decentralized, and for this reason *The Mercury* (average daily circulation about 54 000) and *The Examiner* (42 000) con-

tinue to flourish, along with a third regional newspaper, *The Advocate* (26 000), which serves the north-western part of the State. Each paper serves as the major printed source of news — local, national, and overseas — for the majority of people in its region. Each newspaper also produces a weekend edition: *The Sunday Tasmanian* (*The Mercury*) average circulation about 40 000; *The Sunday Examiner* (*The Examiner*), 43 000; and *The Weekender* (*The Advocate*), 14 000. These papers contain a miscellany of overseas and Australian items from the news agencies, some local reporting, and substantial magazine sections.

18.5 RADIO AND TELEVISION SERVICES

Radio and television broadcasting fall within the jurisdiction of the Commonwealth Government and are the responsibility of the Minister for Transport and Communications. Federal bodies which are directly involved include the Department of Transport and Communications, Australian Broadcasting Tribunal (ABT), Australian Broadcasting Corporation (ABC), Special Broadcasting Service (SBS) and the Australian Telecommunications Commission (ATC).

The Australian broadcasting system consists of three types of services:

- national radio and television services provided by the ABC and SBS;
- commercial radio and television services provided by commercial companies under licence;
- public radio services provided by non-profit making corporations under licence.

The Broadcasting Act 1942 governs the establishment and operation of commercial and public services. It also contains provisions relating to the SBS and the ABT. *The Australian Broadcasting Corporation Act* 1983 provides for the ABC. The Minister for Transport and Communications is responsible for developing policy, legislation and for planning of the overall system. The Minister is also responsible for approving the technical operation of services and for investigating interference to the transmission or reception of programs. The Department of Transport and Communications provides advice on all matters the Minister is responsible for, and in many instances undertakes functions on behalf of the Minister. An important function of the Minister is the consideration of all planning proposals for the establishment of radio and television services. For commercial and public services, once the Minister has approved proposals and invited applications for a licence, such applications are considered by the ABT.

National Broadcasting Services

The ABC currently provides one television service nationally, three radio services (two AM and one FM) in the capital cities (except Sydney which has two AM and two FM) and two radio services (one AM and one FM) in regional areas (although not all areas are yet receiving ABC FM). However, in November 1985, the Minister announced that draft plans had been issued to establish an extra ABC radio service, the Second Regional Radio Network, in regional areas.

The ABC is a major user of the new Australian satellite system, Aussat, and this enables people living in remote areas or areas in which it is extremely difficult to receive broadcasting signals by terrestrial means to receive ABC television and three ABC radio services. However, reception via satellite will only be possible with the necessary equipment.

The SBS is currently in the process of becoming a national service. The television service in Hobart commenced in early 1986. The television service is multicultural in theme and its programs reflect the many cultures of the world which exist in Australia. In Sydney and Melbourne, the SBS also operates a radio station broadcasting multilingual programs.

18.11 RADIO STATIONS IN OPERATION AT 30 JUNE 1985

Call sign	Classification	Location
7ZL	National	Hobart
7ZR	National	Hobart
7NT	National	Launceston
7QN (a)	National	Queenstown
7FG (a)	National	Fingal Valley
7SH (a)	National	St Helens
7HO	Commercial	Hobart
7HT	Commercial	Hobart
7AD	Commercial	Devonport
7BU	Commercial	Burnie
7EX	Commercial	Launceston
7LA	Commercial	Launceston
7QT	Commercial	Queenstown
7SD	Commercial	Scottsdale
7THE-FM	Public	Hobart
7HFC-FM	Public	Hobart
7LTN	Public	Launceston
7WAY	Public	Launceston
7RGY	Public	Geeveston
ABC-FM	National	Hobart Launceston

(a) Transmits, in the main, programs originating from 7NT.

Commercial Broadcasting Services

A commercial radio or television licensee is required under the *Broadcasting Act* to undertake to provide an adequate and comprehensive service to people within the service area of the

licensee and to use and encourage the use of Australian resources. Whether a licensee has met the undertaking is a matter of judgement for the Tribunal after considering all relevant information, including views and comment from interested members of the public through the licensing process. Commercial broadcasters receive most of their income from the broad-casting of advertisements. Commercial broadcasting licensees are required to pay licence fees annually.

Public Broadcasting Services

Public radio services have expanded rapidly throughout Australia since 1978 when the then Minister announced policy guidelines for its development. From 12 stations in 1978, the sector now comprises over 70 services in 1987. There are five public radio stations in Tasmania. Funds may come from a variety of sources including government and non-government grants, subscriptions and sponsorship announcements. Public radio services are essentially local in focus and may program material which reflect the wide range of interests, informational, cultural and educational, in each service area.

18.12 TELEVISION STATIONS IN OPERATION, 30 JUNE 1987

Call sign and channel	Area	Transmitter location
National —		
ABT 2	Hobart	Mt Wellington
ABNT 3 (a)	NE Tasmania	Mt Barrow
ABKT 11 (a)	King Island	Gentle Annie Hill
SBS	Hobart	Mt Wellington
Commercial —		
TVT 6	Hobart	Mt Wellington
TNT 9	NE Tasmania	Mt Barrow

(a) Transmits programs originating from ABT 2.

Program and Advertising Standards

Commercial and public licensees are required to meet the Tribunal's standards. The ABC is required to have regard to the standards but are not obliged to meet them. The standards include requirements relating to Australian content, the acceptability of program material, duration and suitability of advertisements and, in the case of television, special provisions relating to children's programs.

Microwave Links, Intrastate Relays and Translator Stations

The prime sources of programs in Hobart are the commercial and national studios which are linked to their Mt Wellington transmitters (TVT 6 and ABT 2) by microwave links; the commercial studio in Launceston feeds programs to its Mt Barrow transmitter (TNT 9) by the same method.

As there is no national studio at Launceston, the transmitter on Mt Barrow (ABNT 3) relays the Hobart national programs through the broad-band radio link. A similar service is also available to commercial stations.

18.13 TELEVISION TRANSLATOR STATIONS IN OPERATION AT 30 JUNE 1987

Area served	Local channel	
	National	Commercial
Burnie	4	10
Derby	..	11
East Devonport	48	51
Lileah	8	6
Maydena	..	8
Montumana	56	53
Penguin	60	..
Queenstown-Zeehan	4	8
Rosebery-Renison Bell	1	10
Savage River-Luina	4	7
Smithton	4	11
South Launceston	1	11
St Helens	0	7
St Marys-Fingal Valley	1	11
Strahan	10	..
Strathgordon	5	8
Swansea-Bicheno	4	8
Taroona	..	8
Ulverstone	59	..
Waratah	2	11
Wynyard	1	5A

18.6 REFERENCES

ABS Publications Produced by the Tasmanian Office:

Motor Vehicle Census, Tasmania, (9309.6), irregular.

Motor Vehicle Registrations, Tasmania, (9303.6), monthly.

Road Traffic Accidents Involving Casualties, (9405.6), quarterly.

Road Traffic Accidents Involving Casualties, (9406.6), annual.

Other Publications:

Australian Postal Commission, *Annual Report 1986-87*.

Australian Telecommunications Commission, *Annual Report 1986-87*.

Metropolitan Transport Trust, *Annual Report, 1985-86*, Tasmanian Government Printer, Hobart.

Australian National Railways Commission, *Annual Report*.