

Ministry of Transport

MOVING AHEAD



1983-1984



ON THE MOVE... A MESSAGE FROM THE MINISTER:

VICTORIA'S Transport operations are at last on the move and headed towards the year 2000. In the past 18 months the Cain State Government has been developing new methods to ensure that existing transport systems in the State are expanded and improved to meet the needs of all Victorians.

By getting transport moving Victoria benefits in many ways — through capital works which in turn generate employment; through better services, which in turn enhance the quality of life.

During 1982-83 the Ministry of Transport set about re-shaping the tired old transport authorities. Today, there are four stream-lined authorities geared to achieve Government goals in such diverse areas as public passenger transport, freight haulage, road construction and road regulatory services, traffic management and safety programs.

Also the Ports and Harbors have come under

the umbrella of the Transport Ministry, so too has the Grain Elevators Board. The activities of the ports and harbors and the GEB are vital cogs in the total transport machine.

Early in 1984 the Government will release its Statement on Transport — Transport Strategy — Priorities and Programs (1983/4 to 1985/6) — which will direct initiatives over the next 10 years. It is essential that sound planning is done to pave the way for future developments to Keep Victoria on the move.

STEVE CRABB

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MOVING AHEAD

On the first day of this financial year, a completely restructured Transport Ministry began operations. The object is to get transport on the move in Victoria.

This restructuring now enables clear corporate goals to be developed and achieved. Some of these goals have already been developed and the Government intends to ensure that as each target is reached new achievement targets are set.

The Ministry of Transport and its authorities have already introduced initiatives which are providing new and additional services.

- New suburban trains costing \$78 million this financial year are also being put into service and in the country \$26 million is being spent on new passenger trains.
- A new metropolitan public transport ticketing system has been developed and its introduction is a highlight of this financial year.
- The rationalisation and integration of private bus systems within the entire public transport systems in Melbourne and in country areas is continuing.

- Parliament Station is being completed this financial year and work is continuing on the Loop Station, Flagstaff. Total cost this financial year will be \$29 million.
- New trams are being introduced along with Australia's first articulated light rail vehicles which will see \$21 million spent this financial year.
- The go-ahead has been given for the linking of the Mulgrave and South Eastern Freeways with a four-lane arterial road through Malvern. Initial expenditure this financial year will be \$4.7 million.
- Taxi systems for the disabled are now well established in Melbourne and in Geelong, Ballarat and Bendigo, providing half-fare travel for registered users. This financial year the program will cost \$1.75 million and reach up to 20,000 people.
- Highway road funding tops \$94 million this financial year and Municipal road funding has been increased with \$140 million being spent on municipal road projects.
- In the road safety area the on-going rail crossing boom barrier program will see a further 15 barriers commissioned at a cost of \$2.5 million.

MOVING COSTS

The State's Transport Budget has topped the \$2 billion mark for the first time, a figure that ensures that the Transport portfolio ranks among the top "corporations" in the country. Few private, let alone Government organisations anywhere in Australia have such a massive budget.

The 1983-84 figures cannot be directly compared with the \$1550.9 million detailed in the previous financial year as the Ministry of Transport now includes the activities of the Ports and Harbours.

The expenditure is equivalent to an individual

WHAT TRANSPORT COSTS

	\$Million 1982/83	Actual 83/84
Improving Existing Services	453.7	666.6
Extending the Range of Services	46.0	61.1
Making Travel Safer	21.8	42.5
Sub Total	521.5	770.2
Operating the Services	1062.5	1216.9
Borrowing and Finance Costs	107.6	154.5
Total.....	1691.6	2141.6

cost almost \$500 per man, woman and child in this State.

Among the major areas of expenditure:

- \$823 million will be required to operate and maintain existing public transport systems;
- \$379 million will be invested in upgrading the entire public transport system;
- \$512 million will be used on extending, maintaining and improving the State's road network; and
- \$43 million is to be used on upgrading ports and associated facilities.

HOW YOUR \$ IS SPENT

	82-83	83-84
Improving Quality of Service	31c	36c
Operating the Service	69c	64c
		<u>100c</u>
Operating Wages	34c	28c
Material and other costs	58c	65c
Finance Costs	8c	7c
		<u>100c</u>



BALANCING THE TRANSPORT DOLLARS

EVERY Victorian contributes in some way in funding the entire transport system, whether from train, tram or bus fares, taxi fares, at the petrol pump, or from motor registration or freight charges.

Part of the significant increases in the Transport Budget for this financial year is to implement major upgrading programs to expand and improve road, and port services.

These programs are intended to make the system more efficient, and in the public transport and freight sectors, to attract more passengers and freight business.

Such programs have to be paid for by over-the-counter charges such as passenger fares and freight fees, through the public purse and through modern funding arrangements such as loans and leasings.

The tables provide details of where the budget funds comes from:

WHO PROVIDES THE MONEY

	\$Million 1982/83	Actual 83/84
WHAT YOU PAY:		
Fares	141.0	162.8
Motor Vehicle Charges	269.3	279.6
Freight Charges	108.6	155.9
Shipping	89.0	98.9
Grain Handling Charges	10.0	66.0
GOVERNMENT GRANTS AND SUBSIDIES		
State	510.1	549.2
Local	3.8	4.0
Federal	169.0	265.8
BORROWINGS	138.4	153.6
LEASING	146.8	268.6
OTHER	105.6	137.2
TOTAL:	1691.6	2141.6

FUNDING THE TRANSPORT \$ CENTS

MARITIME	5	5
FARES	8	8
CHARGES FROM MOTORISTS	16	13
FREIGHT	6	7
GRAIN HANDLING		3
STATE AND LOCAL GOVT	30	26
FEDERAL GOVERNMENT	10	12
BORROWING/LEASING	18	20
OTHER	7	6
	<u>100c</u>	<u>100c</u>



TRANSPORT EMPLOYMENT

MORE than one-quarter of all the Transport Budget costs are related to employment. Transport is one of the State's largest employers with this financial year's annual wage and salary bill exceeding \$600 million.

More than 35,000 people are directly employed in the diverse Ministry of Transport Authorities. These people are spread throughout the entire community and across the State.

There are railway gangers working on track maintenance on lines as far away as Mildura in the far north-west, and road maintenance workers repairing sections of the Princes Highway, near Mallacoota, in the far south-east. And in between are engineers on hundreds of road and rail projects and port developments creating better transport services. In the major cities and towns are planners, economists, clerks, transport drivers, and conductors, all working towards providing Victoria with one of the nation's most efficient transport networks.

The benefits of such diverse employment structures are felt throughout each community where salaries and wages are converted into community spending on housing, consumer goods, and essential services.

TRANSPORT AS AN INDUSTRY

WHILE Transport is a direct employer, much of its huge capital works program is shared throughout the State's industrial marketplace. This in turn, creates opportunities for jobs in other industries.

Trains have to be built or refurbished, road making material produced, rail sleepers and lines replaced. The basic task of maintenance of road and rail — let alone an upgrading program — is in itself made up of a series of on-going works projects.

Capital works this financial year total \$710 million, of which the largest percentage of expenditure will go outside to all kinds of industries, from cement and asphalt suppliers for bridge and road works to the iron and steel industries for rail works, to the manufacturers of electrical and electronic components in road and rail equipment.

There is also operational expenditure through the use of sub-contractors and the use of power supplies and other services.

For every Transport Dollar spent in Victoria during the 1982-83 financial year, 82c stayed in Victoria. This year it is to be 88c:

	ACTUAL	
	1982-83	83-84
Capital	31c	33c
Wages	34c	31c
Operating Expenses	17c	24c
	<u>82c</u>	<u>88c</u>

MOVING TOGETHER

The newly structured Ministry of Transport and its authorities are being developed along corporate lines. It is the aim of the Government to ensure that each Government department develops efficient systems so that they operate at maximum capacity.

In the Transport Portfolio the Ministry of Transport has adopted a new system of administration which is similar to that used by many large commercial enterprises.

The Ministry may be considered the holding company which formulates and monitors general policies, planning strategies and resource allocation. Then there is the Victorian Transport Directorate which can be likened to the parent board which formulates and adopts policies and strategies.

The authorities can be considered as operating subsidiaries. Each has the task of implementing policies, carrying out strategies, developing market services and conducting operations.

The borrowings for the entire portfolio are managed efficiently by a new agency, the Victoria Transport Borrowing Agency, operating within the Ministry of Transport.

The Transport Portfolio consists of:

The Ministry of Transport, the Victorian Transport Directorate and the following authorities—

- V/Line (the State Transport Authority)
- Metropolitan Transit Authority
- Road Construction Authority
- Road Traffic Authority
- The States port authorities
- The Grain Elevators Board



METROPOLITAN TRANSIT

The Metropolitan Transit Authority provides and manages transport services for passengers and freight within the Melbourne metropolitan area.

It contracts with metropolitan private bus operators and is responsible for the metropolitan railways and tramways. The suburban railway operations are serviced by V/Line under a contract arrangement with Metropolitan Transit.

Metropolitan Transit's major task this year is the implementation of the new ticketing system for multi-modal and neighborhood travel, called the Met.

The aim is to have a co-ordinated transport system that as near as possible can provide a door-to-door public transport service, with buses linking in with trains and trams.

During 1983-84 Metropolitan Transit's upgrading program will see the introduction of Australia's first articulated light rail vehicles (LRVs) and the new "A" Class designed trams. There are also to be more new air conditioned suburban trains. As the new trains are progressively introduced more and more "red rattlers" will be taken out of the suburban rail system.

The budget for metropolitan services this financial year shows:

\$ millions		\$ millions	
MTA Revenue:		MTA Expenditure:	
Fares	137.7	New/upgraded rolling stock	106.0
State Government		Extending loop services	29.0
— Fare Concessions	17.1	Track improvements & extensions	41.0
— Other support	224.7	Upgrading services & equipment	47.0
— Private bus subsidy	37.2	Maintaining Operations	325.4
Federal Government		Private bus subsidy	37.2
— Bundoora tram extension	10.7	Other	97.0
Borrowing Leasing & Other	255.2	TOTAL:	682.6
TOTAL:	682.6		

V/LINE

V/LINE is the corporate and operational name for the State Transport Authority.

V/Line is responsible for all country passenger services and operates all rail freight services. The suburban rail services of Metropolitan Transit are operated under contract by V/Line.

The most identifiable services are the passenger rail operations, which include the use of distinctive tangerine locomotives and passenger carriages. There are now 18 three-car sets of these air conditioned carriages and more modern carriages are to be introduced into the service during this financial year.

V/Line is also becoming more involved in developing bus passenger links with private bus operators within country centres and towns to increase public transport in these areas.

Tour packages are also being developed to market V/Lines services.

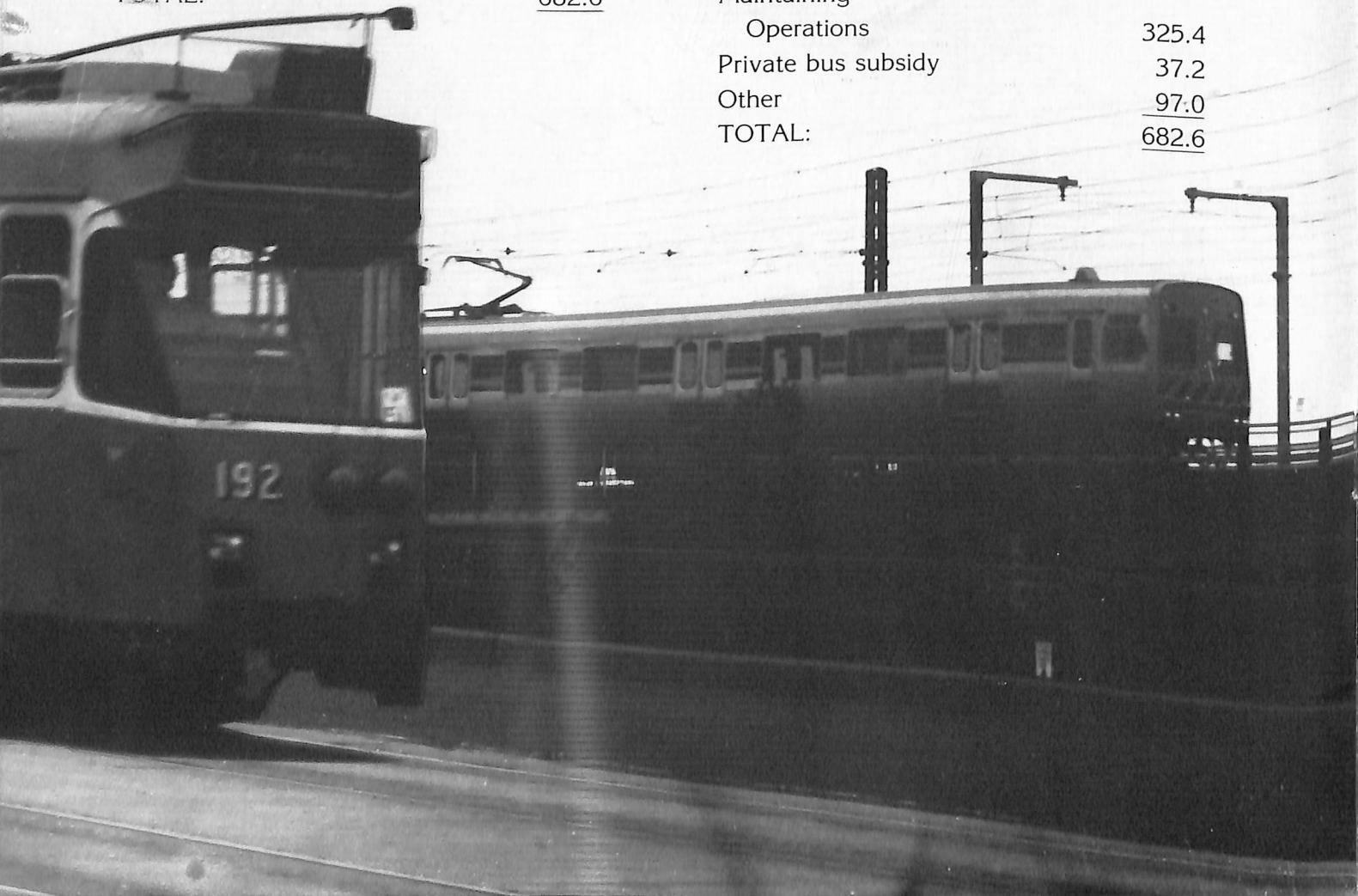
While these are the passenger transport activities of V/Line, the major operational capability of the entire system is its freight services. V/Line is able to handle millions of tonnes of freight annually and to meet increased grain haulage demands. New locomotives and refurbished locomotives are part of upgrading programs.

WHERE V/LINE OBTAINS ITS FUNDS:

	\$ millions
Fares	25.1
Freight Charges	155.9
State Government	
— Fare & Freight Concessions	11.1
— Other support	200.3
Borrowings Leasings & Other	175.5
TOTAL:	567.9

WHERE THE FUNDS ARE SPENT:

	\$ millions
New/Upgraded passenger Rolling Stock	34.0
New/Upgraded freight Rolling Stock	18.0
Upgrading of Tracks	
Bridges & Stations	37.0
Maintain Operations	400.1
Other	78.8
TOTAL:	567.9



ROAD CONSTRUCTION AUTHORITY

THE Road Construction Authority, in conjunction with municipalities, is responsible for the maintenance, improvement and construction of Victoria's road network.

The RCA is already involved in major road projects in and around Melbourne and Throughout the State.

Major works in Melbourne this financial year include the Nepean Highway reconstruction, improvements to the Mornington Highway, reconstruction of the Princes and South Gippsland Highways, the start of the Malvern link between the South-Eastern and Mulgrave Freeways.

Work is also continuing on the Western and Calder Highways and the extension of the West Gate Freeway.

While these projects alone will cost \$63 million this financial year many more millions will be spent on localised projects at the municipal level.

State Highway projects such as the Hume, and sections of the Princes and Western Highways, will continue at a combined cost of \$46 million.

Although much of the road funding comes from Federal grants, Victorians realise that it is they, as motorists who in fact contribute the major portion of funds through petrol and other road taxes.

ROAD FUNDS

	\$ millions
Registration fees and, Petrol taxes	233.3
State Grants	10.0
Federal Grants	226.9
Municipal contributions	4.0
Toll Fees	9.7
Borrowings & other	28.0
TOTAL:	511.9

WHERE THE FUNDS ARE SPENT:

National Roads, ie., Hume Highway, Western Highway, Princes Highway East to LaTrobe Valley	63.2
State Highways — Rural	5.3
— Melbourne	35.6
Main Roads— Rural	17.8
— Melbourne	74.2
Unclassified (ie. Municipal) Roads	
— Rural	16.4
— Melbourne	4.0
Maintenance	118.7
Operations	86.3
Salaries & Overhead	90.4
TOTAL	511.9

ROAD TRAFFIC AUTHORITY

The Road Traffic Authority is responsible for road safety strategies and practices, driver licensing, vehicle registration and regulation, road user education and road traffic management.

There is close liaison between the RTA's road traffic management engineers and the RCA's engineers and municipal engineers.

The RTA was developed out of the need for better road regulations and to achieve an even greater control over methods of improving road safety.

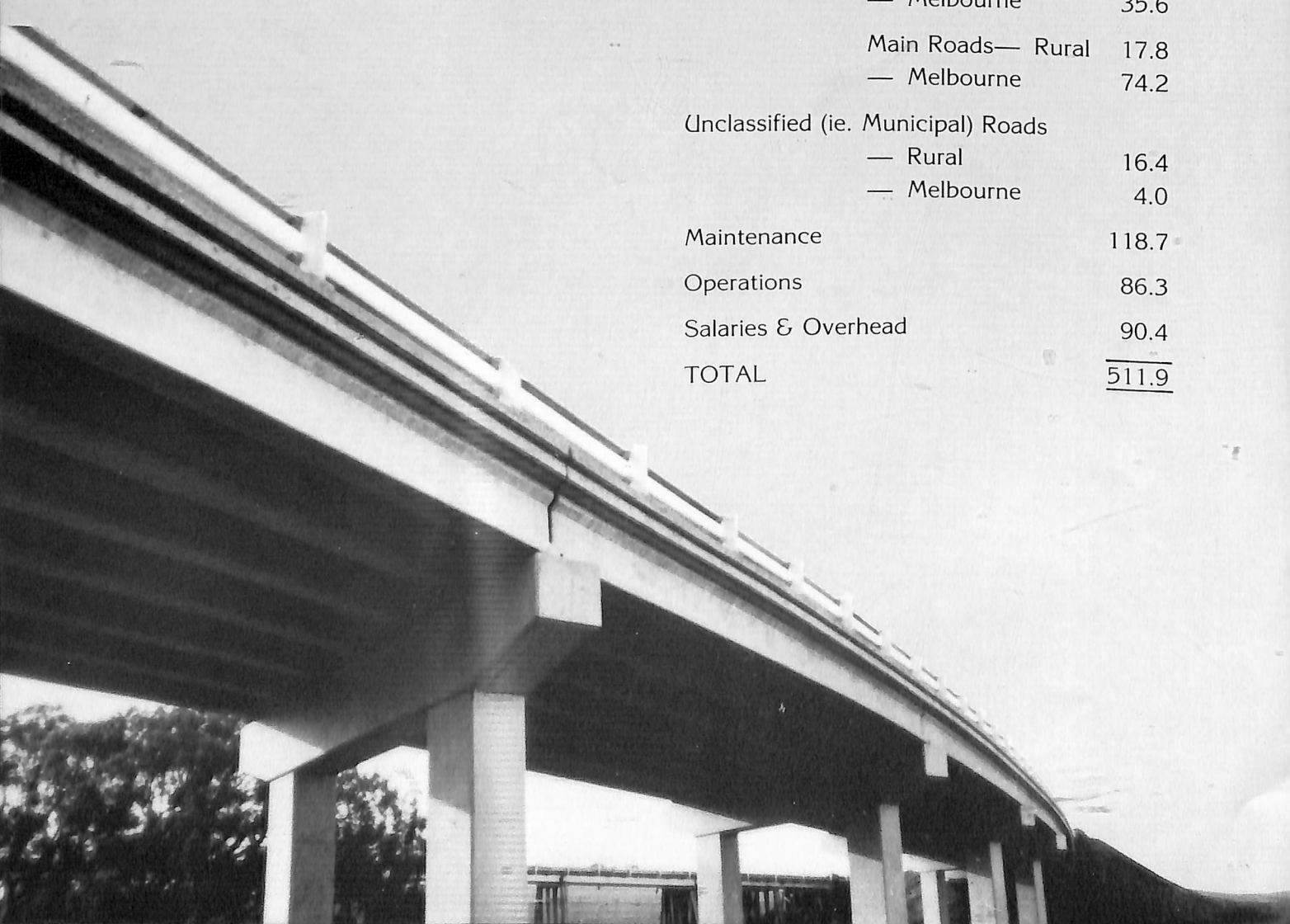
The most dramatic change to traffic management in metropolitan Melbourne, this financial year, has been the introduction of the Fairway system which is to continue to be developed over the next two years.

This system provides a more equitable use of road space between trams and other vehicles and its ultimate aim is to improve traffic flow, both of public transport (trams) and cars.

Computerised traffic control linking is continuing to improve the flow of all road traffic. In direct road safety activities there is an on-going accident black-spots program to eliminate dangerous sections of road, high risk accident intersections and other areas where accidents occur.

FUNDING OF THE RTA AND WHERE THE FUNDS ARE SPENT:

	\$ millions
Registration fees and petrol taxes	36.6
State Grants	17.1
Federal Grants	28.2
Borrowings and Other	4.0
TOTAL:	85.9
Registration and regulation activities	43.6
Traffic facilities program	30.1
Other Road Safety Projects	7.8
Sundry Projects includes licence computerisation	4.4
	85.9





PORTS AND HARBOURS

THE Ports and Harbours are a new addition to the Transport Portfolio. Included are the ports themselves — Melbourne, Geelong, Portland and Westernport, and the State's outports.

The transfer of ports and harbours to the Ministry of Transport is a logical one. A port facility is basically a transport depot where passengers, and in particular freight, are transferred from one mode of transport to another.

Victoria's ports serve a variety of needs. The Port of Melbourne essentially serves as the premier trading port for commerce and industry, and Westernport has a major oil industry handling facility.

Portland provides for Western Victoria through grain handling and the handling of other agricultural requirements. Geelong has a dual role, handling both rural and industrial needs.

All four ports are linked to the rest of the State through road and rail networks.

Port developments during this financial year include:

The Ports and Harbours Division provides navigation regulation and services such as dredging and coastal management.

During this financial year, more than \$40 million is to be spent on capital works.

MAJOR ITEMS OF CAPITAL EXPENDITURE IN THE PORTS 1983-84:

PORT OF MELBOURNE	\$ millions
World Trade Centre construction	\$ 8.7
Dredging	\$ 5.7
Dock construction	\$ 3.6
Plant and equipment	\$ 1.8
	<u>\$19.8</u>
PORT OF GEELONG	
Pier works	\$3.6
Terminal improvements and upgrading equipment	\$2.4
	<u>\$6.0</u>
WESTERNPORT	
Operations & plant	\$2.25*
PORT OF PORTLAND	
Reclamation & dredging	\$0.6
Upgrading Port Roads and Slipway cradle	\$0.2
	<u>\$0.8</u>
PORTS & HARBOURS DIVISION	
Piers, wharves, jetties — construction	\$1.3
Foreshore protection	\$1.6
	<u>\$3.9</u>

* This figure includes operational costs.

PROJECTS

The Ministry of Transport and its authorities have set goals for this financial year. The new transport authorities have the task to meet the objectives set by the Government and to ensure that transport services, both in the public sector and in road construction and maintenance, will benefit all Victorians.

The goals set by the Government are sufficiently diverse to meet the requirements of everyone in the State.

The Metropolitan Transit operations are to get significant financial support this year through upgrading the suburban rail fleet. Eighteen six-car sets of modern air conditioned Comeng trains will be added to the suburban fleet, replacing most of the "red rattlers" in service.

One of the most significant developments in the metropolitan area is the Flinders Street Station renovations.

Transport Projects during 1983-84 financial year include:

METROPOLITAN PASSENGER

• **SERVICE CATCH-UP — ROLLING STOCK**
\$83 million on new Comeng suburban trains.
\$21 million on new "A" Class Trams and Light Rail Vehicles.

• INFRASTRUCTURE

\$3 million on renovations of Flinders Street Station.

\$3 million to duplicate lines between Ringwood and Croydon.

\$1 million on the Werribee line electrification.

• SERVICE IMPROVEMENTS

\$29 million on Loop works and linking services.

\$9 million will be spent on stage two and the start of stage three of the Bundoora tram extension.

\$1 million for the automatic vehicle monitoring operations of trams and buses.

COUNTRY PASSENGER & FREIGHT

• **SERVICE CATCH-UP — ROLLING STOCK**
20 new locomotives for freight and passenger services are to begin coming into service. Each costs more than \$1.25 million.

\$14 million for new and refurbished country carriages.

• INFRASTRUCTURE

\$10 million on the mainline upgrading between Ararat and Serviceton.

\$4 million on upgrading the Portland-Ararat line.

\$1 million for the restoration of Ballarat Station; other country stations are also to be upgraded at varying costs.

ROAD & TRAFFIC

Completion of the 25 km \$60 million widening program on the Nepean Highway.

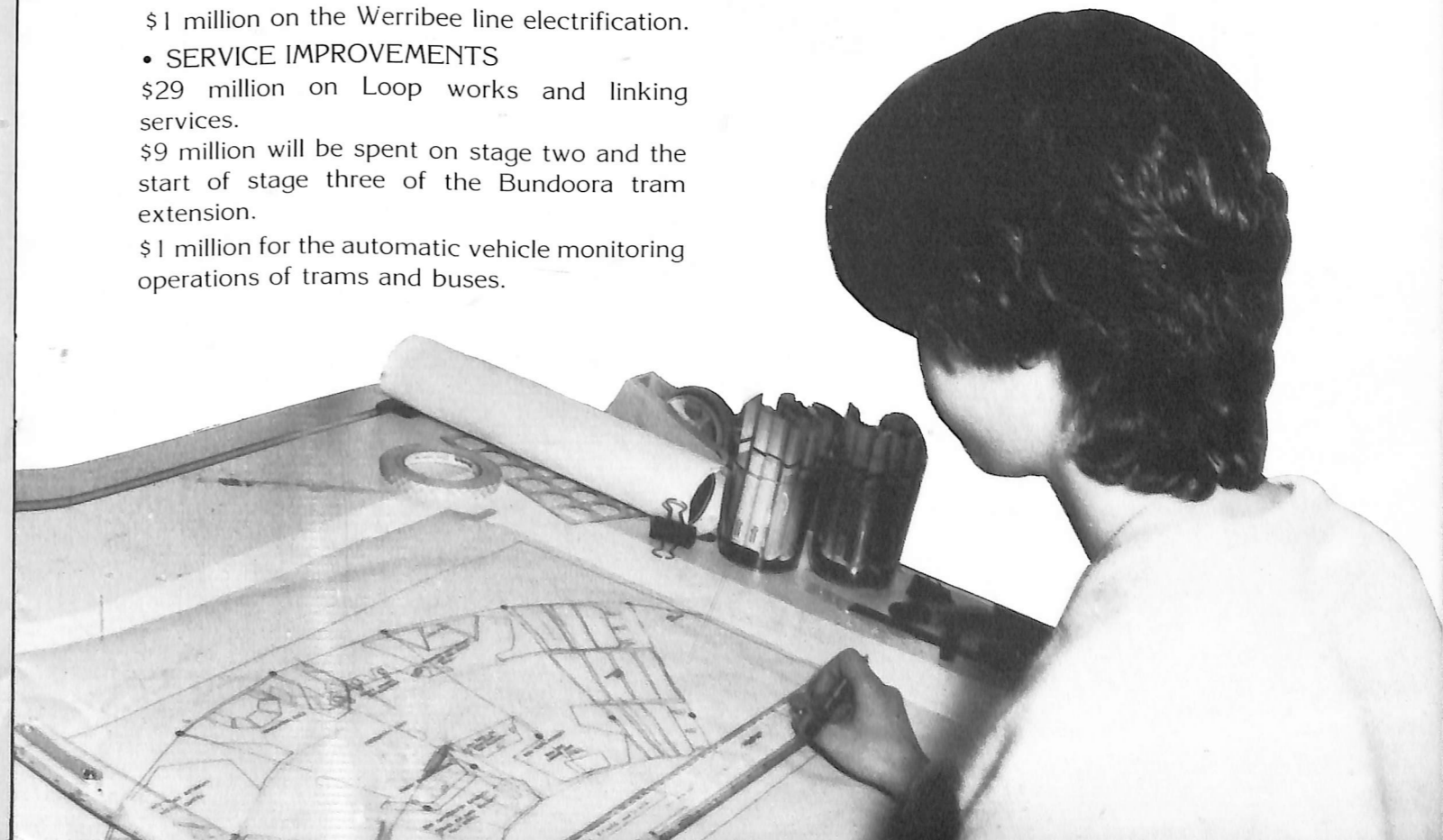
\$30 million on the continual development of the Hume Highway.

\$15 million on the extension of the West Gate Bridge Freeway in South Melbourne.

\$7 million for the Western Highway.

\$4 million for Calder Highway works.

\$3 million for the completion of the Berwick Bypass.



MOVING TOWARDS THE YEAR 2000

Planning for the continued development of transport is essential if the entire community is to benefit.

By the year 2000, Victoria's population will rise by almost 15 per cent to more than 4,625,000 people.

The heaviest demand on transport will obviously be in Melbourne and the State's major rural centres.

To meet the demands of people 17 years from now, planning of transport must occur within the next decade.

Already such planning is well underway, and early in 1984 the Government will release its Transport Strategy — Priorities and Programs.

The Strategy will develop the first three-year program, within a 10-year perspective.

The strategy will address:

- The relationship between Transport goals and broader community goals;
- The key transport issues, identified through an extensive community consultative process;
- Policy directions, developed within identifiable resources, along with other

commitments and constraints, and covering service levels, fares and rates, subsidies (level and incidence); investment; and other areas of Government action;

- Programs for improving the corporate management process and the methods of delivering transport services;
- Priorities across the portfolio and within the following programs:—
 - Public passenger services in metropolitan and country areas;
 - Freight, both to assist private freight distribution and public freight services, including the handling and transport of grain;
 - Port developments;
 - Vehicle and traffic regulations;
 - Road network management;
 - Traffic management;
 - Road Safety.

It is the Government's policy to ensure that first and foremost the existing services function efficiently. Then, through proper planning, other services can be upgraded and expanded to meet the needs of Victorians in the year 2000.



TRANSPORT
INFORMATION CENTRE,
Train, Tram and Bus Service
Information,
Mon-Sat 7.30 am-10 pm
Sun 9.15 am-10 pm
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Tel: 602 9011

MINISTRY OF TRANSPORT,
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Melbourne, 3000
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VICTORIA TRANSPORT BORROWING
AGENCY,
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METROPOLITAN TRANSIT,
616 Little Collins Street,
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Tel: 618 3333.

V/LINE,
67 Spencer Street,
Melbourne, 3000.
Tel: 61001

ROAD CONSTRUCTION AUTHORITY,
60 Denmark Street,
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Tel: 861 5321.

ROAD TRAFFIC AUTHORITY,
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Tel: 347 2233.

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PORT OF PORTLAND AUTHORITY,
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