



MOVING VICTORIA

*THE 1987-88 VICTORIAN GOVERNMENT
FORWARD LOOK AND TRANSPORT BUDGET*

VICTORIA TRANSPORT 

VICTORIA TRANSPORT

Victoria Transport comprises of the Ministry of Transport
and its operating authorities and agencies—

PUBLIC TRANSPORT

Metropolitan Transit Authority (the Met)
State Transport Authority (V/Line)

FREIGHT TRANSPORT

State Transport Authority (V/Line)

ROAD TRANSPORT

Road Construction Authority
Road Traffic Authority

PORT AUTHORITIES

Port Authorities (Melbourne, Geelong and Portland)

BOARDS/COMMITTEES

Marine Board
Grain Elevators Board
State Bicycle Committee
State Boating Council
Victorian Road Freight Industry Council
Transport for People with Disabilities Committee

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CONTENTS

	Page
The Challenge of Change	3
Initiatives In Transport	5
Victoria's Economic Strategy	11
Transport Finances	13
Metropolitan Transit Authority	15
State Transport Authority	17
Road Traffic Authority	23
Road Construction Authority	25
Victoria's Ports	29
Marine Board	31
State Boating Council	31
Grain Elevators Board	32
State Bicycle Committee	33
Victoria Transport	36



THE CHALLENGE OF CHANGE

Most of us dislike change. It is far simpler for things to remain the same instead of being thrust into some sort of "future shock."

This attitude has been far too prevalent in Australia, in Victoria and certainly in the public transport sector.

The world has said to this country and this state that we have been living beyond our means for far too long.

The State Government has said to the public transport sector that it has invested more than \$1 billion of the people's money into public transport and it now wants a return.

Over the past two years Victoria Transport has achieved about \$73 million worth of cost savings and improved productivity.

Improvements were achieved across the whole public transport operation.

In the areas of services for the public, commercial productivity, staff savings and in sheer numbers carried Victoria Transport set a number of records up to the end of the last financial year.

The emphasis on increased productivity showed itself in the huge improvement in performance during 1986-87 by the Melbourne Freight Terminal.

Around 220,000 tonnes of freight passed through the terminal during the past financial year with productivity increasing by 60%.

The terminal's service levels improved markedly with 95% of all consignments reaching customers the next day and 70% by the next morning.

Our passenger numbers were also up.

The Met's patronage figures reached 290 million, an increase of 1.2% on the previous year.

V/Line broke the 5 million mark by carrying 5.23 million Victorians, an increase of 5.5% on the previous year's figure of 4.96 million.

This is V/Line's highest patronage figure since 1955.

The combined efforts of the RTA and the Victoria Police produced the continuing downward trend in the state's road toll.

The 435 people killed on Victorian roads in the first eight months of the year was the lowest since 1958.

During the last financial year the long-awaited METRAS strategy was released.

METRAS is a blue print for Melbourne's future road network with a concentration on the rapidly developing outer areas.

Despite Federal cuts in road funding, Victoria Transport and the RCA have continued to push for a fairer share of Federal funds to protect the state's \$30 billion investment in roads.

Victoria Transport through its authorities is looking forward to a period of solid consolidation on the improvements made over the past couple of years.

This financial year the public transport share of state outlays will fall to 7.5%, well below the almost 10% of five years ago.

Transport's share of State outlays will fall to 13% well down on the 16% it attracted in 1983.

Public transport's deficit will fall by 6% in real terms this financial year after dropping by 9% last year.

In essence, we will be doing more with much less and this book outlines how that will occur.

TOM ROPER,
Minister

Transport Minister Tom Roper with the last sign taken down to re-open Wellington Parade to two-way traffic after 30 years.



INITIATIVES IN TRANSPORT—1987-88

DOING MORE WITH LESS

Since coming to office in 1982 the State Government has carried out a massive program to update both public and road transport facilities in the State.

In 1987-88 the massive catchup period is over and future needs have to be addressed in a much tougher economic climate.

Total expenditures for the Transport System are budgeted at \$2.2 billion which is a 6% reduction in real terms over last year.

Scarce public transport resources at this time of economic restraint will be used in a way that ensures the necessary savings are achieved without reducing service reliability or safety.

The reduction in spending will be achieved through:

- Capital investments which achieve greater productivity savings.
- Increased patronage and revenue.
- Introduction of new technology.
- Rationalisation of existing operations.
- Managing existing resources more efficiently.

The major projects which will be undertaken during the period which are expected to contribute markedly to improved services while achieving productivity savings are:

- Jolimont decentralisation
- Upgrading of railway workshops
- Introduction of one person crewing to the Met system and other work practice improvements
- Bus expansion program
- Major roads projects such as the Westgate Freeway extension and the South Eastern-Mulgrave Arterial Road Link
- V/Line Fast Track freight services.

INITIATIVES—1987-88

New buses will be purchased to replace the oldest buses in the Government fleet.

More of the \$6 million super train sets will be delivered to enable the replacement of old Harris trains.

Australia's first light rail rapid transit service will begin operating to and from the bayside suburbs of St. Kilda, South Melbourne and Port Melbourne through the heart of the City to Brunswick.

Further initiatives will be undertaken to improve service reliability such as track upgradings; automatic signalling and station works plus the upgrading of railway workshops.

Key V/Line initiatives will be directed to reducing the high cost of existing operations and improving reliability for passengers and freight services.

The V/Line Passenger Business will continue to grow and build on its recent successes of record patronage.

The major initiatives in freight movement will be to increase freight tonnage carried by trains and to lift V/Line's market share through its Fast Track and Superfreighter services.

For Road Transport a key objective is the improvement of arterial roads particularly those effecting tourism and the major freight routes.

Work on major roads projects such as the Westgate Freeway extension and the South Eastern—Mulgrave Arterial Road Link will continue.

In the country a further \$42.2 million will be spent on further upgrading the Hume Highway and several other major projects will be continued.

The Government will also maintain its drive to improve road safety and speed the flow of traffic through its traffic management strategies.

The Port Authorities will continue their operations to improve vital shipping services essential to cargo and passenger movement.

Four forms of public transport on display. Foreground a new Light Rail vehicle, above right a Comeng air conditioned train and in the background buses and trams.

METROPOLITAN BUS EXPANSION PROGRAM

The biggest ever upgrade of bus services will continue and be expanded in 1987-88.

On 23 February, 1987 the Premier and the Transport Minister announced that 60 additional buses would be provided to run the 36 new and expanded services provided for in the program.

Total cost of the expansion program would be \$8 million.

By the end of the last financial year more than half the new services had been installed at a total cost of \$4 million.

Eleven new services have been provided in the Croydon, Sunbury, Clayton, Craigieburn, Werribee, Essendon, Keilor, Essendon, Melton, South Morang and Mill Park areas.

Analysis showed that if feeder services were provided between 6.30 and 8.00 p.m. they would cater for about 80% of the total night time travel market.

In response to this analysis evening services feeding railway stations are being extended at over 100 stations at a cost of \$2 million.

Funding for the expanded bus services was made available through strenuous efficiency measures and a re-distribution of resources within the Transport Ministry.

A further \$1.5 million will be available in 1987-88 to continue the bus expansion program, representing the most widespread changes to bus timetables since private bus subsidies were introduced in 1973.

A total of \$88.5 million will be spent to pay for private bus services.

A further 100 buses will be added to the Met bus fleet this financial year.

In the private bus area 50 extra buses will be funded on top of the 150 added last financial year.

NORTH-SOUTH LIGHT RAIL TRANSIT LINK

Melbourne's first light rail rapid transit service will be operating later this year.

The new line will service the important North-South corridor.

It will run from Brunswick through the City along Bourke Street and then on to Port Melbourne and St Kilda.

Extensive surveys have shown that the vast majority of customers to use the new service will travel from both the north and the bayside areas into the heart of the city.

For this reason the "future trams" will not run to Flinders Street Station.

The light rail vehicles are being built at the Comeng factory at Dandenong at a total cost of \$184 million.

Twenty of the LRV's will be used on the North-South service and the remainder will go into general service on the Met's busiest routes.

The vehicles combine the flexibility of trams with the ability to transport large numbers of people in comfort both on rail reserves and public streets.

They are air conditioned with cloth covered seats and carry about 180 people.

The new North-South System will be faster, quieter, safer and more convenient and is expected to increase patronage on the little used St Kilda and Port Melbourne railway lines.

The light rail works best as a high frequency service.

It will run every 5 minutes during peak hours and every 10 minutes off peak, 18 hours a day.

The most tangible benefits to most passengers will be saving in travel time brought about by changed stop locations, improved service frequency and a different route structure. The light rail service will offer significant travel time savings to the average traveller.

JOLIMONT YARDS BEGIN MOVING

For more than 50 years debate has raged over the roofing of the Jolimont Rail yards.

Many grand plans have been put forward but they have all faltered.

The present Government is not going to roof the rail yards but will move the trains out so the area can be totally redeveloped to bring new life to this area of Melbourne.

In March this year the long-awaited start was made on the decentralisation of the Jolimont rail yards.

The work began at Epping on the first of the new train stabling and maintenance depots.

The \$33 million project demonstrates the Government's commitment to upgrading the rail fleet maintenance and removing the Jolimont yards.

The work at Epping, now well advanced, involves the re-alignment of the main track to make way for the 8.08 hectare marshalling yards and depot complex.

When completed the Epping depot and station will greatly improve service reliability, efficiency and passenger comfort on the Epping and Hurstbridge lines.

Work on the Epping depot is expected to be finished by April 1989 and the first land at Jolimont should be released for sale by mid-1989.

Trains will be serviced and maintained at the depot rather than at Jolimont thereby increasing train availability and reducing delays.

CONSTRUCTION

The project includes the construction of a modern station to the east of the existing weatherboard station.

It will have a comfortable waiting area adjacent to the booking office offering improved security for patrons. The entire station and depot area will be landscaped, improving the local amenity.

The depot itself will have facilities enabling a variety of maintenance tasks to be carried out and include a train washing facility.

Stabling yards will cater for up to 13 six-car trains.

The Epping project is expected to take about 27 months to complete.

However, work has been planned in such a way as not to inconvenience patrons.

On completion of the Epping Depot and introduction of a new timetable, tracks in Flinders Street Yard, which now accommodate stabled trains, will be removed enabling initial development of the Jolimont site.

ROAD SAFETY

Victoria continues to be a world leader in action to reduce the road toll.

In 1986, 663 people were killed and about 25,000 injured in car crashes, representing trauma and economic costs of approximately \$100 million.

Victoria led the way with the introduction of compulsory seat belts in 1970.

Other firsts for Victoria have included the introduction of breathalyser legislation and random breath testing, red light cameras, improved motorcycle rider training and licensing programs, and the bassinet loan scheme.

In the area of bicycle helmet wearing promotion, Victoria now leads the world.

Death and injury rates on Victorian roads are falling because of this concerted campaign by the RTA and the Victoria Police.

The number of deaths per 10,000 vehicles has decreased from 8.1 in 1970 to 2.7 in 1986.

Last April the provisions of the new Road Safety Bill to replace the out-dated Motor Car Act 1958 came into operation.

CRACK DOWN

The measures among the most comprehensive ever introduced cracked down on drunk, speeding and unlicensed drivers.

The new legislation was introduced following a comprehensive review of previous legislation and took into account the comments of the Road Trauma Committee and the Police/Lawyers Road Trauma Group.

The measures provide heavy fines for law breakers on our roads and are designed to protect the innocent road user.

Two key areas deal with hit-run drivers and drunken drivers.

Hit-run drivers now face fines of up to \$8,000 and a mandatory two year licence cancellation.

Drivers detected with a blood alcohol content of 0.15% or above face immediate loss of licence before their case comes to court.

The further reduction in road trauma is of high Government priority.

Future road safety countermeasure programs will aim to reduce the fatality rate by a further 25% with some of these programs showing an estimated benefit-cost ratio of over eight to one.

- \$54 million will be spent on the Traffic Facilities Program for low cost road improvements to increase road safety and efficiency.
- The promotion of bicycle helmet wearing among cyclists will also be continued aimed at reducing the incidence of head injuries amongst cyclists.
- Measures to increase the safety of vehicles including for example private vehicles, school buses and trucks will be implemented, through regulation, enforcement and licensing activities.

An advertising program designed to reduce the road toll and educate road users of all ages will continue during 1987-88.

FREIGHT HANDLING—V/LINE

V/Line's freight transport system continues to improve and is making progress towards an objective of full cost recovery.

More than 70% of V/Line's earnings are generated by freight revenue and so improvements in this area are central to V/Line's aim of providing efficient and competitive transport services in the '90's.

Recent initiatives in freight handling are designed to put the customer first and ensure goods are received on time and at the most inexpensive rate.

FAST TRACK

The launch of the new "Fast Track" system in 1986-87 has proved successful and further improvements are planned for 1987-88.

The system which replaces the old "less than container loads" Freight-gate system provides greater flexibility, improved service and offers highly competitive rates on parcels and general freight throughout the State.

Costs have been reduced significantly, whilst service to customers has improved dramatically.

Over 95% of consignments received in the Melbourne Freight Terminal are delivered to their Victorian destinations the next day, this figure contrasts with the previous average of 50% next day delivery.

CONTAINERS

The new Superfreighter Services introduced in 1986 are expected to expand dramatically in 1987-88.

The Superfreighters are point block container trains which run on a regular overnight service between capital city rail terminals.

One Superfreighter equals 30 fully loaded semi trailers.

The number of Superfreighter container slots increased from 600 slots per week in July 1986 to 1680 per week in July 1987.

GRAIN

Last financial year V/Line carried 3.509 million tonnes of grain for a revenue boost of \$60.749 million.

In 1987-88 the Government will spend a further \$35 million on capital works to upgrade grain handling and transport facilities.

This will keep on target Victoria Transport's four year program to make Victoria's grain handling the best in Australia.

The Government has introduced a series of measures over the past four years to boost the facilities and efficiency of handling the state's grain harvest.

These include the introduction of the Central Receival Point (CRP) system, the purchase of the Grain Elevators Board Pier by the Port of Geelong Authority and the close co-operation between V/Line and the GEB.

Last year grain freight rates were reduced by 12% in real terms and the Government will continue to bear down on the rates this year.

Grain rates have increased by only 6.7% over the last three years compared with an increase of 54.7% for the last three years of the previous Government.

TRANSPORT FOR THE DISABLED

The Minister for Transport, Mr Tom Roper announced on 15 February 1987, the establishment of an Advisory Committee to look at how access can be improved to all forms of transport for disabled people.

A key element in the Government's Social Justice Strategy is to ensure that disadvantaged groups in the community have equitable access to public services.

The 15 members of the committee were selected to ensure that all the views of disabled people are taken into account by transport agencies.

The committee comprises representatives of organisations for the disabled who are a majority on the committee.

Already the transport authorities have taken steps to improve access to transport facilities by the disabled.

The Multi-Purpose Taxi Scheme was introduced four years ago to offer a taxi service in Melbourne, Geelong, Ballarat and Bendigo. The Government is now spending \$7.8 million a year to subsidise the scheme.

The specially adapted multi-purpose vans and conventional taxis in the scheme have been very well supported by disabled people.

There are now 74,000 members of the scheme with the overall average number of trips/member being in the order of 30 trips a year at an annual average subsidy of about \$100 per member.

Some members of the scheme cannot use the sedan taxis because of the size and shape of their wheelchairs.

To overcome this the Minister provided \$70,000 from his special projects fund to purchase two of the latest designed stretched Falcons for testing in the Metropolitan area.

OPTIONS

These vehicles widen the options open to disabled people for specialist transport and came into operation in October, 1987.

As metropolitan and country railway stations are upgraded, special facilities are being incorporated for disabled people.

Both V/Line and the Met are increasing their efforts to help disabled people make use of the urban and country trains.

Disabled, elderly or infirm passengers can contact their local railway station to ensure getting on and off trains is made as easy as possible.

Wheelchair ramps are available at many stations to help people and station staff can notify staff at the passenger's destination for help at that end of their journey.

The ramps are simple and lightweight and are easily moved and can be adjusted to cater for the different heights of trains and platforms.

People with disabilities need to know what services are available and how they can access them.

INFORMATION

The MTA has an information service which provides information and assistance to people with disabilities who use Metrail services.

The MET has introduced a telephone typewriter to assist people with hearing difficulties to access transport information.

This service is linked with the V/Line information data base and consequently people who want information and assistance to travel by rail from Melbourne to country Victoria and interstate can do so with just one phone call.

Adhesive labels have been supplied to ticket windows at all suburban railway stations and bus depots requesting that people with hearing impairments show their Hearing Help Card to alert the ticket seller to their disability.

The Met has also produced a braille map to assist blind people access information on train, tram and bus services.

A demand responsive minibus service was introduced in those suburbs previously served by the St Kilda/Port Melbourne train lines while the Light Rail service was being prepared.

The minibuses are fitted with hoists and wheelchair restraints to provide transport for people who could use the trains but who could not board a vehicle with steps.

This year a \$300,000 study into the transport needs of the disabled—the first in Australia—will be conducted under the auspices of the Transport Ministry.



VICTORIA'S ECONOMIC STRATEGY

The overall aim for transport as a key element in the Economic Strategy is to link all major transport modes to support the most efficient movement of commodities between the central hub of Melbourne, its adjacent economic zones and interstate and international export markets.

TRANSPORT INFRASTRUCTURE

Victoria's modern efficient transport infrastructure provides key competitive strength in facilitating the growth of internationally competitive industries in Victoria.

The Government gives high priority to those elements of the transport system which help the movement of goods and services, support the production of goods and services and support and trade activity.

The Government recognises the importance of continued improvement in the performance of the transport system and a reduction in the real costs of its provision to the community and business sector in sustaining Victoria's competitive edge and ensuring long term growth in the State's economy.

With Victoria's ports, airports, rail and road systems forming both a National hub for passenger movements and a distribution centre for freight, Transport plays an important formulating role in the development of the State economy.

TRANSPORT ECONOMIC ACTIVITY

Transport Victoria boosts the Victorian Economy through the economic activity and jobs it creates through its capital works program.

The capital works program of Victoria Transport means additional jobs outside the various transport authorities.

There are thousands of people employed throughout the State building new trains, trams and buses, building new track maintenance equipment and roads.

Most of these people are employed by private enterprise, with major contracts being let by Authorities for supply of goods and services.

There is also on-going capital works through the maintenance of existing systems. Existing tracks need continual upgrading and improvements, as do roads and shipping channels.

A significant portion will be provided through contracts in industry, from iron and steel industries to computer companies and asphalt suppliers, to the makers of electronic components in road and rail equipment to loggers and oil suppliers.

In the road construction industry alone about 22 jobs are created or maintained for every \$1 million invested in improving and maintaining the road system.

TRANSPORT EXPORT INDUSTRIES

Transport's export industries help the flow of overseas funds into the State's Economy; they generate wealth and jobs.

TRAFFIC SIGNALS SINGAPORE

Victoria's computerised traffic signals system, SCRAM, is being installed at 178 sites in Central Singapore.

The RTA is providing expertise in the implementation of phase 1 of the project, which encompasses signal control at 24 sites.

Further potential for the network to be extended to a total of 800 sites is possible, resulting in a \$5 million export boost.

Phillips will be the Australian supplier of the system's components to Singapore.

Negotiations for a similar project for Kuala Lumpur and some major cities in China are being carried out, and the system is being marketed in Europe and USA.

HONG KONG TRAM CONTRACT

Work is nearing completion on the \$200 million Hong Kong Light Rail Project being carried out by an Australian consortium comprising the MTA and Leighton Holdings.

The administration building which houses the nerve centre for controlling the Light Rail transit network is now complete.

The first two Comeng specially designed light rail vehicles are due to be delivered shortly.

The total project involves the construction of 70 light rail vehicles and about 34 kms of double rail track, targeted for completion in the latter half of 1988.

Light Rail vehicles such as this one in Flinders St. are being built for Hong Kong with MTA expertise.

COUNCIL TO BOOST EXPORTS

The new Victorian Road Freight Transport Industry Council established in June 1987 will provide a consultative forum for the Road Freight Industry to advise on the development of road freight services.

GRAIN STORAGE/HANDLING TRAINING

Following the recent secondment of a representative from the grain industry in China to study the GEB's operational techniques a senior technician from the Soviet Union will study the GEB's grain handling and storage techniques.

The GEB has also provided technical assistance to Egypt and Saudi Arabia on grain handling and storage techniques.

RCA IN FIJI

Victorian expertise in road building was again recognised overseas with an approach by Fiji to the RCA to help in a \$64 million road upgrading program.

Eight RCA staff have been seconded to the Public Works Department of Fiji for periods varying from two to three years.

The RCA team includes three maintenance engineers, a bridge construction engineer, an estimating engineer, a materials engineer and a cost accountant.

FUTURE DIRECTIONS

Victoria Transport is developing a number of studies and plans to identify the transport developments needed to meet the demands of our customers in the future.

They are:

- Central Area Transport Strategy addresses the important issue of improving access to the central area of Melbourne.
- Metplan is developing options for Metropolitan public transport services for the next 15 years.
- State Transport Authority Plan (STAP) will outline the steps that will enable V/Line to provide efficient and competitive transport services for the next decade.

All Transport Authorities have undergone significant changes in the last few years which has rendered them more effective and cost efficient. These planning studies are another step in this direction.

TRANSPORT FINANCES

More than 69% of Victoria Transport's \$2.2 billion budget for this financial year will be used to maintain, operate and upgrade transport services.

From the total budget of \$2215.2 million, \$1002 million will be used to maintain and operate public transport.

Over \$318 million will be invested in road improvement works, with a full \$273 million being required to maintain the road network.

The Government is committed to improving the standard, quality and reliability of the public transport system.

Over the past five years much work has been carried out to improve the public transport system and this program will be sustained.

Public Transport authorities are progressing towards the long term objectives of recovering 50% of passenger operating costs, and 100% of freight operating costs.

Operating expenditure by the RTA and RCA will be \$88.6 million and \$273.3 million respectively in 1987-88.

The ratio of the State Government to Federal Government road funding contribution has changed from 53:47 in 1983-84 to 58:42 in 1987-88.

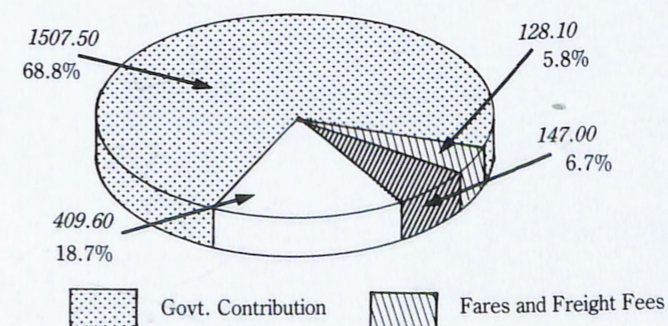
Total transport expenditure is equivalent to some 7.5% of the entire State Budget. Two-thirds of the funds are needed for day-to-day operations and maintenance.

Capital Works will total \$662.7 million this financial year.

- \$1002 million will be required to operate and maintain existing public transport services.
- \$283 million will be invested in upgrading the entire public transport system.
- \$592 million will be used on extending, maintaining and improving the State's road network.
- \$28 million is to be used on upgrading ports and associated facilities.

PORTFOLIO FUNDING 1986-87

Total Sources \$2182.2 million



- \$20 million is to be used on upgrading grain handling facilities, by the Grain Elevators Board.
- \$25 million is to be spent on road safety, education and promotion activities.

TRANSPORT OUTLAYS

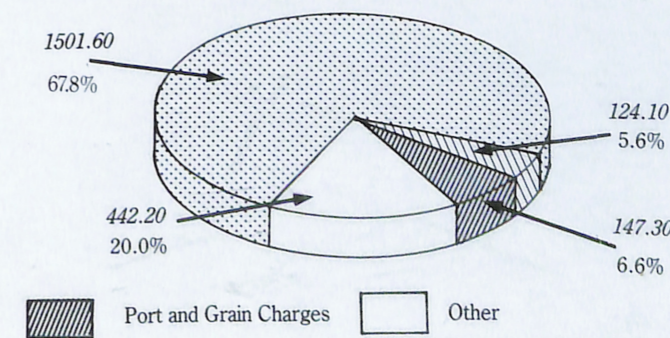
	Actual 1986-87 \$M	Budget 1987-88 \$M
Metropolitan Public Transport	713.0	724.7
Country Public Transport and Freight	556.9	560.6
Road Construction and Maintenance	518.6	538.1
Road Safety, Motor Registration and Driver Licence Administration	145.0	149.4
Port Facilities and Grain Handling	205.1	198.9
Special Projects and Other (e.g. State Bicycle Committee and Transport Redeployment and Redundancy Scheme)	55.3	43.5
TOTAL	2193.9	2215.2

WHO PROVIDES THE MONEY?

	Actual 1986-87 \$M	Budget 1987-88 \$M
Fares	240.5	259.6
Freight Charges	169.1	182.6
Shipping and Associated Charges	94.5	95.9
Grain Handling Charges (GEB)	52.5	51.4
Other (e.g. internal funds)	129.8	124.1
Government Contributions—		
Commonwealth	253.9	253.8
State	1247.1	1241.3
Local	6.5	6.5
TOTAL	2193.9	2215.2

PORTFOLIO FUNDING 1987-88

Total Sources \$2215.2 million





METROPOLITAN TRANSIT AUTHORITY

The Metropolitan Transit Authority (the Met) is responsible for all Metropolitan Public Transport services and operates trains, trams and buses directly and supervises and funds the operations of private bus companies.

The Met aims to provide reasonable access to transport services to all Victorians and in particular to those who do not have ready access to other means of mobility.

In particular the Met provides Transport for school children and young people, for the elderly and disabled and for mothers and young children who do not live in a two-car family.

The MTA oversees the operation of 2079 vehicles including trams, trains, Met buses and private buses and provides 93.6 million kilometres of services a year.

In 1987-88 emphasis will be on increasing patronage through improvements in effectiveness and efficiency.

The bus expansion program will provide expanded services in outer suburban areas.

The Bundoora tramline will boost services in outer areas. Existing services will be rationalised to provide more equitable services.

INITIATIVES

Multimodal ticketing and other initiatives to integrate services will enable users to conveniently make journeys involving transfers between services.

On time running continues to be the major rail objective so that commuters get reliable and regular train services.

In 1986-87 the percentage of trains running on time increased from 87.8% to 92%.

The Fairway System is being expanded along Melbourne's tram routes. It has improved reliability and timetabling along busy roads where trams were being delayed by motor vehicles.

During 1987-88 the MTA will undertake a capital works program of \$186.2 million.

The 1987-88 Capital Works Program includes:

ARTICULATED TRAMS—\$22.6 MILLION

A contract to supply 130 light rail vehicles will commence. The first vehicles received will be used on the North-South Light Rail Link. Other vehicles delivered after 1987-88 will replace old "W" class trams and provide additional capacity to meet demand.

One of the Met's new Volvo articulated buses on the Eastern Freeway.

NORTH-SOUTH LIGHT RAIL—\$10.8 MILLION

Construction will be completed and new services commenced in 1987-88. A modern, high frequency service will be provided at lower cost from Brunswick via the city centre to St Kilda and Port Melbourne.

TRAINS—\$28.8 MILLION

Expenditure on the contract to supply 95 new air-conditioned trains begins to reduce in 1987-88 but remains substantial. It is envisaged that some trains will be delivered during the year with the last sets in the order scheduled for delivery in early 1988-89.

BUSES—\$5.1 MILLION

A new contract to supply 100 M.A.N. vehicles for Government operated services begins during the year.

JOLIMONT DECENTRALISATION—\$17.0 MILLION

Expenditure on the six year program to relocate train maintenance from Jolimont to decentralised suburban locations will increase significantly in 1987-88.

MERRI-EPPING RAIL LINE AUTOMATIC POWER SIGNALLING—\$5.7 MILLION

This is part of the Jolimont project. Most of the suburban system now has power signalling instead of manual systems. Power signalling improves reliability, increases capacity and reduces costs.

MANAGEMENT INFORMATION SYSTEMS—\$6.3 MILLION

Major computer system improvements are in progress including financial management, stores recording, personnel management, supply system and rostering. These projects will require a new central computer and significant software development.

ROLLING STOCK RELIABILITY—\$1.2 MILLION

There are a number of projects which will increase the security of trains when stabled and generally aid train and tram availability.

These projects include decentralising field maintenance facilities, providing spares where needed, improving quality control at maintenance depots and carrying out modifications to existing vehicles.

COMPLETION OF MAJOR PROJECTS—\$1.3 MILLION

Final payments will be incurred for works completed and new services now operating on the Bundoora tram extension and Caulfield-Moorabbin third track.

TRACK UPGRADING TO IMPROVE ON-TIME RUNNING—\$12.8 MILLION

Continued improvement of the metropolitan track network by replacing worn rails, increasing the depth of ballast, using heavier gauge rails, improving the condition of crossings.

This work will improve the quality of ride and substantially improve on-time running which continues to be affected by track and circuit failures.

BRIDGE RECONSTRUCTION—\$2.7 MILLION

The metropolitan rail network has 193 rail bridges, 95 road bridges and 50 footbridges. Some of these require modification for safety and on-time running.

POWER SUPPLY RELIABILITY—\$22.9 MILLION

The electrical supply system for the suburban train and tram network is the life-blood of the system.

Upgrading of the overhead power system for trains and trams and sub-stations to replace obsolete equipment for the increased demands for power of the new air-conditioned trains and pantograph trams.

WORKSHOPS AND DEPOT UPGRADING—\$12.2 MILLION

The rail electrical test building at Adderley Street, bus workshops at Northcote, North Fitzroy Tram and Bus garage and the Kew Tram Depot will be upgraded. Modifications are being made to Doncaster Depot to accommodate articulated trams.

STATION WORKS—\$4.7 MILLION

Station reconstruction to improve passenger and staff amenities continues. During 1987-88, Frankston, Epping, Broadmeadows and Ginifer will be upgraded. In addition, bike parking facilities and facilities for the disabled are being provided for in this program. Car parks will also be provided under these works.

COMMUNICATION AND CONTROL SYSTEMS—\$2.8 MILLION

Modern communication systems are being introduced between vehicles and control centres to improve performance and passenger and crew security.

The Automatic Vehicle Monitoring (AVM) project for trams and buses is well underway to provide radio communications and automatic tracking of all vehicles.

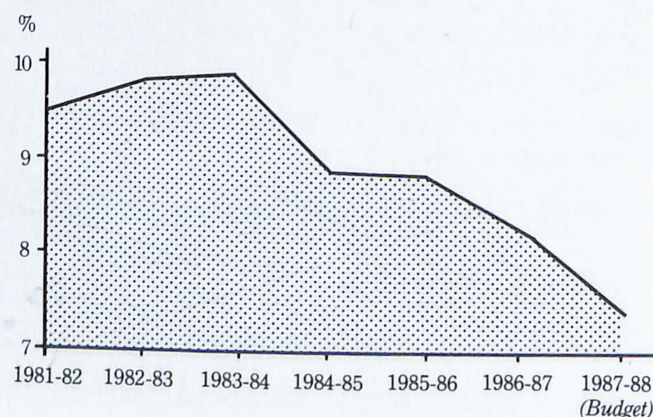
MTA FINANCES

	Actual 1986-87 \$M	Budget 1987-88 \$M
Fares	177.4	190.9
Concessions	20.6	21.9
Miscellaneous	13.7	13.7
State Government Contribution—		
Operating Subsidies	282.1	312.0
Capital Contribution	208.7	175.7
Federal Government Contribution		
ABRD Projects	10.5	10.5
TOTAL	713.0	724.7

WHERE THE FUNDS ARE SPENT

	Actual 1986-87 \$M	Budget 1987-88 \$M
Recurrent—		
Maintaining Operations	419.1	450.0
Private Bus Contract Payments	74.7	88.5
	493.8	538.5
Capital Works	219.2	186.2
	713.0	724.7

PUBLIC TRANSPORT SHARE OF TOTAL STATE OUTLAYS



STATE TRANSPORT AUTHORITY

The State Transport Authority (V/Line) is responsible for all country and interstate passenger and freight train services and the co-ordination of rural bus services.

In 1986-87 STA carried 10.5 million tonnes of freight. It carried more than 5 million passengers on V/Line train and bus services. This is the highest number of country and interstate passengers since 1955.

In the last five years alone passenger patronage has increased by almost 50%.

V/Line has made substantial progress in improving its operations since it established itself 3½ years ago as a business of passenger and freight transport.

The major focus has been and will continue to be to reduce costs of V/Line services so that the organisation will be able to match the performance of its competitors.

V/Line also achieved an historic drop in its deficit.

V/Line's financial operating performance showed a reduction in the loss of the year of \$8.2 million.

In real terms this represents a reduction in the loss of some \$35 million.

V/LINE PASSENGERS

The V/Line Passenger Business has continued to grow as a result of efforts to produce more demand oriented, better quality and more efficient services. V/Line has started a market research program to develop passenger marketing strategies.

V/Line has taken on the total travel field and has forged links and developed packages with airlines, road coaches, rent-a-car companies, accommodation houses and tour operators.

In 1987-88 V/Line will continue to identify and pursue opportunities to provide an attractive integrated network of trains and road coaches and build on its success of 1986-87.

Interstate links between Victoria, Adelaide, Canberra and the NSW South-coast will be developed with the introduction of new luxury coach services co-ordinating with train services.

Victorian country services will be reviewed and opportunities for new routes examined as part of the program of regional studies. The Ballarat city bus system will be revamped.

NEW MARKETS

V/Line will continue with an extensive range of packaged tours for all sectors of the market. Emphasis will be on attracting new markets including overseas tourists and the youth market. The V/Line Travel Centre achieved \$2.95 million in sales, an increase of 34% over the previous year.

V/Line Catering has been upgraded. Due to the increased number of services providing on-train catering and improved menus, the revenue earned from on-train catering increased by 19% from \$2.64 million in 1985-86 to \$3.14 million in 1986-87.

Further increases are expected in 1987-88. The Tavern Bar located at Spencer Street generated approximately \$180,000 in new business in 1986-87 and is expected to generate an additional \$200,000 in 1987-88.

V/Line has continued to use fare incentives to attract new business to its services.

In addition to the successful Caper fare available on Interstate services, a Standby fare to Adelaide has been introduced. A number of Saver fares have now been introduced and promoted, including the Super Saver, Family Saver, Sports Saver, Youth Saver and Sixty Saver.

Passenger facilities will continue to be improved, with Ballarat, Geelong, Seymour, Woodend and Bendigo scheduled for upgrading in 1987-88.

FREIGHT

Improved cost recovery continues to be the central aim of the STA's freight planning in 1987-88.

At this stage, few freight traffics recover close to full direct costs. Full cost recovery will only be achieved by improved efficiency, through infra-structure development, advanced technology, improved management and productivity gains.

The new Superfreighter Services introduced in 1986 are expected to expand in 1987-88.

The Superfreighter Services are point to point block container trains which run regularly overnight between capitals.

With Superfreighter there is now little or no shunting or marshalling of wagons to the intermediate yards.



CAPITAL WORKS

The 1987-88 Capital Budget provides \$92.3 million funding for physical works of which only \$17.4 million will be available for new works.

This represents a 50% reduction in the level of expenditure being undertaken three years ago.

This reduction is in part a reflection of the completion of certain elements of the catch-up and revitalisation program initiated by this Government on coming to office and in part a reflection of the limitation on overall State Government expenditure.

Sufficient funds have, however, been made available for the key elements of V/Line's ongoing modernisation program and resources are being directed towards those elements of the program which generate ongoing operating savings for the Authority.

Capital expenditure was incurred in 1986-87 on all aspects of transport infrastructure—trackwork, signalling, wagons, bridges—to facilitate more efficient freight movement.

Major initiatives to upgrade track, new and extended crossing loops, and investment to accommodate greater customer demand for the movement of heavy freight and high containers will continue at a cost of \$14 million.

Provision has also been made in 1987-88 for the continuation of Echuca Bridge reconstruction, purchase of G Class locomotives and wagon upgrading.

The 1987-88 Capital Works Program of \$95.5 million includes:

Track Maintenance Catch-up—\$8.6 million

Renewal of main line points and crossings, continuous welding of track, and ballast cleaning, are programmed for 1987-88. These works will improve both reliability and safety.

Grain Network Upgrade—\$12.6 million

V/Line and the Grain Elevators Board are continuing to improve the efficiency of the grain handling and transport system by use of block trains operating from Central Receipt Points. A total of 123 kilometres is to be upgraded in the coming financial year. The latest project completed this financial year was the rebuilding of the Woorinen-Piangil line of 32km.

Dudley Street Carriage Maintenance Facilities—\$7.4 million

This project involves the construction of new buildings and yard facilities. They will make cleaning and servicing of V/Line passenger carriages less arduous and more efficient.

Construction will continue during 1987-88 and stages 1 and 2 are expected to be operational by mid 1988.

A new V/Line double-decker coach operating in country Victoria.

Locomotives—\$10.0 million

A further 5 G Class locomotives are scheduled for delivery by June 1988, thus improving V/Line's capacity to operate larger block trains with increased reliability.

Country Works Depots and Mobile Gang Upgrade—\$2.5 million

V/Line is currently providing new amenities buildings for its Mobile Track Maintenance gangs and upgrading major Country Works Depots to acceptable modern day standards.

Further truck mounted mobile amenities units are also to be provided during the year as part of overall upgrading.

Bridge Reconstruction—\$7.8 million

To ensure the continued rail distribution of grain from Southern N.S.W., a new bridge spanning the Murray River is currently being constructed in Echuca.

This will remove rail traffic from the existing road/rail bridge which has become impractical for rail traffic and restricts the use of heavy locomotives and bogie vehicles.

Reconstruction or strengthening of other major bridges will start during the year including the Glenelg River bridge at Dartmoor and the Murray River bridge at Tocumwal.

Design will be completed for the bridge over the Avon River at Stratford and work will commence on this and others at Rosedale and Werribee.

Plant and Equipment—\$3.4 million

New equipment in 1987-88 will improve V/Line's capacity for handling an increasing volume of large container traffic. Updating the road motor fleet will also continue.

Electronic Safeworking—\$0.9 million

This expenditure represents the commencement of a major project which will have the biggest impact on safeworking of trains for many decades to come.

The system when fully implemented will control trains and enable their safe passage through sections of the line at increased efficiency and lower operating costs than is possible with present safeworking systems.



Upgrading of Station and Passenger Facilities—\$3.2 million

Upgrading of passenger facilities at Ballarat, Geelong, Seymour, Woodend and Bendigo stations is planned to commence and continue in 1987-88, as part of an on-going program to improve comfort and services.

A number of improvements are also planned at Spencer Street station, including the introduction of a new Passenger Information Display System, and upgrading of catering, luggage handling and bus facilities.

Signalling and Yard Rationalisation—\$4.5 million

Included in this amount is provision for funds to be spent on improvements to signalling on the line between Bunyip and Yarragon, the conversion of sections of lines to automatic electric staff working, and the rationalisation of yards at locations including Seymour, Hamilton, Benalla and Castlemaine.

Wagon Construction/Conversion—\$3.0 million

Work in 1987-88 includes the completion of the construction of 100 VHGY grain hopper automatic discharge wagons to accommodate grain haulage in block trains and the conversion of existing wagons for the fast growing freight business.

Additional work is being done on improvements to existing wagons for the cement business including the modification of existing flour wagons and the testing of new low profile bogies to run under container wagons.

STA FINANCES

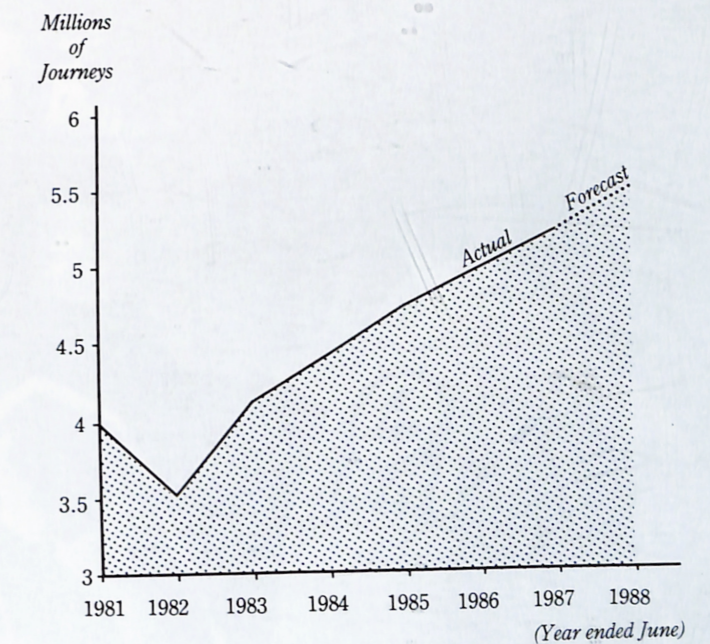
WHERE V/LINE OBTAINS ITS FUNDS

	<i>Actual 1986-87 \$M</i>	<i>Budget 1987-88 \$M</i>
Fares	34.5	38.1
Fare Concessions	8.0	8.7
Trading and Catering and Other	22.2	21.4
Freight Charges	169.1	182.6
State Government Contribution—		
Operating Subsidies	217.9	212.8
Capital Contribution	105.2	97.0
TOTAL	556.9	560.6

WHERE THE FUNDS ARE SPENT

	<i>Actual 1986-87 \$M</i>	<i>Budget 1987-88 \$M</i>
Freight Services	327.6	333.6
Passenger Services	175.0	171.8
Corporate Services	54.3	55.2
	556.9	560.6

V/LINE PATRONAGE IN THE EIGHTIES





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.

A major focus for activities in 1987-88 will be improvements in both productivity and the delivery of service to clients.

This will be supported by an expansion of the range of services available through the 27 district offices and 92 photopoints operating throughout the State.

TRAFFIC FACILITIES PROGRAM

The Traffic Facilities Program has been continued in 1987-88, with an allocation of \$54 million. These funds are allocated as part of Victoria's annual roadworks program.

Further works under this program will include the installation of red light camera boxes at signalised intersections and the relocation/removal of hazardous poles.

TRAFFIC SIGNALS

Further intersections will be connected to the SCRAM computerised traffic signal control system as part of the five year program to link all signals in Melbourne to the SCRAM network, including the outdated traffic signal system used by the City of Melbourne.

The RTA works program provides \$6.3 million for improvements at locations to assist freight movement and improve accessibility to the central area, district centres, and developing regions.

The program has been upgraded for 1987-88. In addition to the works on accident Blackspots, Fairways and Traffic Signals co-ordination and maintenance, new activities such as positive engineering treatments will be undertaken. An amount of \$2.7 million will also be directed to tourist areas and pedestrian and bicycle facilities.

FAIRWAYS AND BUS ROUTES

As part of the management of tram and bus routes, the Fairway system will be extended.

This will incorporate improvements to the signal operations including signal linking and roadworks at key sites to improve safety and operations for all road users.

The Fairway system will be extended in 1987-88 on the following roads: Mt Alexander Road, Pascoe Vale Road, Spencer Street, Lygon Street, Victoria Street, Bridge Road, Albert Road, Clarendon Street, Park Street, Flemington Road and Smith Street.

The SCRAM traffic control computer network operated by the RTA.

Traffic signal works will also continue on a number of tram routes to implement tram priority.

Traffic signal priority reduces tram delays, by detecting when trams are present and adjusting green times or introducing special tram phases in order to minimise tram delays.

Roads to be treated include Hawthorn Road, Whitehorse Road, Maribyrnong Road, Gordon Street, Hopkins Street, Racecourse Road, Swanston Street, Clarendon Street and Flinders Street.

MULTI-PURPOSE TAXI PROGRAM

The RTA will continue to operate the Multi-Purpose Taxi Program that was introduced in February 1983, to assist people with permanent disabilities who are unable to use public transport.

Members are issued with a plastic card for a 50% discount on taxis in Victoria.

Twenty-one special maxi-taxis capable of carrying wheelchair occupants are operating. There are 74,000 members of the program with 86% over 60 years old, and nearly 4000 using wheelchairs.

An amount of \$7.8 million has been provided for the Multi-Purpose Taxi Program in 1987-88. This includes \$1.5 million allocated from the Social Justice Strategy Budget.

BIKE PLAN

The State Government is committed to implementing engineering works for the Melbourne Bike Plan over a 10 year period.

The Plan, released in early 1986, provides a framework for a co-ordinated approach to improve facilities for cyclists throughout the metropolitan area.

The Road Construction Authority has been provided \$1.2 million to carry out works for cyclists on major roadworks projects in the metropolitan area. The RTA has also allocated an additional \$150,000 for bicycle works in regional Victoria.



URBAN ROADWORKS BY THE RCA

	Allocation 1987-88 \$M
<i>Calder Freeway</i> Duplication north east of Keilor	0.5
<i>Greensborough Bypass</i>	5.7
<i>South Eastern-Mulgrave Arterial Link</i>	35.8
<i>Princes Highway East</i> Construct divided road in Caulfield	2.7
<i>Princes Highway West</i> Construction of ramps at Duncans Road	1.1
<i>West Gate Freeway</i> Construction of dual carriageway	27.9
<i>Barwon River Crossing</i> Geelong, and associated roadworks	9.8
<i>Springvale Bypass</i>	0.5
<i>Doncaster Road</i> Duplication Pineway to Springvale Road	2.7
<i>Moorooduc Road</i> Duplication Humphries Road-Craigie Road City of Frankston/Shire of Mornington	3.0
<i>Footscray Road</i> Duplication, City of Melbourne	3.0

RURAL ROADWORKS BY THE RCA

<i>Calder Freeway</i> Construction Gisborne Bypass	4.9
<i>Princes Highway East</i> Construction of new bridge over Genoa River	1.8
<i>South Gippsland Highway</i> Duplication east of Tooradin to Bass Highway	0.7
<i>Calder Highway</i> Duplicate approach to Bendigo	0.9

NATIONAL ROAD IMPROVEMENTS BY THE RCA

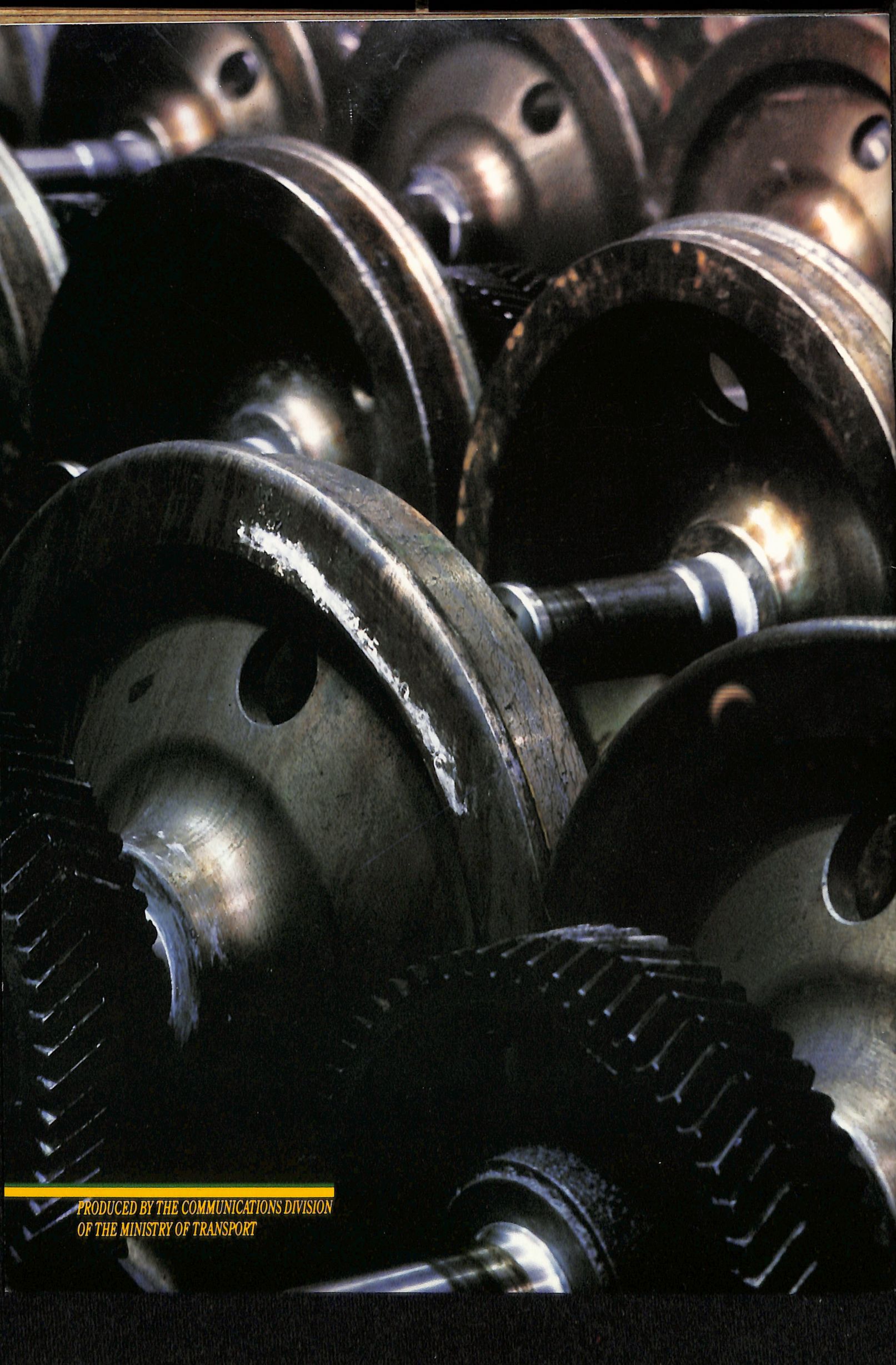
<i>Hume Freeway</i> Bypass of Euroa	4.4
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The \$185 million Westgate Freeway Extension Southern Carriageway takes shape.

	Allocation 1987-88 \$M
<i>Hume Freeway</i> Duplication from Cemetery Lane to Balmattum Boundary Road	3.1
<i>Hume Freeway</i> Bypass of Glenrowan	7.1
<i>Hume Freeway</i> Bypass of Wangaratta	6.1
<i>Hume Freeway</i> Duplication from Bowser to Springhurst	5.6
<i>Hume Freeway</i> Duplication from Chiltern to Barnawartha	7.4
<i>Hume Freeway</i> Duplication from Barnawartha to Wodonga	2.4
<i>Princes Highway East</i> Longwarry Section—Bunyip River to Robinhood	0.6
<i>Princes Freeway East</i> Duplication from Nar Nar Goon to Bunyip River	5.3
<i>Princes Highway East</i> Duplication from Warragul to Moe River	0.3
<i>Princes Highway East</i> Construction of Morwell Bypass—Stage 1	4.9
<i>Western Freeway</i> Ballarat Bypass—Stage 1	1.2

URBAN ROADWORKS BY MUNICIPALITIES

<i>Doncaster-Mordialloc Road</i> Duplication Mills Road-Springvale Road, City of Springvale	1.5
<i>Stud Road</i> Duplication, Cities of Knox and Dandenong	0.2
<i>Ferntree Gully Road</i> Duplication, Cities of Knox and Waverley	1.6
<i>Bulleen Road</i> Duplication Eastern Freeway—Manningham Road, City of Doncaster and Templestowe	0.4
<i>Wellington Road</i> Widening and duplication, City of Waverley	0.7
<i>Boronia Road</i> Duplication Canterbury Road-Dandenong Creek, City of Knox	0.3
<i>Heidelberg Road</i> Reconstruction plus tram separation, Fitzroy/Collingwood	0.6



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