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VICTORIA

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TRANSPORT REGULATION BOARD

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ANNUAL REPORT

FOR THE YEAR ENDED 30<sup>TH</sup> JUNE, 1962

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PRESENTED TO BOTH HOUSES OF PARLIAMENT PURSUANT TO THE PROVISIONS OF  
THE TRANSPORT REGULATION ACT

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*By Authority:*

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## TRANSPORT REGULATION BOARD

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# Annual Report for the Year Ended 30th June, 1962

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Exhibition Buildings,  
Carlton, N.3,

1st October, 1962.

*The Honorable the Minister of Transport,  
Melbourne, C.1.*

SIR,

The Board has the honour to submit for presentation to Parliament in compliance with the provisions of Section 14 of the *Transport Regulation Act 1958*, a Report upon its proceedings for the year ended 30th June, 1962.

### GENERAL SURVEY.

1. Since the inception of modern transport organization there has been intense argument, in almost every country in the world, as to the relative merits of road and rail transport and the ways in which these potentially competitive forms of land transport should be associated. Such discussions of their very nature encompass an evaluation of the extent to which transport regulation meets or conflicts with individual needs and indeed consideration of whether regulation achieves its stated aims of aiding a better use of community resources.

2. Transport is a service which directly affects each section of our community. The several interests in the community naturally examine transport problems, especially the vexing one of road/rail competition, from their sectional viewpoints. It is the interaction of all these views which forms the basis of community decision that road transport will be regulated and determines the form that regulation should take.

3. In Victoria the form of regulation adopted has compared well with alternative systems particularly as it allows open expression of views by interested parties.

4. The Board believes that it is proper, in the community interests, that regulation should be carried out under public scrutiny and subject to public criticism. It is fully aware that this criticism will almost inevitably be on a sectional basis. It also sees that the interaction of these responses to regulation often negates any movement to satisfy particular sectional requirements.

5. Arguments for greater freedom for road transport are brought forward for a number of reasons :—

- (i) Manufacturers, wholesalers and retailers seek permission to use road transport in cases where this would provide them with a brand of service best suited to their needs. In this category decentralized industries are probably the most important single group.

The Board may and does permit use of road transport where an applicant can clearly demonstrate that real advantages will come from such a course.

The Board has often stated a view that an increase in commercial activity in country areas, though this may come directly from a particular extension of road transport operations, will eventually benefit the railways by stimulating movement of those goods which have always been maintained on rail as part of Board policy.

Opinions have been expressed that amendment to the Commercial Goods Vehicles Act may solve a basic problem involved in encouraging decentralization. Such demand as has arisen in this matter usually is directed to claims for "freedom of choice" of transport.

There has also been in recent months a considerable amount of agitation seeking limitations on road movement from the metropolitan area to country districts up to 100 miles from Melbourne for particular commodities, with the stated objective of protecting country businesses from metropolitan competition.

In relation to both these aspects it seems to the Board that care is called for in contemplating any amendment to the legislation, to ensure that the basic purpose of the Act, *i.e.*, the prevention of wasteful duplication in the transport industry with its attendant dispersal of community resources, is not destroyed.

Legislation governing transport regulation should not, the Board believes with considerable conviction, be used as a means for interference with the normal economic and industrial forces operating on industries outside the transport industry. If industries other than the transport industry are to be subject to regulation then it seems to the Board that this should be exercised through industrial or possibly company legislation, and not through the Commercial Goods Vehicles Act.

- (ii) A number of transport users or prospective users may be offered lower freight rates by road carriers than by the railways; these people consequently seek an ability to take advantage of this situation. It is fundamental in transport regulation that lower freight rates cannot necessarily be taken as indicative of a more efficient mode of transportation from the community viewpoint; that a different basis of making freight rates is adopted by the railways than by road carriers is common knowledge. Freight rates quoted by either medium of land transport do not necessarily reflect the factors which must be considered by the transport regulator in his deliberations on questions of road/rail competition.
- (iii) In a situation where transport is non-competitive there are those who desire to bring competition into being that alternative means of transport may be available to them. Further, the existence of competitive transport facilities tends to lower freight rates. This demand is always present in a community whether or no it is always an effective demand.

It is one of the features of road transport that it may be provided virtually on demand. Because of this, planning by particular firms for the use of transport facilities can be more flexible if road transport is available.

Under existing conditions where urgency of need is demonstrated, road transport may be authorized.

- (iv) In this State there is a considerable movement of goods on road, over longer distances, under authority of both permits and licences. Often road carriers engaged in this movement have an availability of plant and a desire for back-loading or higher load factors. The arguments put forward for extensions of road freedom in this regard are real and must carry weight; indeed, they are very similar to those put forward

on behalf of the Victorian Railway Commissioners. In this respect, however, the rail case must generally be weightier when questions of the alternative uses of plant, the degree of capital involved and the relative importance of basic service are taken into account.

- (v) Entrepreneurs will naturally have a desire to enter a field of business activity where there is a proven and established demand at a price level acknowledged to place the present supplier in a vulnerable position.
- (vi) Criticism has been levelled at transport regulation in this State on the basis that the "as of right" freedoms should be broadened; these freedoms define the area where road transport is accepted as usually pre-eminent. The proponents of this type of thinking argue that the road vehicle has in recent years become far more efficient relatively over longer hauls. The Board cannot subscribe to this argument as one which would in itself justify the extension of "as of right" freedoms. Many of the factors which must be associated with the increased ability of road transport, particularly the operating ability of the railways, have also changed over the years.

Distance of haul is by no means the sole factor in a determination of the relative efficiencies of the two forms of land transport. Indeed, there is strong argument to support a contention that the relative functions of road and rail can best be determined by reference to particular movements.

- (vii) The Board finds that some of those people examining the land transport problems which face our community today seek an answer to these problems in a reversion to open competition. The argument put forward here is that given free choice the consumer will select that form of transportation best suited to his needs and by the aggregation of such actions throughout the community the two forms of land transport will perform the tasks for which they are best suited and will eventually be moulded to their most economic form.

The Board has not found in this theory any satisfactory and practical answer to the difficulties which will obviously occur in any transition period during which the media may be required to effect a change in form. Nor does the Board believe that freight rates will, under conditions of free competition, reflect real costs. In addition, the practical problems involving the relative abilities of road and rail transport to effect changes in form are largely left unanswered.

6. In Victoria the Board has a position of arbitrator between the conflicting views of railway representatives and those seeking to operate or use road transport and between conflicting road interests. From this position the Board clearly sees that where sectional views are advanced with regularity, public attention has tended to be diverted away from the real issues.

7. Transport regulation is not an exact science and it must be realized that in the process of community action, through Parliament, in this as in any field, individual interests may suffer. Value judgments must be made; the scope of these judgments and the factors to be taken into consideration are set down by Parliament. From the many matters determined each year with contesting parties representing diametrically opposed interests it is only natural that the exception receives publicity. Because of this the real issues regarding land transport in Victoria are often misconstrued. In such dynamic times as these the absence of change in any particular field is sometimes condemned.

8. Over the years the Board has maintained a clear policy of gradualising the impact of road transport on rail services. The Board believes in the oft stated tenet that this State cannot afford complete duplication of transport resources. The Board also believes that, as the community develops, adjustments in the relative spheres of land transport are, in practice, bound to take place and, over time, the competitive area will be expanded.

9. A major problem to be faced in evaluating a current transport situation is raised by the fact that adjustment by road transport to meet any competitive position may be immediate, adjustment by rail is necessarily slower. Under these circumstances undue harm may be done to the position of rail services if an immediate adjustment by road transport were admitted as a permanent feature before the real long run competitive position could be ascertained. The Board has allowed considerable road movement under authority of permit. At the same time road, whilst it is the flexible transport media, must operate in circumstances of reasonable security and predictability.

10. Road Transport has been admitted where it has been clearly demonstrated that use of this form of transport would benefit the community. The enabling legislation for transport regulation must be interpreted as favouring the existing service, up to the point where this service appears inadequate or, indeed, where the advantages to be gained by its use in particular instances are not as great as those to be obtained by use of an alternative service. To this extent the Transport Regulation Act and the Commercial Goods Vehicles Act protect the existing service. In this State almost all cases of important volume movement are between places linked by rail service.

11. Many of those people seeking extension of road authority appear to find difficulty in seeing the issues of transport regulation in proper perspective. This occurs particularly where individual interests are concerned to demonstrate the values of road transport for their particular industry or firm. It is difficult for the applicant to see that the Board can only be concerned with costs of transportation insofar as these reflect the real costs. Freight rates do not satisfactorily reflect real costs.

The Board is then often faced with the proposition of determining as a matter of judgment not only the adequacy of the existing service but in addition the real factors of the situation of the applicant when these factors are expressed in monetary terms. The Board is primarily concerned to have the applicant put in support of his case, insofar as this is possible, other measures of the factors involved.

Criticism of transport regulation will inevitably come in such a situation, particularly where a wide gap exists between real costs and freight rates. This criticism is understandable but, nevertheless, inadmissible from the community viewpoint. It will do little to further a solution to the transport problems which exist in our society to-day.

12. Transport is such an important factor in community life; it is inextricably interwoven with all facets of this life. The solution to the problem of one section will then have effects on other sections of the community. It is fundamental in transport regulation that the solutions to its problems can only come from consideration of the transport and economic life of the community as a whole.

#### BOARD'S PROCEEDINGS.

13. The Board dealt with 134 applications for licences at public hearings during the year, comprising 22 Goods cases and 112 Passenger cases. Hearings occupied 40 full days and 19 half-days including country hearings at Bairnsdale, Beech Forest, Geelong, Hamilton, Mildura, Shepparton, Swan Hill and Tallangatta.

14. The majority of matters dealt with by the Board are settled at Private Sittings. Matters determined in this way totalled 10,345—2,426 Passenger, 4,259 Goods, 1,860 applications for issue of certificates to drive commercial passenger vehicles and 1,800 applications for certificates to drive tow trucks.



15. Additional time—30 half days—was taken up in hearing cases involving drivers of public passenger vehicles, where suspension or revocation of drivers' certificates was under consideration. In these cases it was decided that direct disciplinary action by the Board was warranted in preference to and in lieu of proceedings through the Courts. The following table shows the results of action thus taken :—

| DRIVERS' CERTIFICATES. |    |    | 1961-62. | 1960-61. |
|------------------------|----|----|----------|----------|
| Revoked                | .. | .. | 35       | 23       |
| Suspended              | .. | .. | 24       | 12       |
| Warned                 | .. | .. | 19       | 8        |
| No action              | .. | .. | 8        | 2        |
| Dismissed              | .. | .. | 4        | 7        |
| Withdrawn              | .. | .. | 2        | ..       |
|                        |    |    | —        | —        |
|                        |    |    | 92       | 52       |
|                        |    |    | —        | —        |

16. It is of interest to record that of the 92 cases heard, 37 of them related to offences by drivers failing properly to pay to owners monies received for hirings undertaken.

17. Related to the new tow truck legislation, further reference to which is included later herein, the Board heard five appeals by drivers whose applications for drivers' certificates were refused in the first instance. The hearing of these appeals resulted in four drivers receiving probationary certificates and in one case the refusal was confirmed.

#### LICENCES IN FORCE.

18. The table showing licences issued in the various categories appears in Appendix 1.

19. The main categories are—

- Discretionary Passenger Vehicle Licences ;
- Discretionary Goods Vehicle Licences ;
- “ As of Right ” Goods Vehicle Licences.

A slight decrease occurred in the number of urban and country route buses but the number of metropolitan route buses was increased by five licences.

20. An increase of 50 licences occurred with school contract licences. These licences are issued for services operating under contract to the Education Department.

21. The number of metropolitan taxi cab and hire-car licences was increased in total by only one licence.

22. The number of goods discretionary licences, including those issued for temporary duration, increased by 1,817 licences and the number current is 9,847. Discretionary “ D ” licences confer added rights to those available under “ as of right ” “ E ” licences, but are issued at the same annual fee of £2.

23. The total number of “ as of right ” “ E ” licences now covers 88,560 vehicles, an increase of 4,415 over the previous year.

#### METROPOLITAN PASSENGER TRANSPORT.

24. There has been no major change in the basic passenger services catering for the needs of the Melbourne metropolitan area provided by the suburban electric railway system and tram and bus services maintained by the Melbourne and Metropolitan Tramways Board supplemented by private enterprise omnibus services and a group of charter and touring buses under licence for special work.

25. The public enterprise services provide, with only minor exceptions, main arterial services from outer metropolitan areas to central city terminals. There are, however, some exceptions to this “ arterial ” concept in the form of several tramway services which also provide cross suburban movement.

26. Whilst a number of factors are present it seems reasonably clear that as the number of private motor vehicles registered in Victoria increases, there will continue to be a decline in the number of passengers carried on tram, rail and bus services in the metropolitan area. This tendency in a community which is steadily increasing in population must be considered more deeply than a mere study of the actual decreases which are shown in Annual Reports.

27. There have been many forecasts of eventual strangulation of the larger urban areas in Australia as a result of traffic congestion. This has already occurred to a degree in some American cities. Considerable emphasis is placed on road construction as the solution, but this is not providing the complete answer. Large amounts of capital are being channelled for the development and rehabilitation of the mass transport systems. In the United States the matter was the subject of a special Presidential message to Congress earlier in the year proposing that substantial sums should be made available by the Federal Government to assist the public transport services whether privately or publicly operated. With the rapid development of Australian Capital Cities, this country is facing similar problems to those which exist in the United States, and there is obviously a lesson to be learned from that country's approach to the solution of these problems.

#### COUNTRY PASSENGER TRANSPORT.

28. The decline in the number of passengers being carried on country rail passenger services is still continuing, and, although the Victorian Railways Commissioners are doing everything in their power to halt this trend, having regard to conditions of relative prosperity which obtain in the community, it seems reasonable to assume that this trend will continue.

29. Local country road passenger services operating under licence are not showing attractive profitable returns and the latest combination of through-to-Melbourne services from Healesville and Marysville-Alexandra is, to some extent, indicative of the present position of country road passenger services operating under today's conditions.

#### METROPOLITAN OMNIBUS SERVICES.

30. The past year has reflected the relatively stable position of services, mentioned in the Board's last Report. Although there were further increases in costs, particularly wages, which tended to offset some of the benefits of the general fare increase in 1960, fare increases and reductions in service were comparatively few and insufficient to bring about any notable change in fare structure or service groupings.

31. The situation, then, is that approximately 60 per cent. of services are still operating on the 6d., 9d., 1s. fare structure with approximately 25 per cent. remaining on lower fare structures. Similarly, approximately 39 per cent. of metropolitan services operate after 9 p.m. on week-days, and half of the services do not operate on Sundays.

32. Standards of service are kept under constant review and the Board is anxious to ensure that, wherever possible, existing standards will not only be maintained but improved. Many of the services providing limited service are located in developmental areas, and these in particular are being closely observed with the notion of implementing improvements.

33. On the other hand fringe housing development and growth in the number of children requiring school transport continues to create a need for improvements in basic service and special school services. Consequently, the Board, whilst endeavouring to maintain maximum service, must take this into account together with associated capital problems when directing attention to what might, under conditions prevalent in recent years, be properly called non-basic service.

34. A further mitigating factor is that of fleet rejuvenation. Heavy losses incurred on evening and week-end operations often impede operators in this regard. Although some benefits to the industry occurred from the Sales Tax exemption on new vehicle purchases announced in the last Federal Budget, this fails to provide a complete answer to the fleet replacement problem, particularly in cases where unsatisfactory cost-revenue ratios already existed.

35. The operation of restricted services is continually being reviewed to ensure that maximum service is provided commensurate with revenues received.

36. During the year the Board authorized a number of new bus services to be commenced, viz:—

- (a) Route 142A (Footscray–Maribyrnong–East Keilor);
- (b) Route 147A (Broadmeadows Military Camp–Jacana Railway Station);
- (c) Route 148A (Broadmeadows Railway Station–Kiewa-street, Upfield).

37. One service, Route 27A (St. Kilda–Chadstone), commenced operating but the Board was forced to revoke the licences, due to the operator not being able to maintain a satisfactory service, both in relation to time-tables and vehicle condition. The Board is at present in the process of determining applications from other operators to re-commence this service.

38. All other metropolitan bus services continued in operation during the year; in fact a number of existing services were extended in the suburbs of Box Hill South, Broadmeadows, Glen Waverley, Holmesglen, Murrumbeena, Niddrie, Reservoir and Vermont.

39. The Board, after an initial experimental period, decided to include in licence conditions operations performed by various bus operators to the Chadstone Shopping Centre. These bus services had previously been extended by temporary permit authority. The services affected were—

- (a) Route 88A (Bentleigh–Chadstone);
- (b) Route 81A (Camberwell–Chadstone);
- (c) Route 94A (Elsternwick–Chadstone);
- (d) Route 47A (Glen Waverley–Chadstone and Carnegie–Chadstone–Holmesglen);
- (e) Route 208A (Burwood Tram Terminus–Chadstone);
- (f) Route 221A (Dandenong–Chadstone).

40. Route 77A (East Moorabbin–Chadstone) is still operated under permit authority until such time as certain roads in the Moorabbin municipality are completed to the necessary standard for bus traffic.

41. Vehicles operated by various private kindergartens for the carriage of pre-school children were also brought under licence and there is the need for them to be regularly inspected to ensure satisfactory safety standards.

42. During the year the Kinglake–Whittlesea–Regent service was extended by permit authority through to Melbourne on Sundays, and this decision has assisted the retention of the Sunday service which was poorly patronized.

#### METROPOLITAN SPECIAL SERVICE OMNIBUSES.

43. The Board renewed authorities for operators holding rights to operate to metropolitan racecourses and the Royal Agricultural Society Showgrounds for night trotting meetings for a further period of twelve months. Buses operate at separate fares from loading stands situated in Flinders-street, Melbourne, to metropolitan racecourses and also from loading stands situated in the municipalities of Altona, Box Hill, Brighton, Brunswick, Caulfield, Coburg, Essendon, Footscray, Hawthorn, Heidelberg, Kew, Moorabbin, Northcote, Oakleigh, Preston, St. Kilda, Sandringham and Sunshine. These permits are reviewed annually and operations in each case are carefully examined.

44. A variety of special school and industrial trips, mainly operated under contract to the Education Department, private schools or industrial organizations were authorized by temporary permit after careful examination of the facts in each case.

45. Four additional metropolitan special service omnibus licences were granted to existing licence holders during the year. In all cases where additional licences of this type are sought the applicant must demonstrate to the Board that an actual demand for such licence exists.

OPERATION OF OMNIBUS SERVICES BY THE MELBOURNE AND  
METROPOLITAN TRAMWAYS BOARD.

46. In paragraph 19 of the Board's Annual Report for the year ended 30th June, 1959, the Board said—

“The existing network of services provided by the Melbourne and Metropolitan Tramways Board lies mainly within the inner built-up area of declining population. It is our belief that it will become a function of the Tramways Board to develop certain subsidiary ‘arterial’ services from newer, outer residential areas now developing and to be developed in the future. This, as we see it, will be done with the omnibus, a more flexible unit to operate alongside and, in effect, in competition with the private motor car. Omnibus services of the kind would be expected to come into being to serve new areas where the existing suburban railway system does not effectively tap the traffic. In some instances, this could cause conflict with existing private omnibus services already being developed.”

In paragraphs 20 and 21 of the Annual Report for the year ended 30th June, 1961, the Board made reference to the fact that the Melbourne and Metropolitan Tramways Board had purchased the whole of the franchise of Mr. A. P. Withers who operated services in the Warrandyte-Doncaster-Nunawading-Templestowe-Box Hill-Heidelberg and surrounding areas. This network of services embraced both arterial routes and local services feeding the Melbourne and Metropolitan Tramway Board's arterial routes and also the suburban railway system.

47. The past year has seen further examples of action by the Melbourne and Metropolitan Tramways Board to extend the franchise purchased from Mr. A. P. Withers, and the Board at public hearing heard an application from the Melbourne and Metropolitan Tramways Board to operate a route between Doncaster-Laburnum-Box Hill and between Mitcham and Box Hill to which objection was lodged by the existing private operator in the area.

48. The Board, pursuant to Section 33 of the *Transport Regulation Act 1958*, recommended to the Honorable the Minister that Governor in Council not grant consent to the operation of the Doncaster-Laburnum-Box Hill service as, in the Board's view, the application was premature. At the same time an application from the private operator to extend service in Middleborough-road was granted.

49. In the case of the Mitcham-Box Hill route, in its announced decision the Board said—

“That it be recommended to the Honorable the Minister that consent of Governor in Council be given to the operation of a service on the following route :—

From Mitcham Railway Station via Whitehorse, Doncaster East, Mitcham, Springfield and Doncaster Roads to Whitehorse-road, Market and Main Streets to Box Hill Railway Station, such recommendation being subject to a condition pursuant to Section 24A of the Transport Regulation Act that compensation shall be paid by the Melbourne and Metropolitan Tramways Board to Rouch and Kennedy Pty. Ltd. because of the financial effect such service will have on the services already operated by Rouch and Kennedy Pty. Ltd. under existing licences”.

Because of views as to road suitability expressed by the Box Hill City Council the Board's recommendation varied the original route applied for by the Melbourne and Metropolitan Tramways Board.

50. The Board also suggested separately that consideration should be given by the parties to the sale and purchase of the local operator's relevant route. This would have removed a certain amount of wasteful duplication and would have permitted a more logical organization of the Melbourne and Metropolitan Tramways Board's operation in the area.

51. Following circulation of the recommendation to interested parties, the Melbourne and Metropolitan Tramways Board advised the Honorable the Minister that it had examined the suggestion of the Transport Regulation Board that the parties “negotiate the sale and purchase of the whole of the Rouch and Kennedy Pty. Ltd. rights in relation to Route 107A” but did not agree that it should so negotiate.

52. The Melbourne and Metropolitan Tramways Board also stated that as the route applied for had been varied by the Board's recommendation it was not prepared to operate over the alternative route recommended, and, having regard to the position reached, the private enterprise bus operator has since applied for extension of his existing service to operate a route along Springfield-road, serving some of the area proposed to be served by the Melbourne and Metropolitan Tramways Board's application. Objections to the granting of this application have been lodged by the Melbourne and Metropolitan Tramways Board. The application has been heard since the close of the financial year, but no decision has yet been made.

53. In February, 1962, the Melbourne and Metropolitan Tramways Board made application for authority pursuant to Section 33 (1) of the *Transport Regulation Act* 1958, (No. 6400), to operate commercial passenger vehicles in place of tram services being operated at that time in the Footscray area.

54. The application, *in toto*, was strongly objected to by the Road Passenger Service Operators' Association and, in part, was also objected to by A. R. Tresize and Company Pty. Ltd., operator of a bus service from Sunshine to Footscray which duplicates a short section of tram route (30 chains) in Ballarat-road between Gordon-street and Rosamond-road.

55. After careful consideration of all matters put at public hearing the Board, in its decision, said—

“That it be recommended to the Honorable the Acting Minister that the consent of Governor in Council be given to the Melbourne and Metropolitan Tramways Board to operate buses on the routes in question, in lieu of existing tram service, subject to final settlement of proposed turning procedures.”

56. In the notes accompanying its decision the Board said *inter alia*—

“Reference was made also by Mr. Lawrence (for the private operator) to general acceptance of views proffered on earlier occasions that bus operation on main arterial routes should be in the hands of a public authority, that feeder services should be regarded as the area of the private operator, that this had been the traditional role of the private operator over the years, and that the public authority should, in fact, confine itself to arterial routing. The Tramways Board, whilst agreeing with the proposition so far as arterial routing was concerned, was equally firm that feeder services should not be regarded as the sole prerogative of the private operator.

The above seems to be the real crux of the problem, although this was not argued to any conclusion in these proceedings and, on the whole, it could only be so argued when there was, in fact, an application by the Tramways Board to open up a completely new route of a feeder nature or, alternatively, to extend feeder services at present operated by it.

The Board, for its part, whilst adhering to the views expressed on an earlier occasion that it felt purely feeder services should continue to be operated by private enterprise until such time as it found itself no longer capable of meeting demand in any particular area, is not able to conclude that feeder services in an expanding metropolis should be the sole province of private enterprise.

Public authority operations of a feeder nature are common to many big cities and, with the continued growth of the metropolitan area, it seems to the Board almost inevitable that there must be further development of other than arterial routes by the Melbourne and Metropolitan Tramways Board.

During the hearing the tram route Cotham-road, Kew, via Glenferrie-road, to St. Kilda Beach was referred to by the Tramways Board representative as a feeder service. Whilst it is true that it crosses a number of railway lines and tram and bus routes operating to the heart of the city, the Board would regard it more as a trunk route providing cross-country communication between widely dispersed suburbs. Several such trunk routes are provided by private enterprise bus services, and possibly it is in relation to these that most concern is being felt by the Road Transport Industry.

In short, with what this Board itself regards as true feeder services, i.e., comparatively short routes feeding direct to tram or railhead, there can be little question that these can be more economically provided by private enterprise, although at a somewhat lower standard than we have come to expect from Melbourne and Metropolitan Tramways Board operation. There has been nothing so far to suggest that private enterprise cannot continue to provide service of fairly high quality on what have been called 'trunk' routes and, on this matter, the Board hesitates to forecast what the future holds. It does, in fact, seem to the Board that this is a matter in which the Board may not be the determining authority.

So far as the present Tramway application is concerned the Board has concluded that it is obliged to deal with it purely on the basis as submitted, and it has found for the conversion as sought by the Melbourne and Metropolitan Tramways Board. This, however, is not to be taken as indicating that it would necessarily take a favourable view of any applications which may be made subsequently for extension of these same routes. The Board's decision would be reached on the facts at the particular time."

#### METROPOLITAN TAXI-CAB AND HIRE-CAR SERVICES.

57. The period of financial stringency has undoubtedly affected demand in the taxi-cab and hire-car field and, as a result, there has been little need for issue of additional taxi-cab and hire-car licences to provide service and the number of licences has remained virtually unchanged.

58. The gradual re-organization of hire-car and taxi fleets and adjustment of their relative strength in keeping with present-day functions has now been finalized and the following pattern has emerged.

59. Service is now effectively provided in the following manner :—

- (a) 1,609 taxi-cabs (1,100 of which are fitted with two-way radio and operate from one of eight inner area taxi depots).

In addition to street pick-up work, taxi-cabs fitted with radio cover an increasing number of telephone hirings. Approximately 100 additional taxi-cabs have been fitted with radio within the last twelve months.

Whilst the Board has taken no steps to influence taxi-cabs to fit two-way radio its view is that this enables the vehicle concerned to provide service to an increasing number of clients. Present indications are that the trend towards fitment of two-way radio on taxi-cabs will continue but naturally the increase in future will not be as great as in the past.

- (b) Zoned hire-cars totalling 582 provide local service both at telephone call and by street pick-up in twelve outer metropolitan zone areas.

Taxi-cab organizations also provide service throughout the whole of the metropolitan area. The zoned groups have been able to maintain the number of telephone hirings performed by their fleets and have continued to develop stands for street pick-up work which were formerly not very greatly used.

- (c) Twelve superior-grade private hire-cars are operating from the inner area depot of Luxury Hire-Car Service at special hiring rates.

This group has so far been able to maintain its position in providing better class hire-car service and the Board is observing the outcome of this experiment with interest.

60. In order to improve and expand its knowledge on taxi-cab and hire-car operations the Board sent two officers to Sydney to examine every aspect of these operations in the Sydney metropolitan area.

All authorities contacted, both on the regulatory and industry sides, were most helpful and much useful information was gained from this visit.

## OIL COMPANY INTEREST IN ZONE DEPOTS.

61. The Board has noted with some concern the interest being displayed by oil companies in proposals for the acquisition of the depot premises and a voice in the management of some of the Zone organizations. The proposals offer a reduction in depot fees and a number of other attractions to owners in return for the use by the depot cabs of the company's products.

62. There appears to the Board to be some risk that such a development would not necessarily be in the public interest which is the Board's main concern. The oil company interest would naturally appear to be more in securing guaranteed outlets for the company's products in what is a very competitive field. Public interest and company interest may not always coincide.

63. Under its existing powers the Board is not in a position to do very much to influence or control this trend, but it believes it has a responsibility to direct attention to this likely development.

## URBAN TAXI-CABS AND HIRE-CAR SERVICES.

64. The only significant development in the urban areas has been the conversion of eight Geelong hire-cars to taxi-cabs.

## TOURING SERVICES PROVIDED BY SEDAN-TYPE VEHICLES.

65. Until recently there was no development of day and half-day touring operations with small vehicles on a similar basis to that which occurs in most other capital cities in Australia and in many cities in other parts of the world.

66. The Board has granted, by experimental permits, authority to two taxi-cabs to provide for this type of traffic.

67. The applicants will still retain the basic taxi-cab right, but the Board felt they should not be inhibited from embarking upon the experiment. The outcome of the experiment will be reviewed in February, 1963. The Board does not envisage that the rights would continue to be combined. It feels that if the present experimental period proves successful, touring licences would be issued on these small vehicles.

## URBAN BUS SERVICES.

68. In April, 1962, fares were increased in Geelong, the new fares being 6d. first section, 9d. second section, 1s. third section with 1d. rises thereafter. The new fares are the same as those generally applying to privately operated buses in the Melbourne metropolitan area. These fares are still lower than the Melbourne and Metropolitan Tramways Board fares on both trams and buses which are 6d., 10d., 1s. 2d., 1s. 6d., 1s. 6d., 1s. 9d., 1s. 9d., 2s., 2s., 2s. 3d., 2s. 3d., 2s. 6d., 2s. 6d.

69. Services at Geelong are provided at a high standard, routes are being extended as development occurs and, generally, public demand is being reasonably met.

70. There has been very little change in the urban services at Ballarat and Bendigo; the standard of service in these areas is commensurate with the return from revenue.

## COUNTRY BUS SERVICES.

71. During the year two railway branch line services were discontinued and replaced by road services which continue to provide co-ordination with the main-line rail service. The branch lines concerned operated between Wodonga and Tallangatta and Springhurst-Rutherglen-Wahgunyah.

72. In both cases a satisfactory alternative road service has been arranged. An interstate service between Albury and Corryong operated under freedom conferred by Section 92 of the Constitution during the period of the rail service and the hitherto rail revenue will now consolidate the road service which has been in operation for some time.

73. Late in 1961, Ansett Roadways Pty. Ltd. were authorized to operate a daily service from Mt. Gambier-Coleraine and Naracoorte-Edenhope-Coleraine through to Melbourne via Hamilton serving a franchise area up to and including Coleraine. The Company has been providing an interstate service under Section 92 of the Constitution over these same routes for some years. The application was objected to by the Victorian Railways Commissioners.

74. The through-to-Melbourne services from Marysville, Alexandra and Healesville were amalgamated during the year. Both services have been affected in recent years by loss of traffic to private cars, this factor being the principal reason for the combination. This consolidation is desirable and in the public interest.

75. Country bus services generally are still losing traffic to the private motor vehicle and combination of services, reductions in frequency and the use of smaller and more economical units are the only means of maintaining service at economic levels.

#### TEMPORARY ROAD SERVICES.

76. Sunday bus services under temporary authority still operate between Melbourne and Daylesford-Hepburn Springs and Seymour. Services at week-ends authorized by permit are also still in operation from Portland and Hamilton through to Melbourne.

A temporary road service is also authorized to operate on Wednesday from Cobram to Strathmerton.

#### DRIVERS' CERTIFICATES.

77. Commencing on 1st January, 1962, drivers of metropolitan taxi-cabs and hire-cars are progressively being issued with a new form of certificate incorporating a photograph of the authorized driver and his certificate number. The conversion to the new form of certificate will be concluded by 31st December next.

78. This new certificate will be displayed in the vehicle, generally on a mounting above the rear-vision mirror. This step has been taken with both Industry and Union support to discourage substitution and impersonation and to assist the travelling public in identifying drivers against whom some complaint arises.

79. In addition to tests applied by the Board to ensure a new applicant is a fit and proper person to hold a certificate, each applicant for a certificate to drive a metropolitan taxi-cab/hire-car is required to pass an advanced driving test given by the Police before a certificate is issued. This driving test commenced on 26th March, of this year and is carried out at the Police Testing Station at Port Melbourne. The test involves both an advanced knowledge of road law and driving.

80. As from 1st June, 1962, all tow-truck drivers are required to hold a Tow Truck Driver's Certificate. Before this certificate is issued each applicant is checked through the Police to determine whether he is a fit and proper person to hold the certificate.

81. Tow-truck drivers within a radius of 25 miles of Melbourne are issued with a certificate incorporating the photograph and certificate number of the driver; in all other cases a description of the driver is recorded on the certificate.

#### GOODS TRANSPORT.

82. No major changes in permit policy have occurred during the year and permits continued to be available for the following list of commodities:—

- Uncrated plaster and cement sheets;
- Bricks within 100 miles radius;
- Tiles;
- Cement prefabricated products;
- Special types of cement pipes;
- Glazed doors and glazed timber windows;
- Steel window frames;
- Sticked kiln-dried timber;
- Uncrated refrigerators and washing machines;
- Sanitary earthenware;
- Scrap metal and marine goods;
- Superphosphate up to 100 miles from the fertilizer works.



83. Permits are also issued for a variety of purposes in special circumstances, for example :—

- Cartage for certain decentralized industries where special assistance has been provided ;
- Petroleum products in drums and packages beyond 50 miles radius limit ;
- Sawn timber under the two-third rail, one-third road formula ;
- Potatoes and onions (excluded from the Third Schedule) ;
- Firewood deliveries from country to metropolitan area ;
- Hides, skins and tallow ;
- Cylinders of oxy and acetylene gas to users throughout the State ;
- Prepared stock and poultry feed for distribution to users.

84. Considerable extra freedom of movement is also permitted on the short haul between Melbourne and Geelong. From statistics taken out from returns supplied by road operators it is estimated for the calendar year ended 31st December, 1961, that approximately 1·3 million tons of goods moved intrastate under permit authority. The biggest single group of commodities was that moving for the building and construction industry. This group made up almost 30 per cent. of the total movement.

85. Other major commodity groups were—

- Petroleum products ;
- Manures ;
- Primary produce ;
- Food and foodstuffs—

and small lots under five hundredweight.

86. The number of goods permits and revenue received from this source this year compared with the two previous years is as follows :—

|         |    |    |    |    | Number of<br>Goods Permits. |    | Goods Permit<br>Revenue.<br>£ |
|---------|----|----|----|----|-----------------------------|----|-------------------------------|
| 1959-60 | .. | .. | .. | .. | 107,017                     | .. | 316,278                       |
| 1960-61 | .. | .. | .. | .. | 109,136                     | .. | 336,884                       |
| 1961-62 | .. | .. | .. | .. | 107,998                     | .. | 340,168                       |

#### CLAIMS FOR REFUND OF INTERSTATE GOODS PERMIT FEES.

87. Most of the claims for refund of interstate permit fees paid prior to the Privy Council decision in 1954, have been finalized. Up to June, 1961, an amount of £124,976 had been paid out in Victoria, and in the twelve months under review a further sum of £5,704 was refunded. Further claims now seem unlikely.

#### SAWN TIMBER.

88. Permits have continued to be available to sawmillers for road transport of up to one-third of mill output subject to two-thirds consignment by rail. The Railways have continued to handle the bulk of the timber traffic from the main timber producing areas in Gippsland and, to meet requirements of the traffic, the Commissioners have recently provided an additional daily train from Orbost.

89. The two main areas concerned are centred around Heyfield and Orbost. Over the past twelve months approximately 49 million super. feet of timber was loaded at railway stations on the Gippsland line, mainly Orbost, Nowa Nowa, Bruthen, Bairnsdale and Heyfield. During the same period approximately 22 million super. feet of timber was carried from this area under road permits.

90. From the Beech Forest and Forrest areas in the Otways approximately 2·2 million super. feet were consigned by rail and less than one million super. feet by road, while from Mansfield rail carried approximately 3 million super. feet as against 2 million super. feet by road.

91. Figures overall show a slight decrease on last year which was possibly due to the economic situation and a falling off in the demand for sawn timber earlier in the year.

## APPLICATION FOR GENERAL GOODS SERVICE MELBOURNE—BAIRNSDALE.

92. A Bairnsdale carrying firm, Gregson's Freight Lines Pty. Ltd., lodged application for a licence to carry a number of commodities, including building materials, perishable goods and general goods not exceeding 5 cwt., to any one consignee between Melbourne and Bairnsdale. The Victorian Railways Commissioners were objectors to the granting of the application and public hearing was conducted at Bairnsdale on 20th and 21st March, and concluded in Melbourne on 19th April, 1962.

93. The Board believes this application had some special significance both because of marked public interest during the public hearing at Bairnsdale and the direct and official support of the Long Distance Hauliers Association of Victoria.

94. The prime purpose of the application appeared to be to test the Board's attitude towards full-term licensing of a vehicle between Bairnsdale and Melbourne incorporating—

- (a) those particular goods that are at present permitted on road under trip permit ;
- (b) general goods limited to 5 cwt. from or to any one party ; and
- (c) butter and cheese in any quantity.

On this basis the carrying company would provide Bairnsdale with a limited choice in transport service under competitive conditions with the company being assured of reasonable security of tenure.

95. For the Board's part it classified the application as virtually one for general goods and, whilst somewhat limited, it provided a direct avenue for diversion to road of high-rated smalls traffic, a substantial and valuable proportion of present rail business.

96. The application as presented related to one vehicle to one country point, Bairnsdale. An affirmative decision in this case could hardly be rejected by the Board in respect to other similar applications, and cumulatively the effect would result in a serious reduction in rail revenue and service.

97. The Board's firm conclusion was that at this stage the existing railway facility is adequate within the meaning of Section (8) of the Act, and the application was therefore refused.

## TRANSPORT OF CEMENT.

98. The Gippsland Cement and Lime Company Pty. Ltd., which operates cement works at Traralgon applied for authority to deliver cement by road to places in East Gippsland beyond the road area of 50-miles radius already authorized. This application was the subject of public hearing when all interested parties were heard.

99. The Board's decision was to refuse the application on the grounds that rail service was adequate, but at the same time it was prepared to grant authority for the licensed route carriers operating between Bairnsdale and Omeo to carry cement direct by road from Traralgon to the towns they normally serve, that is, Swift's Creek and Omeo.

100. In accordance with the provisions of the Commercial Goods Vehicles Act the decision was submitted to the Governor in Council for review and the Governor in Council, whilst approving the decision to refuse licences, varied the Board's decision to allow permits to be issued, pending installation of a railway siding at the Traralgon works, for the delivery of cement by road as follows :—

- (a) Bulk loads throughout the area applied for ;
- (b) Bagged cement to any place situated east of Traralgon which is not within 10 miles of any railway station.

This gave the Company access by road to places in East Gippsland which was not previously permitted.

101. The Company already receives as a result of early Government intervention the benefit of road transport for this commodity from Traralgon to the metropolitan area and places *en route*.

### TRANSPORT OF GRANITE.

102. The Board heard an application from Mr. W. Thomas of Harcourt for a licence to carry by road granite slabs for building and monumental purposes.

103. Mr. Thomas proposes to establish plant and equipment at Harcourt which will saw the granite into slabs of 1½ inches upwards suitable for facing on buildings. Having regard to the possibility of chipping and breaking if required to be consigned by rail, the Board granted the application for road transport between Harcourt and Melbourne.

104. It is understood that this is the only plant of its type in Australia, and the development of the project will be of interest.

### WOOL TRAFFIC.

105. Transport of wool from Geelong wool stores to ships' side in Melbourne continued to be shared between road and rail. The number of bales of export wool handled by road and rail in 1961-62, as compared with figures for the previous year is as follows:—

|                 | 1960-61.   | 1961-62. |
|-----------------|------------|----------|
| By rail .. .. . | 189,584 .. | 209,342  |
| By Road .. .. . | 161,736 .. | 141,748  |
|                 | <hr/>      | <hr/>    |
|                 | 351,320 .. | 351,090  |
|                 | <hr/>      | <hr/>    |

The Railways handled the bulk of the wool to ships at rail berths but road transport was generally employed for loading to ships at non-rail berths and also for wool moving between the two centres for further processing.

106. Elsewhere, despite the fact that wool is essentially traffic which, under existing permit policy, is held to rail, inroads into railway business were made in wool producing areas of the State within economic distance of the South Australian or New South Wales border by road hauliers who canvassed graziers distant up to 100 miles from these borders.

107. During the wool season such carrying or "border hopping" is on a well organized basis and the bulk of the wool does go back across the border and is then re-shipped from the border depot to Melbourne or Geelong. While special attention is given to this traffic by Board inspectors and Regional Officers, the proportion of wool in such areas being consigned by road continues to grow.

### TRANSPORT OF BREAD.

108. With the recent introduction of high productive bread manufacturing machinery by Melbourne bakers, extension of sales has been directed to country centres.

109. The ancillary freedom which is permitted under the "As of Right" provisions of the Commercial Goods Vehicles Act provides for a licence for vehicles not exceeding 4 tons load capacity to operate within a radius of 50 miles of the owner's principal place of business for the carriage of his own goods in the course of his business. Applications for licences were received to transport bread by road to places beyond 50 miles radius of Melbourne, and the Board heard publicly, as a test case, an application by an Essendon baker to deliver bread to a bulk receiving point at Ballarat. Strong objections were lodged to the granting of the application by the Victorian Railways Commissioners, the Bread Manufacturers' Association (Country Division) and country interests.

110. Arising from this hearing, the Board found that the rail service on this main line was adequate for the transport of fresh bread and accordingly refused licence or permit rights. The Board's decision was approved by the Governor in Council.

111. The Board also indicated that in reaching its decision it was bound to confine itself to the criteria laid down by Parliament in the Commercial Goods Vehicles Act. The Act is concerned purely with transport as such and the Board would feel that it was an improper use of its powers to make its findings other than on the transport considerations arising. It had been put that the Board should protect country bakers by refusing road permits.

112. Rail is being used extensively for the transport of bread from Melbourne to many country centres.

#### PORTLAND WOOL INQUIRY.

113. The Board was called upon to give evidence before the Board of Inquiry, and a written submission was tendered setting out the provisions of the Commercial Goods Vehicles Act in relation to the use of road transport for the movement of wool to Portland.

#### DISTRIBUTION OF POPULATION COMMITTEE.

114. Evidence was given before the Committee by the Chairman of the Board on 8th and 22nd May, 1962, on the subject of transport regulation as affecting decentralization of industry.

115. Decentralization of industry is a matter which is exercising the minds of Government and Municipal bodies, and freedom of choice of transport has been suggested as a major consideration in determining whether an industry would establish outside the metropolitan area. While transport is certainly a basic factor in the economics of decentralization, it seems that the lack of freedom of choice rather than a desire to use road transport completely in preference to rail motivates some of the thinking on this subject.

116. The Board has always accepted decentralization of industry as a very important matter of State policy. It has therefore weighted its normal policies in dealing with applications from industries which have pressed for some flexibility of transport instead of being obliged to use rail for all requirements. Up to the present these policies have generally been approved by the Governor in Council.

117. There is thus a fairly substantial road movement of materials and products between Melbourne and various country industries; most of this occurs under period permits issued at reduced fees.

118. Decentralized industries are also assisted by substantial rail freight reductions, cheaper power, capital aid, &c.

#### TOW TRUCK LEGISLATION.

119. During 1960, the Board examined, at Government direction, certain facets of tow truck operation with the Victorian Automobile Chamber of Commerce and the Police Department. Following a joint discussion at the time, the Board indicated to the Honorable the Minister of Transport that it visualized certain amendments to the Commercial Goods Vehicles Act which, together with associated regulations, would have the effect of applying some degree of control to owners and drivers of tow trucks.

120. On 25th October, 1961, the Commercial Goods Vehicles (Tow Trucks) Act (No. 6783) was passed. The principal intention of the amendments introduced was—

- (a) to remove licences for tow trucks from the "as of right" licence issuing provisions of Section 5 of the principal Act thus giving the Board power to grant or refuse licences at its discretion; and
- (b) to provide for powers to make appropriate regulations as to the construction, equipment and usage of tow trucks including the certificating of drivers.

121. The amending Act was proclaimed on 19th December, 1961, to become effective from 1st January, 1962. From 1st January, temporary discretionary licences were issued preparatory to the hearing of applications for full-term licences later in the year when the over-all position was clearer.

122. Coincidental with the passing of the amending Act, discussions occurred with representative bodies including Police, Victorian Automobile Chamber of Commerce, Royal Automobile Club of Victoria and Postmaster-General's Department, related to the preparation of a set of regulations designed to control the more difficult problems associated with tow truck operation and construction and equipment standards. After consultation with the Parliamentary Draftsman, regulations were promulgated on 14th March, 1962, these being designed to take effect from 1st June, 1962. The intervening period was intended to permit owners of tow trucks to bring them into line as to construction and equipment and drivers to apply for drivers' certificates.

123. When the Regulations were made, a printed memorandum was circulated to all known or identifiable owners of tow trucks explaining the provisions contained in the amending Act and Regulations and indicating how they could comply. This memorandum was fully comprehensive. The degree of compliance prior to the commencing date on 1st June, fully justified steps so taken.

124. Prior to 1st January, when the tow truck legislation became effective, 378 vehicles had been licensed as tow trucks under discretionary "D" licences. These has had been applied for and granted on the basis that the "as of right" radius provisions did not permit operators to carry out some proportion of their towing operations.

125. Since 1st January, an additional 390 temporary discretionary "D" licences have been issued pursuant to the new legislation.

The majority of tow trucks have been inspected. When this inspection programme is completed the Board will proceed to consider the issue of permanent licences.

126. Drivers' certificate applications have been processed as under—

|                      |    |    |    |    |    |       |
|----------------------|----|----|----|----|----|-------|
| Certificates issued  | .. | .. | .. | .. | .. | 1,185 |
| Certificates refused | .. | .. | .. | .. | .. | 27    |

#### CONTRIBUTIONS TO COST OF COUNTRY BUS SHELTERS AND COMFORT STATIONS.

127. The provisions of Section 41 (2) (c) of the Transport Regulation Act empower the Board, subject to Governor in Council approval, to make available "such sums as the Board determines towards the cost of any project or undertaking (including, in particular, any municipal project or undertaking) designed to afford greater convenience to the public and to assist or improve the conditions of transport of passengers either generally or on any particular route or in any particular area."

128. In financing Comfort Stations the Board, as a general rule, participates to the extent of one-third of the cost, the balance being shared equally by the Municipality and the Municipalities Assistance Fund administered by the Department of Local Government to whom the Board is indebted for supervision of work in regard to erection of both Comfort Stations and Bus Shelters.

129. Due to the heavy demands being made on facilities by the widespread appearance of the private motorised tourist there has been a tendency for municipalities to apply to the Board for assistance from the Transport Regulation Fund for extension of these facilities. As the private motorist, however, makes no contribution to the Fund, the Board cannot have regard to the volume of this type of traffic.

130. Allocations from the Transport Regulation Fund approved by Governor in Council during the past financial year for Comfort Stations and Bus Shelters are—

*Bus Shelters—*

|                              | £     | s. | d. |
|------------------------------|-------|----|----|
| Shire of Croydon .. .. .     | 30    | 0  | 0  |
| .. .. Frankston .. .. .      | 125   | 0  | 0  |
| .. .. Lillydale .. .. .      | 22    | 0  | 0  |
| .. .. Flinders .. .. .       | 150   | 0  | 0  |
| .. .. Ballarat .. .. .       | 67    | 0  | 0  |
| .. .. Berwick .. .. .        | 120   | 0  | 0  |
| .. .. Tambo .. .. .          | 115   | 0  | 0  |
| .. .. Mornington .. .. .     | 60    | 0  | 0  |
| .. .. Buln Buln .. .. .      | 125   | 0  | 0  |
| .. .. Morwell .. .. .        | 250   | 0  | 0  |
| .. .. Cranbourne .. .. .     | 60    | 0  | 0  |
| Borough of Traralgon .. .. . | 90    | 0  | 0  |
|                              | <hr/> |    |    |
|                              | 1,214 | 0  | 0  |
|                              | <hr/> |    |    |

*Comfort Stations—*

|   |       |   |   |
|---|-------|---|---|
| Lake Mountain (in association with Tourist Development Authority) .. .. . | 1,000 | 0 | 0 |
|---|-------|---|---|

At the end of the year there was an amount of £6,300 15s. 9d. unpaid for projects approved but not yet completed, made up of Comfort Stations £1,741 0s. 5d., and Bus Shelters £4,559 15s. 4d.. of the latter £2,585 17s. 3d. is held for construction of Bus Shelters in the Geelong urban district.

### ENFORCEMENT.

131. The following summary discloses the volume of prosecutions arising from general enforcement activities of the Board's inspectors. This summary includes action taken under allied Acts and Regulations, such as Motor Car and Road Traffic Acts and Regulations made thereunder and a limited number of offences under the Police Offences and Justices Acts. It does not include prosecutions taken under Part II. of the Commercial Goods Vehicles Act dealing with road charges, enforcement detail of which is shown elsewhere.

132. *General Enforcement—*

|                                    | 1961-62. | 1960-61. |
|------------------------------------|----------|----------|
| Reports dealt with .. .. .         | 13,583   | 11,251   |
| Convictions recorded .. .. .       | 4,899    | 3,645    |
| Fines imposed .. .. .              | £40,483  | £30,634  |
| Costs awarded to the Board .. .. . | £1,757   | £1,271   |

133. The fines total discloses a most significant increase. An analysis of this increase of £9,849 indicates that £5,904 thereof arose from an increase of 553 in convictions under Section 33 and 33A of the Motor Car Act, these relating to offences of failing to observe hours of driving limitations and the keeping of records. As a comment it should be said that rather than an increase in the offence rate having occurred, the increase arises from improved enforcement tactics which have disclosed both hours offences and falsified records.

134. The wide range of offences dealt with by the Board's enforcement staff is illustrated in the summary contained in Appendix IV. to this Report. In total 13,583 offences were dealt with, these resulting in convictions being recorded in 4,899 cases and action as under in respect of the remainder—

|                                     |       |
|-------------------------------------|-------|
| Warnings issued .. .. .             | 3,643 |
| Cases dismissed .. .. .             | 84    |
| Cases withdrawn .. .. .             | 430   |
| Cases no action taken .. .. .       | 2,446 |
| Cases struck out .. .. .            | 9     |
| Cases not served .. .. .            | 417   |
| Cases disclosing no offence .. .. . | 1,655 |

It is proper to mention that of the total fines figure of £40,483, only £14,886 is payable to the Transport Regulation Fund. The balance, £25,597, being related to offences under the Motor Car Act or Regulations, is payable to the Country Roads Board Fund.

135. As in previous years a large part of the Board's enforcement strength has been employed in connexion with the collection of road maintenance contributions required to be paid under Part II. of the *Commercial Goods Vehicles Act* 1958. In the year under review the following proceedings were taken in the Melbourne Court of Petty Sessions :—

|                                     | 1961-62. | 1960-61. |
|-------------------------------------|----------|----------|
| Convictions recorded .. ..          | 6,293    | 4,526    |
| Fines imposed .. ..                 | £63,733  | £57,196  |
| Costs awarded to the Board ..       | £3,176   | £2,595   |
| Contributions ordered to be paid .. | £47,847  | £24,445  |

Since the commencement of the enforcement of Road Charges legislation, the total of fines, costs and contributions ordered to be paid by this Court has reached the figure of £398,413.

136. By no means do all investigations under Part II. of the Commercial Goods Vehicles Act result in Court proceedings. Where payment of contributions is made or completely secured, token prosecutions are taken in appropriate cases. These ensure that a repetition of default results in commensurate fines. Comparable figures are—

|                                | 1961-62. | 1960-61. |
|--------------------------------|----------|----------|
| Investigations completed .. .. | 6,695    | 7,577    |
| Admitted defaults .. ..        | £258,833 | £185,643 |

The above investigations include a proportion completed in Victoria and South Australia on behalf of New South Wales and Queensland authorities administering similar legislation. As a contra these authorities undertook investigations in their States. This arrangement is effective and economical of man power.

137. In the previous Annual Report reference was made to the seconding in December, 1960, by the Chief Commissioner of Police of a police officer to concentrate upon the execution of Warrants of Commitment. At the end of 1960 the bank-up of unexecuted warrants, substantially related to interstate residents operators, was in the vicinity of £100,000. As reported previously, to 30th June, 1961, warrants totalling £25,000 had been executed by the officer seconded. During the current financial year warrants totalling a value of £28,000 have been executed of which some £15,000 related to fines payable into the Board's Fund. The apparent *pro rata* reduction in collection in this financial year does not relate to a lesser number of warrants being executed. Indeed the average amount of each warrant has been a significant reason for this.

138. Further, we are now reaching the hard core of non-complying operators who take very active steps to conceal their identity and location by using false names and addresses and like devices. The fact that to date £53,000 of the estimated £100,000 has been collected says much for the efficiency of the police officer seconded.

#### COLLECTION OF ROAD MAINTENANCE CHARGES.

139. From the Board's administration of Part II. of the Commercial Goods Vehicles Act which relates to the payment of road maintenance charges, collections for the year ended 30th June, 1962, totalling £2,262,960 were paid to the Country Roads Board for road maintenance purposes.

140. The approximate cost of collection for the financial year was £184,500 which is equivalent to 8.15 per cent. of the total collections. Since the introduction of road charges, the total cost of collection is estimated at £1,009,500, all of which is borne by the Transport Regulation Fund.

141. Since the inception of road maintenance collections, £11,574,085 has been obtained. Total collections are as follows :—

|                              | £                                 |
|------------------------------|-----------------------------------|
| April, 1956–June, 1956 .. .. | 215,786 (two months' collections) |
| July, 1956–June, 1957 .. ..  | 1,315,974                         |
| July, 1957–June, 1958 .. ..  | 1,570,038                         |
| July, 1958–June, 1959 .. ..  | 1,835,935                         |
| July, 1959–June, 1960 .. ..  | 2,118,611                         |
| July, 1960–June, 1961 .. ..  | 2,255,378                         |
| July, 1961–June, 1962 .. ..  | 2,262,960                         |

142. The proportion attributable to journeys undertaken in Victoria by operators engaged on interstate haulage was approximately £450,000 for the year, resulting in a total collection of £1,798,000 from this source since April, 1956.

143. In the years following the High Court decision in 1957, when the validity of the Act was determined, outstanding contributions were obtained from interstate vehicle operators for the period during litigation when the majority of these hauliers refused to pay charges for journeys on Victorian roads. This had the effect of increasing the total collections during the period from 1957, to 1960. It was realized that the additional revenue from this source would gradually decrease and be offset by any increase that occurred in recent years.

144. The current collections are indicative of the amount which can be collected annually and collections for future years are expected to continue to increase with the growth in the number of heavy commercial vehicles, but it will not be as spectacular as was the case in the years when retrospective payments were being received. The prosperity of succeeding years will be reflected in the annual amount of road charges collected.

145. The economic conditions which prevailed during the year had a marked effect on the movement of merchandise which resulted in a reduction in the contributions collected from individual carriers. In addition, many vehicle operators, unable to secure additional credit, were faced with heavy financial commitments because of their inability to obtain payment within a reasonable time after completion of cartage contracts. The Board faced administrative difficulties in obtaining monthly returns and payments as a result of this situation.

146. Particular attention has been given to examining the records of consignors of bulk commodities to establish actual journeys undertaken in the movement of goods, both intra-state and interstate. This particular type of enforcement is an essential and valuable part of the procedures that are taken to obtain correct contributions.

147. The total number of vehicles liable to the payment of road charges is now 32,573. Of these, 27,217 are engaged on intra-state journeys, and 5,356 are solely engaged on interstate journeys.

148. The Act also provides that an owner may make alternative provisions in the form of a written arrangement to modify the methods of keeping and delivering records and payment of the relevant charges, so long as the amount payable is not reduced or the payment postponed for more than three months. Special arrangements have been made with 1,149 operators owning a total of 6,936 vehicles.

149. During the year the records of 420 of the arrangement holders were audited by the Board's officers at the owners' places of business to ensure that the alternative methods of making and keeping the records were maintained in accordance with the terms of their arrangements.

150. Generally, records were satisfactorily maintained, although some disclosed minor discrepancies and in 30 cases the arrangement was either relinquished by mutual agreement or cancellation was necessary.



151. In addition to the fleet owners under arrangement mentioned above, 1,724 primary producers and operators undertaking only limited mileage have negotiated special arrangements with the Board to submit returns and contributions on a quarterly basis.

152. Co-operation between this Administration and respective Departments in other States has enabled administrative action to occur without unnecessary duplication of procedures and the Board is most grateful to the Transport Authorities in other States for their assistance.

153. The effective administration of the legislation requiring the payment of contributions towards the maintenance of roads in Victoria is still hindered by the difficulty of identifying the real owners of many motor cars, particularly those registered free of charge, in use in interstate trade.

154. In the past this was caused mainly by carelessness on the parts of owners when registering their vehicles ; it now appears that the troubles arise because of deliberate efforts by owners of motor cars to mislead the authorities and retain their anonymity.

155. Because of the fact that information reached the Board indicating that the actual owners of vehicles when engaged in driving them in Victoria adopted aliases and supported such aliases by the protection of licences to drive motor cars issued in such false names, the Board, early in the year, decided to undertake special investigations to ascertain the true position. These investigations indicate that the practice of deliberately using false names and addresses in the registration of vehicles is extensive and is growing.

156. During March, an Officers' Committee, having these facts in mind, recommended that action should be sought throughout the Commonwealth to amend legislation dealing with the registration of motor cars and the licensing of drivers in such a way that the malpractices at present rife would be made, if not impossible, at least most difficult.

157. The Board realizes that legislative action of this type only in Victoria would be of little or no use in rectifying the position and at its instigation this matter was raised at the Annual Conference of State Transport Authorities and was subsequently raised by the Honorable the Minister at the recent meeting of the Australian Transport Advisory Council.

158. Until some way is found of overcoming the malpractices the Board believes that its administration of this legislation cannot be really effective.

159. Apart from the difficulties outlined above the position in regard to contributions is reasonably satisfactory. During the past year some 6,500 investigations were carried out in respect of non-payment of contributions resulting in admissions of under-payments exceeding £250,000. Of this nearly £100,000 was paid at the time of investigation and proceedings have been instituted for the recovery of almost all the remainder.

160. The nature of the investigations has somewhat changed during the past year and now the majority are in respect of under-statement of mileage travelled, and non-payment because of financial difficulties brought on by the recent credit squeeze.

#### LEGAL DECISIONS IN TRANSPORT MATTERS—PSEUDO INTERSTATE TRANSPORT.

161. During the past year there have been comparatively few decisions directly affecting transport.

162. Three cases, all arising from Queensland legislation, *Simms v. West*, *Bonnie Doone Trading Company Pty. Ltd. v. The Egg Marketing Board*, and *Western Interstate Transport v. Madsen* have clarified the position to some extent and assist the States in their endeavours to ensure that the protection of Section 92 is obtained only in relation to genuine interstate trade.

163. The Board has had more success in proceedings against "border hoppers" than was previously the case and it is at present awaiting decisions in several cases which have been taken on review.

164. Nevertheless there is undoubtedly an increase in what is termed "border hopping" in Victoria. It is not unusual to find this type of traffic extending to areas up to 100 miles from the nearest border.

165. The increase may stem in some part from the effects of the recent credit squeeze which have forced many people to seek previously unexplored avenues of operation. One disturbing aspect has been evidence of collusion on the part of otherwise reputable country business people and others with carriers to obtain protection of the Constitution by means of spurious interstate trade.

166. During the year, in an effort to assist the Courts in dealing with cases prosecuted by its officers, the Board has prepared a concise guide to Court decisions in transport matters. This guide is now in the hands of all prosecuting officers and is proving most useful.

#### INTERSTATE TRADE.

167. Notwithstanding the fact that many inter-capital city carriers have claimed substantial loss of traffic by reason of the introduction of through trains between Sydney and Melbourne, the road traffic between those two cities has not shown any appreciable reduction. In view of the definite increase in rail tonnage this is rather difficult to explain, but it is possible that the considerably reduced rail rates now in force have attracted some traffic that would not otherwise have moved. There appears to be some evidence that companies who were previously conducting manufacturing operations in both Melbourne and Sydney have now restricted their manufacturing activities to the one city and consequently are shipping their products interstate. It is, however, highly improbable that the additional volume of business thus produced would be sufficient to balance the increases in rail tonnage.

168. There has been a notable decline in the use of Victorian roads by traffic between the Northern States and Adelaide. Until comparatively recently most of this traffic travelled across the centre of Victoria but probably due in part to the constant policing of weight and height restrictions on motor cars, and partly to the improvement of roads in the Western Riverina, most of the traffic follows the Renmark-Mildura-road, and is only in Victoria for some 70 miles.

169. Genuine traffic between the Mt. Gambier and the Renmark areas in South Australia, and the Riverina in New South Wales, and Melbourne continues to be carried in the main by road.

#### NEW LEGISLATION.

170. To provide for the licensing and control of operation of tow trucks, the construction and equipment thereon, and the certificating of drivers, the Commercial Goods Vehicles (Tow Trucks) Act was passed in October, 1961.

171. By proclamation on 19th December, 1961, it became effective as from 1st January, 1962. Associated Regulations were promulgated on 14th March, 1962, these being effective as from 1st June, 1962.

172. The legislation and its outworking are referred to in detail separately herein under the heading "Licensing and Control of Tow Trucks".

173. The *Motor Boating Act* 1961, an Act to provide for the registration of motor boats and control of boats on Victorian waters, was passed on 12th December, 1961.

174. The introduction of this legislation reflected the Government's concern at the number of pleasure craft which had made their appearance on Victorian waters in recent years, giving rise to an urgent need to provide a measure of control over their operations.

175. The Act is divided into six parts but the Board is concerned only with Part II., under which it is responsible for the registration of motor boats having a length not exceeding 65 feet.

176. The registration fees are paid into the Tourist Fund and all such moneys, less cost of collection and administration, shall be applied by the Tourist Development Authority in the provision of facilities for motor boating in Victorian waters.

177. Further comment regarding registration aspects of this legislation is included immediately hereafter under the heading "Registration of Motor Boats".

#### REGISTRATION OF MOTOR BOATS.

178. As mentioned in the preceding paragraphs of "New Legislation" the Board became the registration authority under the *Motor Boating Act* 1961 for all motor boats not exceeding 65 feet in length.

179. The Board is required upon registration of any motor boat to issue to the owner a registration certificate and registration plate bearing the registered number assigned to the boat. In addition to the plate being fixed to the boat the registration number must also be painted on both sides of the bow for identification purposes.

180. Since the Motor Boating Act came into force at the beginning of 1962, and up to the 30th June, 1962, 13,664 boats have been registered and issued with an identifying number and number plate. The total revenue received was £44,446 which was paid into the Tourist Fund.

181. The costs and expenses incurred in the collection of fees and in the administration of the Act are recouped by the Board from the Tourist Fund. Unlike the cost of collection of Road Maintenance contributions, administration of the Motor Boating Act places no burden on the Transport Regulation Fund.

#### ANNUAL CONFERENCE OF STATE ROAD TRANSPORT AUTHORITIES.

182. The Twelfth Annual Conference of State Road Transport Authorities held in Hobart, in May, 1962, was attended by the Chairman, Mr. E. V. Field, and Mr. B. J. Binger, Board Member.

183. A lengthy Agenda was discussed with particular emphasis given to common problems facing some of the States as a result of Section 92 freedom of interstate transport. Also raised were matters arising from the Road Charges legislation current in Queensland, New South Wales and Victoria.

184. In relation to the need in Australia for statistical data describing the situation in performance of road transport, the Conference was advised of the action being taken by the Commonwealth Bureau of Census and Statistics and the Department of Shipping and Transport in obtaining certain transport statistics during the 1962 census. Conference concluded that the collection of additional statistics during 1963 would be of considerable value to the transport administrations and the transport industry, and therefore agreed to submit a request to the Bureau of Census and Statistics that a supplementary survey be undertaken of a nature to be determined as a result of consultations between the Department of Shipping and Transport and the Transport Regulation Board of Victoria, acting in consultation with and for and on behalf of the Conference of State Road Transport Authorities.

#### DECENTRALIZATION OF BOARD'S ADMINISTRATION.

185. During the year the Board appointed an Office Manager at Bairnsdale. Previously all office duties were performed by a female typist and female clerk but, due to the heavy volume of permit traffic arising from the movement of timber from the area to Melbourne, the opportunity was taken, upon resignation of the female clerk, to appoint an Office Manager. This will assist in the over-all efficiency of the office and will enable the Regional Officer to direct greater attention to matters of policing and investigation.

186. Distribution of staff at various Regional Offices is as follows :—

| Office and Region.                     | Male Staff.                       | Female Staff. |
|--|-----------------------------------|---------------|
| Bairnsdale—East Gippsland .. .. .      | 4 (includes<br>1 male<br>clerk)   | 1             |
| Ballarat—Central Highlands .. .. .     | 4 (includes<br>1 male<br>clerk)   | 2             |
| Bendigo—Loddon .. .. .                 | 4 (includes<br>1 male<br>clerk)   | 2             |
| Swan Hill—Sub-Region of Loddon .. .. . | 1                                 | ..            |
| Euroa—Upper Goulburn .. .. .           | 2                                 | 1             |
| Geelong—Barwon .. .. .                 | 10 (includes<br>4 male<br>clerks) | 4             |
| Hamilton—Glenelg .. .. .               | 2                                 | 1             |
| Horsham—Wimmera .. .. .                | 2                                 | 1             |
| Mildura—Mallee .. .. .                 | 1                                 | 1             |
| Morwell—Gippsland .. .. .              | 4 (includes<br>1 male<br>clerk)   | 3             |
| Shepparton—Goulburn .. .. .            | 2                                 | 2             |
| Warrnambool—Corangamite .. .. .        | 2                                 | 1             |
| Wodonga—Upper Murray .. .. .           | 3                                 | 1             |
| Totals .. .. .                         | 40                                | 21            |

#### STAFF TRAINING.

187. With more junior staff available after the 1961 school year, the Board instituted a formal staff-training scheme for junior appointees.

188. The aim of this scheme was to give the junior officer, in the very early stages of his career, a solid background of administrative and regulatory knowledge.

189. The Board itself, and senior officers, took part in initial discussions with the appointees who then went on the job training in each separate facet of the Board's work. The training period has extended over some months.

190. Training has improved the knowledge of the participants and the scheme has materially aided the Board in more precisely assessing their capabilities for particular classes of work.

#### OFFICE MECHANIZATION.

191. A Committee of Board officers engaged in critically examining office procedures, with a view to testing present methods against alternatively more mechanized systems, has now completed its investigations. Various mechanical and electronic systems have been examined.

192. The Committee's report will be available to the Board in the new financial year.

193. The Board firmly holds the view that in these times of rapid development of office aids it must, more than ever, regularly undertake such studies and seek all the help available to ensure that the administrative system remains as efficient as possible.

#### NEW OFFICES FOR BOARD.

194. Since reference was made to this subject in the last Annual Report, when it was stated that approval had been given for the Board to build new offices, a firm of architects, Meldrum and Partners, have been appointed to draw up plans for premises to house the Board and the Motor Registration Branch.

195. The scheme has advanced to the stage where the architects have been instructed to draw up detailed construction plans.

196. Plans submitted to date will provide accommodation for present staff of both administrations in separate buildings with facilities for expansion both horizontally and vertically as the necessity arises.

197. Attendant services such as vehicle inspections, driver's licence testing, police station, vehicle weighbridge and off-street parking for both public and staff will be features of the site development.

198. Detailed construction plans will be completed in approximately nine months and building will take a subsequent eighteen months, making the projected date of completion in the latter half of 1964.

#### FINANCE.

199. Total Revenue of the Board for the year ended 30th June, 1962, was £721,613, and total Expenditure relating to the Board's operations was £666,322, leaving a balance of £55,291. From this balance, payments totalling £3,947 were made to Municipalities towards the cost of erecting Comfort Stations and Bus Shelters, and £30,446 to Metropolitan and Urban Municipalities, based on 1960-61, metropolitan and urban omnibus revenue less cost of collection and relevant administrative expenses. After these payments, the balance remaining was £20,898, which together with the balance of £539,806 in the Transport Regulation Fund at 30th June, 1961, meant £560,704 was carried forward to the year 1962-63.

200. This is, however, not the true balance standing to the credit of the Fund, as out of this must be paid £6,301 representing allocations for Comfort Stations and Bus Shelters approved but unpaid as at 30th June, 1962. Also, the Board is required to distribute to Metropolitan and Urban Municipalities during 1962-63 an amount based on 1961-62 metropolitan and urban omnibus revenue, less cost of collection and relevant administrative expenses and this is estimated at £31,000. The real balance in the Transport Regulation Fund after providing for these payments is, therefore, approximately £523,000.

201. In addition to normal revenue obtained from licence and permit fees, £2,262,961 was collected in road charges from owners of commercial goods vehicles exceeding 80 cwt. capacity, pursuant to Part II. of the Commercial Goods Vehicles Act. This amount is £7,583 more than collections in the previous year, but is well below the increase experienced in previous years. The main cause of this decline is attributed to the economic situation that existed during the year. All this revenue from Road Charges was paid direct to the Country Roads Board to be applied for road maintenance purposes, but the costs of collection were borne by the Transport Regulation Fund.

202. During the year under review, the *Motor Boating Act* 1961 was passed, and to 30th June, 1962, £44,446 was received in registration fees from the owners of motor boats. This revenue was paid into the Tourist Fund from which the Board is permitted to recoup costs and expenses incurred in the collection of such fees and in the administration of the Motor Boating Act.

203. The Board's own revenue showed a rise of £2,380. Increased revenue was received from all licences £7,227, and goods permits £3,285. Some of this increase was offset by a drop of £5,121 in revenue from Drivers' Certificates, following the full effect of the introduction of the three-yearly renewal periods.

204. Total administrative expenditure showed a rise of £12,776, whereas salaries and overtime increased by £23,136, due to an adjustment in Basic Wage payments in July, 1961, and a number of salary revisions during the year. The difference in these figures is accounted for by a decrease in a number of items of expenditure, the most significant being a drop of £5,193 in purchasing and running Board cars. During the year a payment of £50,000 was made towards the purchase of land for the Board's proposed new office building.

205. A summarized Statement of Revenue and Expenditure for the year, with comparative figures for the previous financial year is shown in Appendix II. and a more detailed statement in Appendix III.

## ACKNOWLEDGMENTS.

206. The Board acknowledges the assistance given to it throughout the year by various Government Departments and Instrumentalities, Industry Organizations and Municipal Councils.

## STAFF.

207. This year saw the retirement of Mr. W. G. Hopkins who was the Assistant Chief Inspector (Passenger) and Mr. G. W. J. Voigt, an Inspector. These officers had been members of the Board's permanent staff for 25½ and 16 years respectively. Before joining the Board's staff Mr. Voigt had been in the Public Service since 1926.

208. The Board records its appreciation for the valuable service of both these officers.

209. Recruitment of junior males again was satisfactory this year, and since December, 1961, a total of fourteen males were appointed to the permanent staff. The minimum educational standard required by the Board for appointment to the permanent administrative staff was Leaving Certificate of the University of Melbourne or its equivalent.

210. Mr. B. P. Kay, Secretary to the Board, commenced six months' long service leave at the beginning of May, and has undertaken an overseas trip.

211. The Board records its appreciation of the continued efficiency and loyalty of its staff.

We have the honour to be,

Sir,

Your obedient servants,

(Sgd.) E. V. FIELD, Chairman.

(Sgd.) B. J. BINGER, Member.

(Sgd.) J. A. GARLICK, Member.

A. V. C. COOK, Acting Secretary.

## APPENDIX I.

ANALYSIS OF LICENCES CURRENT AT 30TH JUNE, 1962, SHOWING COMPARISON  
WITH FIGURES AT 30TH JUNE, 1961.

| —  | 30th June, 1962. | 30th June, 1961. |
|--|------------------|------------------|
| DISCRETIONARY LICENCES.  |                  |                  |
| 1. Passenger Licences—   |                  |                  |
| Metropolitan Omnibuses .. .. .   | 548              | 543              |
| Urban Omnibuses (Ballarat) .. .. .   | 30               | 28               |
| Urban Omnibuses (Bendigo) .. .. .  | 23               | 22               |
| Urban Omnibuses (Geelong) .. .. .  | 100              | 110              |
|  | 153              | 160              |
| Country Omnibuses .. .. .  | 970              | 982              |
| Country Taxis .. .. .  | 672              | 685              |
| Country Hire Cars .. .. .  | 128              | 135              |
|  | 1,770            | 1,802            |
| Metropolitan Charter .. .. .   | 137              | 131              |
| Metropolitan Taxis .. .. .   | 1,609            | 1,607            |
| Metropolitan Hire Cars .. .. .   | 594              | 595              |
|  | 2,203            | 2,202            |
| Urban Taxis .. .. .  | 192              | 185              |
| Urban Hire Cars .. .. .  | 4                | 12               |
|  | 196              | 197              |
| Touring Omnibus Licences .. .. .   | 57               | 55               |
| School Contract Licences .. .. .   | 733              | 683              |
| Temporary Passenger Licences .. .. .   | 161              | 114              |
|  | 894              | 797              |
| Total Passenger Licences .. .. .   | 5,958            | 5,887            |
| “ GP ” (Goods-Passenger) Licences .. .. .  | 79               | 85               |
| 2. Goods Licences—   |                  |                  |
| “ D ” Licences .. .. .   | 7,226            | 7,005            |
| Temporary “ D ” Goods Licences .. .. .   | 2,621            | 1,025            |
|  | 9,847            | 8,030            |
| Grand Total of “ Discretionary ” Licences .. .. .                                      | 15,884           | 14,002           |
| LICENCES ISSUED “ AS OF RIGHT ”.   |                  |                  |
| “ EA ” Licences—25 miles radius of G.P.O., Melbourne .. .. .                           | 13,194           | 12,607           |
| “ EB ” Licences—25 miles radius of Chief P.O. at Bendigo, Ballarat, or Geelong .. .. . | 1,538            | 1,465            |
| “ EC ” Licences—20 miles radius of owner’s place of business .. .. .                   | 7,688            | 7,879            |
| “ ED ” Licences—Primary Producers .. .. .  | 15,804           | 15,131           |
| “ EF ” Licences—Butter Factories .. .. .   | 852              | 811              |
| “ EG ” Licences—Ancillary users 50 miles radius, up to 4 tons load capacity .. .. .    | 39,785           | 37,370           |
| “ EH ” Licences—Third Schedule commodities .. .. .                                     | 9,699            | 8,882            |
|  | 88,560           | 84,145           |
| Grand Total of All Licences Issued. .. .. .  | 104,444          | 98,147           |

## APPENDIX II.

### SUMMARIZED STATEMENT OF REVENUE AND EXPENDITURE FOR THE FINANCIAL YEAR ENDED 30TH JUNE, 1962. (Showing Comparative Figures for the Financial Year 1960-61.)

| REVENUE.  |    | 1960-61. |           | 1961-62. |    | EXPENDITURE.  |    | 1961-62. |           |    |    |
|-----------|----|----------|-----------|----------|----|---|----|----------|-----------|----|----|
| £         | s. | d.       | £         | s.       | d. | £   | s. | d.       | £         | s. | d. |
| 29,009    | 18 | 3        | 273,843   | 16       | 9  | Salaries and Overtime—(Head Office Administration)  | .. | ..       | 283,167   | 15 | 7  |
| 110,685   | 19 | 1        | 65,458    | 6        | 8  | Contingent Expenditure  | .. | ..       | 62,825    | 18 | 4  |
| 149,771   | 5  | 3        | 97,717    | 7        | 4  | Decentralization—Salaries and Expenses of Country Offices   | .. | ..       | 98,758    | 18 | 3  |
| 336,883   | 17 | 10       | 29,112    | 10       | 1  | Purchase and Maintenance of Cars  | .. | ..       | 23,920    | 7  | 6  |
| 9,446     | 16 | 8        | 340,168   | 11       | 7  | Inspection—Salaries and expenses of Head Office Inspectors, and proportion of Police Department Costs | .. | ..       | 147,649   | 9  | 1  |
| 9,579     | 10 | 0        | 8,352     | 18       | 6  | Total Normal Expenditure  | .. | ..       | 616,322   | 8  | 9  |
| 7,080     | 19 | 4        | ..        | ..       | .. | Special Expenditure—  | .. | ..       | 50,000    | 0  | 0  |
| 652,458   | 6  | 5        | ..        | ..       | .. | Purchase of Land for New Head Office Building (Progress payment)                                      | .. | ..       | 666,322   | 8  | 9  |
| 60,954    | 5  | 2        | ..        | ..       | .. | Total Expenditure   | .. | ..       | 2,262,960 | 14 | 1  |
| 5,820     | 17 | 3        | ..        | ..       | .. | Payments to Country Roads Board Fund-Road Charges collections   | .. | ..       | 44,446    | 0  | 0  |
| 719,233   | 8  | 10       | ..        | ..       | .. | Payments to Tourist Fund—Motor Boat Registrations   | .. | ..       | 2,973,729 | 2  | 10 |
| 2,255,377 | 19 | 1        | ..        | ..       | .. | Balance of Revenue over Expenditure (Carried down)  | .. | ..       | 55,290    | 19 | 5  |
| 2,974,611 | 7  | 11       | 2,858,924 | 7        | 8  | Works—  | .. | ..       | 3,029,020 | 2  | 3  |
| 115,687   | 0  | 3        | 115,687   | 0        | 3  | Payments to Municipalities being Contribution towards erection of—                                    | .. | ..       | ..        | .. | .. |
| ..        | .. | ..       | 2,974,611 | 7        | 11 | Comfort Stations  | .. | ..       | 3,075     | 11 | 1  |
| ..        | .. | ..       | ..        | ..       | .. | Bus Shelters  | .. | ..       | 871       | 10 | 4  |
| ..        | .. | ..       | ..        | ..       | .. | Distribution to Municipalities in respect of Metropolitan and Urban Omnibus Revenue                   | .. | ..       | 3,947     | 1  | 5  |
| ..        | .. | ..       | ..        | ..       | .. | Surplus for year carried to Fund Statement  | .. | ..       | 30,445    | 14 | 6  |
| ..        | .. | ..       | ..        | ..       | .. | Balance in Fund as at 1st July, 1961  | .. | ..       | 34,392    | 15 | 11 |
| ..        | .. | ..       | ..        | ..       | .. | Plus Surplus for year 1961-62   | .. | ..       | 20,898    | 3  | 6  |
| ..        | .. | ..       | ..        | ..       | .. | Balance carried forward to year 1962-63 (see Note below)  | .. | ..       | 55,290    | 19 | 5  |
| ..        | .. | ..       | ..        | ..       | .. | ..  | .. | ..       | ..        | .. | .. |

#### STATEMENT OF TRANSPORT REGULATION FUND.

| £       | s. | d. |
|---------|----|----|
| 539,806 | 3  | 0  |
| 20,898  | 3  | 6  |
| 560,704 | 6  | 6  |

NOTE.—1. Disbursements from the above balance during 1962-63 will include:—

- (a) Approximately £31,000 to Municipalities based on 1961-62 Metropolitan and Urban Omnibus Revenue, less cost of collection and relevant administration expenses.  
(b) £6,301 to Municipalities, representing allocations for Comfort Stations and Bus Shelters, approved but unpaid as at 30th June, 1962.

2. Expenditure under various headings combines the Board's normal administrative costs and also the additional costs of Road Charges collections, and Motor Boat registrations.



## APPENDIX III.

DETAILED STATEMENT OF REVENUE—FINANCIAL YEAR ENDED 30<sup>TH</sup> JUNE, 1962.  
(Showing Comparative Figures for the Financial Year 1960–61.)

| 1960–61.  |       | LICENCE FEES.   |    | 1961–62. |       |
|---|-------|---|----|----------|-------|
| £   | s. d. |   |    | £        | s. d. |
| <i>Metropolitan and Urban Omnibus Licences—</i> |       |   |    |          |       |
| 15,245  | 8 2   | Metropolitan Omnibus .. .. .                                | .. | 15,555   | 0 8   |
| 945   | 0 0   | Urban Omnibus (Ballarat) .. .. .                            | .. | 1,076    | 7 3   |
| 729   | 3 0   | Urban Omnibus (Bendigo) .. .. .                             | .. | 796      | 11 7  |
| 3,638   | 14 3  | Urban Omnibus (Geelong) .. .. .                             | .. | 3,623    | 15 4  |
| 8,311   | 12 10 | Melbourne and Metropolitan Tramways Board .. .. .           | .. | 8,520    | 1 7   |
| 140   | 0 0   | Victorian Railways (Metropolitan) .. .. .                   | .. | 140      | 0 0   |
| <hr/>   |       |   |    | <hr/>    |       |
| 29,009  | 18 3  |   |    | 29,711   | 16 5  |
| <i>Other Discretionary Licences—</i>            |       |   |    |          |       |
| 7,000   | 14 8  | Metropolitan Charter .. .. .                                | .. | 7,709    | 0 6   |
| 15,687  | 6 0   | Metropolitan Taxi .. .. .                                   | .. | 15,437   | 2 1   |
| 5,899   | 16 8  | Metropolitan Hire Cars .. .. .                              | .. | 5,383    | 11 4  |
| 28,077  | 17 4  | Country Omnibus .. .. .                                     | .. | 28,120   | 12 2  |
| 6,625   | 3 3   | Country Taxi .. .. .  | .. | 6,440    | 2 8   |
| 1,327   | 11 7  | Country Hire Cars .. .. .                                   | .. | 1,216    | 19 8  |
| 1,764   | 17 5  | Urban Taxi .. .. .  | .. | 1,833    | 17 6  |
| 106   | 8 9   | Urban Hire Cars .. .. .                                     | .. | 39       | 0 2   |
| 15,104  | 0 0   | “D” Goods Licences .. .. .                                  | .. | 16,955   | 15 0  |
| 2,295   | 17 0  | Touring Omnibus .. .. .                                     | .. | 2,354    | 4 3   |
| 1,884   | 10 3  | Temporary Passenger Licences .. .. .                        | .. | 2,329    | 12 5  |
| 21,752  | 16 2  | Temporary School Service Licences .. .. .                   | .. | 23,287   | 18 11 |
| 2,288   | 0 0   | Temporary “D” Goods Licences .. .. .                        | .. | 2,521    | 0 0   |
| 408   | 0 0   | “GP” (Goods-Passenger) Licences .. .. .                     | .. | 366      | 10 0  |
|   |       | Melbourne and Metropolitan Tramways Board (Country) .. .. . | .. | 1,518    | 0 0   |
| 463   | 0 0   | Victorian Railways (Country) .. .. .                        | .. | 463      | 0 0   |
| <hr/>   |       |   |    | <hr/>    |       |
| 110,685   | 19 1  |   |    | 115,976  | 6 8   |
| <i>“E” and Border Licences—</i>                 |       |   |    |          |       |
| 26,657  | 13 11 | “EA” .. .. .  | .. | 26,572   | 5 9   |
| 3,192   | 5 3   | “EB” .. .. .  | .. | 3,088    | 6 3   |
| 16,502  | 16 9  | “EC” .. .. .  | .. | 15,391   | 3 1   |
| 3,894   | 15 0  | “ED” .. .. .  | .. | 3,951    | 0 0   |
| 1,615   | 3 7   | “EF” .. .. .  | .. | 1,706    | 11 5  |
| 78,139  | 17 6  | “EG” .. .. .  | .. | 79,855   | 11 5  |
| 18,810  | 13 3  | “EH” .. .. .  | .. | 19,466   | 16 9  |
| 96  | 10 0  | Border Licences .. .. .                                     | .. | 151      | 0 0   |
| 807   | 10 0  | Substitutions .. .. .                                       | .. | 765      | 0 0   |
| 54  | 0 0   | Victorian Railways (Goods) .. .. .                          | .. | 58       | 0 0   |
| <hr/>   |       |   |    | <hr/>    |       |
| 149,771   | 5 3   |   |    | 151,005  | 14 8  |
| <b>PERMIT FEES.</b>                             |       |   |    |          |       |
| 336,883   | 17 10 | Goods .. .. .   | .. | 340,168  | 11 7  |
| 9,446   | 16 8  | Passenger .. .. .   | .. | 8,352    | 18 6  |
| <hr/>   |       |   |    | <hr/>    |       |
| 346,330   | 14 6  |   |    | 348,521  | 10 0  |
| <b>DRIVERS' CERTIFICATES.</b>                   |       |   |    |          |       |
| 9,579   | 10 0  |   |    | 4,458    | 10 0  |
| <b>MISCELLANEOUS.</b>                           |       |   |    |          |       |
| 2,621   | 9 10  | Costs .. .. .   | .. | 2,794    | 18 11 |
| 68  | 12 6  | Duplicate Licences .. .. .                                  | .. | 97       | 17 6  |
| 4,390   | 17 0  | Sundries .. .. .  | .. | 4,290    | 18 1  |
| <hr/>   |       |   |    | <hr/>    |       |
| 7,080   | 19 4  |   |    | 7,183    | 14 6  |
| 652,458   | 6 5   | Total Fees for Licences, Permits, &c. .. .. .               | .. | 656,857  | 12 4  |
| 60,954  | 5 2   | Fines Collected .. .. .                                     | .. | 59,014   | 2 4   |
| 5,820   | 17 3  | Metropolitan Omnibus Registration Fees .. .. .              | .. | 5,741    | 13 6  |
| <hr/>   |       |   |    | <hr/>    |       |
| 719,233   | 8 10  | <b>TOTAL BOARD REVENUE</b> .. .. .                          | .. | 721,613  | 8 2   |

APPENDIX III.—*continued.*

## DETAILED STATEMENT OF EXPENDITURE—FINANCIAL YEAR ENDED 30TH JUNE, 1962.

(Showing Comparative Figures for the Financial Year 1960–61.)

| 1960–61. |       | SALARIES (HEAD OFFICE ADMINISTRATION).   |         | 1961–62. |       |
|----------|-------|--|---------|----------|-------|
| £        | s. d. |  |         | £        | s. d. |
| 146,788  | 16 7  | Administrative (Permanent Staff)   | .. .. . | 152,459  | 13 2  |
| 112,177  | 14 5  | Administrative (Temporary Staff)   | .. .. . | 114,120  | 6 4   |
| 10,926   | 19 6  | Pay-Roll Tax (All Staff)   | .. .. . | 11,593   | 9 5   |
| 3,950    | 6 3   | Overtime of Administrative Staff   | .. .. . | 4,994    | 6 8   |
| <hr/>    |       |  |         | <hr/>    |       |
| 273,843  | 16 9  |  |         | 283,167  | 15 7  |
|          |       |  |         |          |       |
|          |       | CONTINGENCIES.   |         |          |       |
| 14,530   | 15 3  | Postage .. .. .  | .. .. . | 15,822   | 14 1  |
| 4,289    | 3 3   | Telephones and Telegrams   | .. .. . | 4,297    | 12 7  |
| 3,903    | 17 2  | Lighting and Heating   | .. .. . | 3,449    | 13 5  |
| 13,318   | 8 7   | Printing and Stationery  | .. .. . | 14,675   | 9 10  |
| 1,860    | 8 5   | Government Gazette and Press Notices   | .. .. . | 2,052    | 3 11  |
| 5,207    | 1 6   | Office Equipment .. .. .   | .. .. . | 1,464    | 8 9   |
| 9,156    | 5 8   | Rent and Cleaning .. .. .  | .. .. . | 9,705    | 11 2  |
| 3,079    | 7 9   | Windscreen Discs (two years accounts in 1960–61)   | .. .. . | 796      | 3 3   |
| 840      | 1 6   | Travelling Expenses (Administrative Staff)   | .. .. . | 845      | 6 6   |
| 663      | 16 2  | Transcript of Proceedings .. .. .  | .. .. . | 628      | 2 6   |
| 756      | 5 0   | Vehicle Inspection (Including maintenance of Inspection Depot)   | .. .. . | 683      | 6 1   |
| 200      | 15 0  | Country Roads Board, Cost of Collecting M.O. Registration Fees   | .. .. . | ..       | ..    |
| 212      | 2 11  | Metropolitan Expenses for Marking and Lighting Taxi Stands &c.   | .. .. . | 166      | 14 2  |
| 1,082    | 12 11 | Workers' Compensation Insurance (Less Claims received)   | .. .. . | 1,294    | 7 10  |
| 591      | 11 6  | State Audit Office, Audit Fees .. .. .   | .. .. . | 1,036    | 15 1  |
| 2,716    | 8 0   | Government proportion of Superannuation Pensions .. .. .   | .. .. . | 4,016    | 9 10  |
| 378      | 14 9  | Maintenance and Alterations to Head Office Buildings   | .. .. . | 358      | 10 6  |
| 2,620    | 11 4  | Miscellaneous .. .. .  | .. .. . | 2,603    | 9 4   |
| <hr/>    |       |  |         | <hr/>    |       |
| 65,458   | 6 8   |  |         | 63,896   | 18 10 |
| ..       |       | Less amount received from Tourist Development Authority being costs and expenses incurred in collecting Motor Boat Registrations .. .. . | .. .. . | 1,071    | 0 6   |
| <hr/>    |       |  |         | <hr/>    |       |
| 65,458   | 6 8   |  |         | 62,825   | 18 4  |
|          |       |  |         |          |       |
|          |       | DECENTRALIZATION.  |         |          |       |
| 56,591   | 15 5  | Salaries (Permanent Staff) .. .. .   | .. .. . | 62,024   | 8 5   |
| 13,973   | 18 5  | Salaries (Temporary Staff) .. .. .   | .. .. . | 11,575   | 8 0   |
| 9,480    | 18 1  | Overtime of Country Staff .. .. .  | .. .. . | 9,683    | 7 5   |
| 4,161    | 5 3   | Travelling Expenses .. .. .  | .. .. . | 3,372    | 4 8   |
| 2,174    | 1 11  | Rent and Rates of Regional Offices .. .. .   | .. .. . | 2,320    | 16 0  |
| 6,240    | 8 5   | Telephones, Lighting, Heating and Postage .. .. .  | .. .. . | 5,630    | 0 7   |
| 176      | 11 1  | Capital Expenditure on Regional Residences .. .. .   | .. .. . | 451      | 13 0  |
| 1,131    | 12 5  | Maintenance Expenditure on Regional Residences .. .. .   | .. .. . | 1,659    | 6 8   |
| 2,234    | 16 7  | Furniture and Equipment, and alterations and maintenance of Offices  | .. .. . | 630      | 9 10  |
| 276      | 8 7   | Workers' Compensation Insurance (Less Claims received)   | .. .. . | 108      | 7 3   |
| 1,275    | 11 2  | Miscellaneous .. .. .  | .. .. . | 1,302    | 16 7  |
| <hr/>    |       |  |         | <hr/>    |       |
| 97,717   | 7 4   |  |         | 98,758   | 18 3  |
|          |       |  |         |          |       |
|          |       | PURCHASE AND MAINTENANCE OF CARS.  |         |          |       |
| 11,603   | 18 11 | Purchase of Cars .. .. .   | .. .. . | 6,985    | 6 11  |
| 9,790    | 17 5  | Running Costs and Maintenance (Head Office Cars) .. .. .   | .. .. . | 9,187    | 12 4  |
| 5,540    | 15 1  | Running Costs and Maintenance (Regional Cars) .. .. .  | .. .. . | 5,509    | 6 3   |
| 2,176    | 18 8  | Insurance Premiums .. .. .   | .. .. . | 2,238    | 2 0   |
| <hr/>    |       |  |         | <hr/>    |       |
| 29,112   | 10 1  |  |         | 23,920   | 7 6   |
|          |       |  |         |          |       |
|          |       | INSPECTION (HEAD OFFICE).  |         |          |       |
| 93,766   | 18 3  | Salaries .. .. .   | .. .. . | 103,267  | 5 1   |
| 20,032   | 4 8   | Overtime .. .. .   | .. .. . | 21,774   | 1 8   |
|          |       | Police Services (Proportion of Police Salaries and Purchases, Running Costs and Maintenance of Police Cars) .. .. .                      | .. .. . | 8,615    | 16 8  |
| 11,562   | 18 9  | Travelling Expenses .. .. .  | .. .. . | 5,138    | 6 1   |
| 4,800    | 11 4  | Duty Stamps on Prosecution Documents, &c. .. .. .  | .. .. . | 4,294    | 18 0  |
| 3,317    | 5 0   | Inspectors' Dust Coats (Purchase and Cleaning), Sundry Equipment and Expenses, Counsel's Fees, and costs awarded .. .. .                 | .. .. . | 4,559    | 1 7   |
| 3,934    | 9 9   |  |         |          |       |
| <hr/>    |       |  |         | <hr/>    |       |
| 137,414  | 7 9   |  |         | 147,649  | 9 1   |
| <hr/>    |       |  |         | <hr/>    |       |
| 603,546  | 8 7   | TOTAL NORMAL EXPENDITURE .. .. .   | .. .. . | 616,322  | 8 9   |

## APPENDIX IV.

## SUMMARY OF FINES AND COSTS AND NUMBER OF CASES.

Heard in relation to the various Sections of the Acts and Regulations during financial year 1961-62.

| Act or Regulation.                         | Offence.   | Cases Heard. | Fines. |    |    | Costs. |    |    |
|--|--|--------------|--------|----|----|--------|----|----|
|  |  |              | £      | s. | d. | £      | s. | d. |
| <i>Transport Regulation Act.</i>           |  |              |        |    |    |        |    |    |
| Section                                    |  |              |        |    |    |        |    |    |
| 16   | Failed to state name and address .. .. .                 | 4            | 31     | 0  | 0  | 1      | 1  | 0  |
| 16   | Failed to stop .. .. .                                   | 7            | 58     | 0  | 0  | 1      | 0  | 0  |
| 16   | Refused permit inspection .. .. .                        | 1            | 15     | 0  | 0  | 0      | 5  | 0  |
| 16   | Failed to produce Driver's Certificate .. .. .           | 5            | 5      | 2  | 0  | 0      | 15 | 0  |
| 37   | Unlicensed commercial passenger vehicles .. .. .         | 12           | 65     | 10 | 0  | 2      | 18 | 0  |
| 37   | Outside conditions of licence .. .. .                    | 7            | 42     | 0  | 0  | 0      | 15 | 0  |
| <i>Commercial Goods Vehicles Act.</i>      |  |              |        |    |    |        |    |    |
| Section                                    |  |              |        |    |    |        |    |    |
| 6  | Unlicensed commercial goods vehicles .. .. .             | 507          | 4,673  | 0  | 0  | 170    | 3  | 3  |
| 22   | Unauthorized goods .. .. .                               | 22           | 452    | 0  | 0  | 10     | 4  | 6  |
| 22   | Wrong goods .. .. .                                      | 134          | 2,536  | 5  | 0  | 83     | 0  | 6  |
| 22   | Radius .. .. .   | 241          | 3,872  | 0  | 0  | 33     | 0  | 9  |
| <i>Transport Consolidated Regulations.</i> |  |              |        |    |    |        |    |    |
| Part II.<br>Regulation                     |  |              |        |    |    |        |    |    |
| 10   | Label .. .. .  | 48           | 119    | 0  | 6  | 15     | 13 | 0  |
| 10   | No area plates .. .. .                                   | 2            | 4      | 0  | 0  | 0      | 10 | 0  |
| 11   | Outside condition zone permit .. .. .                    | 26           | 78     | 0  | 0  | 5      | 10 | 0  |
| 17   | Loaned Driver's Certificate and badge .. .. .            | 1            | 5      | 0  | 0  | 0      | 0  | 0  |
| 19   | Failed to notify change of address .. .. .               | 2            | 5      | 0  | 0  | 0      | 10 | 0  |
| 19   | Failed to return D.C. and Badge .. .. .                  | 371          | 978    | 10 | 0  | 116    | 10 | 0  |
| 32   | Failed to inform Inspector .. .. .                       | 5            | 32     | 0  | 0  | 1      | 0  | 0  |
| 37   | Obstruct Inspector .. .. .                               | 4            | 26     | 0  | 0  | 1      | 0  | 0  |
| 38   | Unauthorized use of Stand .. .. .                        | 8            | 31     | 5  | 0  | 2      | 5  | 0  |
| 39   | Failed to stop at level crossing .. .. .                 | 3            | 16     | 0  | 0  | 0      | 15 | 0  |
| 51   | Contravention by trick or pretence .. .. .               | 4            | 42     | 0  | 0  | 0      | 18 | 0  |
| 56   | Permit no Driver's Certificate .. .. .                   | 7            | 19     | 10 | 0  | 2      | 5  | 0  |
| 56   | Failed to hand duplicate of D.C. to owner .. .. .        | 2            | 4      | 0  | 0  | 0      | 10 | 0  |
| Part III.<br>Regulation                    |  |              |        |    |    |        |    |    |
| 1  | No Driver's Certificate .. .. .                          | 12           | 57     | 0  | 0  | 2      | 5  | 0  |
| 2  | Failed to wear badge .. .. .                             | 8            | 14     | 0  | 0  | 1      | 15 | 0  |
| 3  | Goods for reward on Commercial Passenger vehicle .. .. . | 4            | 6      | 0  | 0  | 0      | 10 | 0  |
| 3  | Passenger other than for hire or reward .. .. .          | 1            | 5      | 0  | 0  | 0      | 3  | 0  |
| 9  | Failed to fulfil agreement .. .. .                       | 3            | 11     | 0  | 0  | 11     | 11 | 6  |
| 9  | Refuse fare .. .. .                                      | 3            | 6      | 0  | 0  | 0      | 10 | 0  |
| 15   | Failed to furnish U.F.R. .. .. .                         | 6            | 26     | 0  | 0  | 2      | 14 | 0  |
| 19   | School bus sign not exhibited .. .. .                    | 1            | 3      | 0  | 0  | 0      | 5  | 0  |
| 20   | Touting .. .. .  | 1            | 2      | 0  | 0  | 0      | 5  | 0  |
| 21   | Multiple hiring .. .. .                                  | 6            | 18     | 0  | 0  | 1      | 5  | 0  |
| 22   | Standing needlessly .. .. .                              | 1            | 1      | 0  | 0  | 0      | 5  | 0  |
| 23   | Unattended vehicle .. .. .                               | 53           | 140    | 15 | 0  | 12     | 15 | 0  |
| 24   | Consume alcohol on duty .. .. .                          | 10           | 50     | 0  | 0  | 1      | 10 | 0  |
| 26   | Obstruct traffic .. .. .                                 | 1            | 5      | 0  | 0  | 0      | 5  | 0  |
| 26   | Prevent another driver from picking up passenger.. .. .  | 1            | 5      | 0  | 0  | 0      | 5  | 0  |
| 28   | Overload C.P.V. .. .. .                                  | 1            | 10     | 0  | 0  | 0      | 19 | 6  |
| 32   | Failed to pay fare .. .. .                               | 33           | 206    | 0  | 0  | 72     | 11 | 3  |
| 36   | Improper working of Stand .. .. .                        | 4            | 14     | 0  | 0  | 8      | 2  | 4  |
| 45   | Hiring Rates .. .. .                                     | 11           | 40     | 0  | 0  | 5      | 3  | 0  |
| 60   | Hire Sign displayed .. .. .                              | 6            | 13     | 0  | 0  | 1      | 5  | 0  |
| 62   | Not bespoken .. .. .                                     | 6            | 8      | 0  | 0  | 1      | 10 | 0  |
| 75   | Outside radius .. .. .                                   | 1            | 5      | 0  | 0  | 0      | 5  | 0  |
| 86   | Failed notify broken seals .. .. .                       | 16           | 63     | 0  | 0  | 4      | 0  | 0  |
| 89   | Failed to return meter to neutral .. .. .                | 2            | 10     | 0  | 0  | 0      | 10 | 0  |
| 89   | Meter on when not hired .. .. .                          | 1            | 1      | 0  | 0  | 0      | 5  | 0  |
| 89   | Meter not on .. .. .                                     | 10           | 28     | 0  | 0  | 3      | 15 | 0  |

## APPENDIX IV.—continued.

| Act or Regulation.                                   | Offence.  | Cases Heard. | Fines. |    |    | Costs. |    |    |
|--|---|--------------|--------|----|----|--------|----|----|
|  |   |              | £      | s. | d. | £      | s. | d. |
| <i>Transport Consolidated Regulations—continued.</i> |   |              |        |    |    |        |    |    |
| Part IV.<br>Regulation                               |   |              |        |    |    |        |    |    |
| 5  | Loading dockets not carried .. .. .                       | 11           | 43     | 0  | 0  | 2      | 5  | 0  |
| 8  | Passenger on C.G.V. .. .. .                               | 6            | 33     | 0  | 0  | 1      | 10 | 0  |
| Part VI.<br>Regulation                               |   |              |        |    |    |        |    |    |
| 40   | Faulty tyres .. .. .                                      | 5            | 17     | 0  | 0  | 1      | 5  | 0  |
| <i>Motor Car Act.</i>                                |   |              |        |    |    |        |    |    |
| Section  |   |              |        |    |    |        |    |    |
| 6  | Unregistered vehicle .. .. .                              | 18           | 310    | 0  | 0  | 11     | 13 | 0  |
| 12   | Outside conditions of registration .. .. .                | 31           | 173    | 10 | 0  | 7      | 19 | 0  |
| 13   | Fraudulent use of number plates .. .. .                   | 12           | 162    | 0  | 0  | 4      | 7  | 6  |
| 17   | Unregistered vehicle .. .. .                              | 30           | 1,066  | 0  | 0  | 6      | 17 | 6  |
| 20   | Intrastate operation on Interstate plates .. .. .         | 11           | 94     | 0  | 0  | 1      | 14 | 0  |
| 22   | No Driver's Licence .. .. .                               | 2            | 9      | 0  | 0  | 0      | 13 | 0  |
| 22   | Permit unlicensed person to drive .. .. .                 | 1            | 5      | 0  | 0  | 0      | 5  | 0  |
| 22   | Licence not endorsed to drive articulated vehicle .. .. . | 4            | 25     | 0  | 0  | 1      | 4  | 0  |
| 33A  | Record of Working Hours Offences .. .. .                  | 1,348        | 9,586  | 15 | 0  | 337    | 9  | 6  |
| 33   | No 10 hours rest .. .. .                                  | 458          | 5,052  | 0  | 0  | 138    | 4  | 6  |
| 33   | Permit no 10 hours rest .. .. .                           | 153          | 2,380  | 0  | 0  | 137    | 10 | 0  |
| 33   | Exceed 5½ hours .. .. .                                   | 18           | 157    | 0  | 0  | 4      | 5  | 0  |
| 33   | Permit 5½ hours .. .. .                                   | 1            | 50     | 0  | 0  | 1      | 10 | 0  |
| 33   | Exceed 11 hours .. .. .                                   | 92           | 978    | 0  | 0  | 20     | 5  | 0  |
| 33   | Permit 11 hours .. .. .                                   | 27           | 378    | 0  | 0  | 19     | 10 | 6  |
| 33   | Speed (Commercial Passenger Vehicle) .. .. .              | 3            | 18     | 0  | 0  | 0      | 10 | 0  |
| 33   | Speed (Commercial Goods Vehicle) .. .. .                  | 232          | 2,168  | 12 | 0  | 212    | 6  | 0  |
| 33   | Overload Commercial Goods Vehicle .. .. .                 | 8            | 206    | 0  | 0  | 3      | 9  | 0  |
| 33   | Overwidth .. .. .   | 2            | 11     | 0  | 0  | 0      | 10 | 0  |
| 36   | Refuse to proceed to weighbridge .. .. .                  | 1            | 20     | 0  | 0  | 0      | 5  | 0  |
| 37   | Failed to produce Driver's Licence .. .. .                | 5            | 17     | 0  | 0  | 1      | 6  | 0  |
| 37   | Failed to stop .. .. .                                    | 1            | 10     | 0  | 0  | 0      | 5  | 0  |
| 37   | Failed state correct name .. .. .                         | 4            | 33     | 0  | 0  | 1      | 0  | 0  |
| 40   | No Third Party Insurance .. .. .                          | 7            | 50     | 0  | 0  | 2      | 9  | 0  |
| 81   | Careless driving .. .. .                                  | 1            | 10     | 0  | 0  | 0      | 5  | 0  |
| 87   | Procure hire by fraud .. .. .                             | 4            | 16     | 0  | 0  | 2      | 5  | 6  |
| <i>Motor Car Regulations.</i>                        |   |              |        |    |    |        |    |    |
| Clause   |   |              |        |    |    |        |    |    |
| 30   | No number plate .. .. .                                   | 130          | 342    | 17 | 0  | 32     | 0  | 6  |
| 30   | Obscured number plate .. .. .                             | 15           | 36     | 0  | 0  | 4      | 1  | 0  |
| 34   | Illegible number plate .. .. .                            | 18           | 51     | 0  | 0  | 4      | 8  | 0  |
| 87   | Faulty brakes .. .. .                                     | 4            | 21     | 0  | 0  | 0      | 10 | 0  |
| 98   | Faulty tyres .. .. .                                      | 28           | 107    | 5  | 0  | 7      | 5  | 0  |
| 105-200  | Lighting Offences .. .. .                                 | 248          | 1,185  | 0  | 0  | 76     | 14 | 6  |
| 134  | No jinker brakes .. .. .                                  | 1            | 7      | 0  | 0  | 0      | 5  | 0  |
| 137  | No trailer brakes .. .. .                                 | 9            | 49     | 0  | 0  | 2      | 8  | 0  |
| 145  | No rear vision mirror .. .. .                             | 1            | 3      | 0  | 0  | 0      | 0  | 0  |
| 149  | No mudguards .. .. .                                      | 12           | 48     | 0  | 0  | 3      | 10 | 0  |
| 155  | No name, address, tare and gross .. .. .                  | 174          | 555    | 0  | 0  | 49     | 11 | 6  |
| 160  | Unsafe vehicle .. .. .                                    | 3            | 33     | 0  | 0  | 0      | 18 | 0  |
| 169  | Insecure load .. .. .                                     | 6            | 55     | 0  | 0  | 1      | 13 | 0  |
| 171  | Overhanging load .. .. .                                  | 17           | 107    | 0  | 0  | 3      | 5  | 0  |
| 174  | No silencer .. .. .                                       | 2            | 12     | 0  | 0  | 0      | 5  | 0  |
| <i>Road Traffic Regulations.</i>                     |   |              |        |    |    |        |    |    |
| Regulation   |   |              |        |    |    |        |    |    |
| 401  | Against traffic signals .. .. .                           | 5            | 46     | 0  | 0  | 0      | 15 | 0  |
| 503  | Overtaking .. .. .  | 5            | 60     | 0  | 0  | 0      | 15 | 0  |
| 509  | Cross double lines .. .. .                                | 14           | 103    | 10 | 0  | 2      | 10 | 0  |
| 510  | Follow too closely .. .. .                                | 2            | 10     | 0  | 0  | 0      | 10 | 0  |
| 601  | Failed to yield right of way .. .. .                      | 3            | 24     | 0  | 0  | 1      | 0  | 0  |
| 602  | Excessive speed intersection .. .. .                      | 2            | 19     | 0  | 0  | 0      | 10 | 0  |

APPENDIX IV.—*continued.*

| Act or Regulation.                         | Offence.   | Cases Heard. | Fines. |       | Costs. |       |
|--|--|--------------|--------|-------|--------|-------|
|  |  |              | £      | s. d. | £      | s. d. |
| <i>Road Traffic Regulations—continued.</i> |  |              |        |       |        |       |
| Regulation                                 |  |              |        |       |        |       |
| 701  | Failed to stop at pedestrian crossing .. ..      | 4            | 28     | 0 0   | 2      | 2 6   |
| 703  | Failed to stop at school crossing .. ..          | 3            | 23     | 0 0   | 0      | 15 0  |
| 803  | No hand signals .. ..                            | 2            | 6      | 0 0   | 0      | 10 0  |
| 902  | Failed to stop at stop sign .. ..                | 6            | 39     | 0 0   | 1      | 10 0  |
| 1,001                                      | Exceed 30 m.p.h. (Zone) .. ..                    | 51           | 217    | 0 0   | 13     | 8 0   |
| 1,001                                      | Exceed 35 m.p.h. (Zone) .. ..                    | 2            | 13     | 0 0   | 0      | 5 0   |
| 1,001                                      | Exceed 40 m.p.h. (Zone) .. ..                    | 1            | 4      | 0 0   | 0      | 5 0   |
| 1,102                                      | Parking offences .. ..                           | 67           | 216    | 5 0   | 16     | 0 0   |
| 1,103                                      | Obstruct traffic .. ..                           | 2            | 12     | 0 0   | 0      | 10 0  |
| 1,103                                      | Park more than 10 inches from kerb .. ..         | 6            | 13     | 10 0  | 1      | 10 0  |
| 1,106                                      | Park within 30 feet of pedestrian crossing .. .. | 1            | 3      | 0 0   | 0      | 5 0   |
| 1,106                                      | Park within 60 feet of traffic signal .. ..      | 4            | 11     | 0 0   | 1      | 0 0   |
| 1,405                                      | Not in control of vehicle .. ..                  | 1            | 3      | 0 0   | 0      | 5 0   |
| 1,408                                      | Towing more than one vehicle .. ..               | 1            | 4      | 0 0   | 0      | 5 0   |
| <i>Police Offences Act.</i>                |  |              |        |       |        |       |
| Section                                    |  |              |        |       |        |       |
| 27   | Threatening words .. ..                          | 5            | 15     | 0 0   | 7      | 18 0  |
| 27   | Obscene language .. ..                           | 3            | 14     | 0 0   | 0      | 10 0  |
| 27   | Insulting words.. ..                             | 2            | 7      | 0 0   | 0      | 10 0  |
| <i>Justices Act.</i>                       |  |              |        |       |        |       |
| Section                                    |  |              |        |       |        |       |
| 77   | Aiding and abetting .. ..                        | 5            | 29     | 0 0   | 6      | 17 6  |
|  | Total .. ..                                      | 4,992        | 40,483 | 1 6   | 1,757  | 6 5   |

## APPENDIX V.

## ANALYSIS OF RETURNS RELATING TO SCHOOL BUS SERVICES.

|  | 1960-61.   |        | 1959-60*   |        |
|--|------------|--------|------------|--------|
|  | £          | P.P.M. | £          | P.P.M. |
| <i>(i) Combined Profit and Loss Statement—</i>               |            |        |            |        |
| Drivers' Wages—  |            |        |            |        |
| Employees .. .. .  | 198,167    |        |            |        |
| Owners .. .. .   | 182,100    |        |            |        |
| Total Wages .. .. .  | 380,267    | 14.35  | 349,670    | 14.40  |
| Workshop Labour Cost .. .. .                                 | 34,134     | 1.28   | 33,636     | 1.38   |
| Petrol and Dieseline .. .. .                                 | 146,060    | 5.51   | 135,507    | 5.58   |
| Oil .. .. .  | 9,976      | 0.37   | 9,104      | 0.37   |
| Maintenance and Repairs (excluding Mechanics' Wages) .. .. . | 96,052     | 3.62   | 80,563     | 3.31   |
| Tyres and Tubes .. .. .                                      | 46,609     | 1.75   | 42,134     | 1.73   |
| Depreciation .. .. .   | 133,631    |        | 124,573    |        |
| Other Vehicle Costs .. .. .                                  | 59,611     |        | 72,817     |        |
| Administrative Costs .. .. .                                 | 18,494     |        | 17,723     |        |
| Sundries .. .. .   | 23,150     |        | 19,441     |        |
| Total Costs .. .. .  | 947,984    | 35.78  | 885,168    | 36.47  |
| Revenue .. .. .  | 1,122,904  | 42.39  | 1,027,048  | 42.31  |
| Profit .. .. .   | 174,920    | 6.60   | 141,880    | 5.84   |
| Revenue—   |            |        |            |        |
| Route .. .. .  | 1,088,875  |        | 992,369    |        |
| Other .. .. .  | 34,029     |        | 34,679     |        |
| Total Revenue .. .. .  | 1,122,904  |        | 1,027,048  |        |
| Mileage—   |            | Miles. |            | Miles. |
| Petrol Vehicles .. .. .                                      | 6,253,445  |        | 5,739,425  |        |
| Diesel Vehicles .. .. .                                      | 104,063    |        | 85,066     |        |
| Total Mileage .. .. .  | 6,357,508  |        | 5,824,491  |        |
| <i>(ii) Other Relevant Statistics—</i>                       |            |        |            |        |
| Number of Vehicles .. .. .                                   |            | 560    |            | 528    |
| Total Book Value of Vehicles .. .. .                         | £643,393   |        | £622,550   |        |
| Average Value of Vehicles .. .. .                            | £1,049     |        | £1,179     |        |
| Total Purchase Price .. .. .                                 | £1,431,595 |        | £1,318,018 |        |

\* Amended figures.

## APPENDIX VI.

## ANALYSIS OF RETURNS SUBMITTED BY OWNERS OF VEHICLES LICENSED TO OPERATE IN THE BALLARAT, BENDIGO, AND GEELONG URBAN AREAS.

|  |  |    |    |    |    | 1960-61.        |        | 1959-60.*       |        |
|--|--|----|----|----|----|-----------------|--------|-----------------|--------|
|  |  |    |    |    |    | £               | P.P.M. | £               | P.P.M. |
| <i>(i) Combined Profit and Loss Statement—</i> |  |    |    |    |    |                 |        |                 |        |
| Drivers' Wages—                                |  |    |    |    |    |                 |        |                 |        |
|  | Employees  | .. | .. | .. | .. | 154,676         |        |                 |        |
|  | Owners   | .. | .. | .. | .. | 12,370          |        |                 |        |
|  | Total Wages  | .. | .. | .. | .. | 167,046         | 11·93  | 156,890         | 11·10  |
|  | Workshop Labour Cost                                 | .. | .. | .. | .. | 34,643          | 2·47   | 32,251          | 2·28   |
|  | Petrol   | .. | .. | .. | .. | 48,810          | 5·25   | 47,403          | 5·13   |
|  | Dieseline  | .. | .. | .. | .. | 17,473          | 3·72   | 18,744          | 3·83   |
|  | Oil  | .. | .. | .. | .. | 4,439           | 0·32   | 4,053           | 0·29   |
|  | Maintenance and Repairs (excluding Mechanics' Wages) | .. | .. | .. | .. | 53,239          | 3·80   | 48,760          | 3·45   |
|  | Tyres and Tubes                                      | .. | .. | .. | .. | 15,771          | 1·13   | 14,865          | 1·05   |
|  | Depreciation   | .. | .. | .. | .. | 61,238          |        | 52,518          |        |
|  | Other Vehicle Costs                                  | .. | .. | .. | .. | 20,580          |        | 26,060          |        |
|  | Vehicle Hire   | .. | .. | .. | .. | 5,148           |        | 4,227           |        |
|  | Administrative Costs                                 | .. | .. | .. | .. | 69,520          |        | 76,493          |        |
|  | Sundries   | .. | .. | .. | .. | 19,741          |        | 19,753          |        |
|  | Total Costs  | .. | .. | .. | .. | 517,648         | 36·98  | 502,017         | 35·53  |
|  | Profit   | .. | .. | .. | .. | 81,590          | 5·83   | 86,849          | 6·14   |
| Revenue—                                       |  |    |    |    |    |                 |        |                 |        |
|  | Route  | .. | .. | .. | .. | 397,444         |        | 404,309         |        |
|  | Other  | .. | .. | .. | .. | 166,890         |        | 157,175         |        |
|  | Non-operating  | .. | .. | .. | .. | 34,904          |        | 27,382          |        |
|  | Total Revenue  | .. | .. | .. | .. | 599,238         | 42·81  | 588,866         | 41·67  |
| Mileage—                                       |  |    |    |    |    |                 |        |                 |        |
|  | Petrol Vehicles                                      | .. | .. | .. | .. | 2,232,612       |        | 2,217,179       |        |
|  | Diesel Vehicles                                      | .. | .. | .. | .. | 1,126,701       |        | 1,174,104       |        |
|  | Total Mileage  | .. | .. | .. | .. | 3,359,313       |        | 3,391,283       |        |
| Assets—  |  |    |    |    |    |                 |        |                 |        |
|  | Vehicles   | .. | .. | .. | .. | 315,051         |        | 267,389         |        |
|  | Other Assets (excluding Liquid Funds)                | .. | .. | .. | .. | 260,765         |        | 267,665         |        |
|  | Liquid Funds   | .. | .. | .. | .. | 10,079          |        | 11,067          |        |
|  | Total Assets   | .. | .. | .. | .. | 585,895         |        | 546,121         |        |
|  | Liabilities  | .. | .. | .. | .. | 172,827         |        | 169,334         |        |
|  | Shareholders' Funds                                  | .. | .. | .. | .. | 413,068         |        | 376,787         |        |
| <i>(ii) Other Relevant Statistics—</i>         |  |    |    |    |    |                 |        |                 |        |
|  | Number of Vehicles                                   | .. | .. | .. | .. | 162             |        | 156             |        |
|  | Depreciation per Vehicle                             | .. | .. | .. | .. | £378            |        | £337            |        |
|  | Average Mileage per Vehicle                          | .. | .. | .. | .. | 20,737 p.a.     |        | 21,739 p.a.     |        |
|  | Average Value of Vehicles                            | .. | .. | .. | .. | £1,945          |        | £1,714          |        |
|  | Administrative Cost as Percentage of Revenue         | .. | .. | .. | .. | 11·60 per cent. |        | 12·99 per cent. |        |

\* Amended figures.

## APPENDIX VII.

† METROPOLITAN AND OUTER METROPOLITAN OMNIBUS SERVICES—  
COMBINATION OF DATA SET OUT IN THE UNIFORM FINANCIAL RETURNS.

|  | 1960-61.    |        | 1959-60*    |        |
|--|-------------|--------|-------------|--------|
|  | £           | P.P.M. | £           | P.P.M. |
| <i>(i) Combined Profit and Loss Statement—</i>               |             |        |             |        |
| Drivers' Wages—  |             |        |             |        |
| Employees .. .. .  | 932,627     |        | 858,087     |        |
| Owners .. .. .   | 40,522      |        | 46,106      |        |
|  | 973,149     | 13·22  | 904,193     | 12·35  |
| Workshop Labour Cost .. .. .                                 | 199,811     | 2·71   | 197,994     | 2·70   |
| Petrol .. .. .   | 266,602     | 5·30   | 253,461     | 5·30   |
| Dieseline .. .. .  | 80,444      | 3·45   | 87,738      | 3·46   |
| Oil .. .. .  | 21,784      | 0·30   | 23,051      | 0·31   |
| Maintenance and Repairs (excluding Mechanics' Wages) .. .. . | 245,010     | 3·33   | 236,859     | 3·24   |
| Tyres and Tubes .. .. .                                      | 88,746      | 1·21   | 79,817      | 1·09   |
| Depreciation .. .. .   | 254,629     |        | 233,042     |        |
| Other Vehicle Costs .. .. .                                  | 102,986     |        | 91,598      |        |
| Vehicle Hire .. .. .   | 13,963      |        | 9,712       |        |
| Administrative Costs .. .. .                                 | 255,935     |        | 260,042     |        |
| Sundries .. .. .   | 65,874      |        | 50,990      |        |
| Total Costs .. .. .  | 2,568,933   | 34·89  | 2,428,497   | 33·18  |
| Profit .. .. .   | 299,781     | 4·07   | 290,844     | 3·97   |
| Revenue—   |             |        |             |        |
| Route .. .. .  | 2,721,901   |        | 2,591,101   |        |
| Other .. .. .  | 130,231     |        | 113,083     |        |
| Non-operating .. .. .  | 16,582      |        | 15,157      |        |
| Total Revenue .. .. .  | 2,868,714   | 38·96  | 2,719,341   | 37·15  |
| Mileage—   |             |        |             |        |
| Petrol Vehicles .. .. .                                      | 12,068,294  |        | 11,485,089  |        |
| Diesel Vehicles .. .. .                                      | 5,602,826   |        | 6,082,886   |        |
| Total Mileage .. .. .  | 17,671,120  |        | 17,567,975  |        |
| Assets—  |             |        |             |        |
| Vehicles .. .. .   | 929,300     |        | 809,806     |        |
| Other (excluding Liquid Funds) .. .. .                       | 601,504     |        | 623,220     |        |
| Liquid Funds .. .. .   | 79,116      |        | 62,964      |        |
| Total Assets .. .. .   | 1,609,920   |        | 1,495,990   |        |
| Liabilities .. .. .  | 469,540     |        | 411,914     |        |
| Shareholders' Funds .. .. .                                  | 1,140,380   |        | 1,084,076   |        |
| <i>(ii) Other Relevant Statistics—</i>                       |             |        |             |        |
| Number of Vehicles (including Substitutes) .. .. .           | 625         |        | 611         |        |
| Revenue per Vehicle (excluding Substitutes) .. .. .          | £4,989      |        | £4,891      |        |
| Depreciation per vehicle (including Substitutes) .. .. .     | £407        |        | £382        |        |
| Average Mileage per Vehicle (including Substitutes) .. .. .  | 28,274 p.a. |        | 28,756 p.a. |        |
| Average Mileage per Vehicle (excluding Substitutes) .. .. .  | 30,732 p.a. |        | 31,540 p.a. |        |
| Average Value of Vehicles (including Substitutes) .. .. .    | £1,487      |        | £1,325      |        |

† Metropolitan and Outer Metropolitan Omnibus Services may be broadly defined as those services operating in the area covered by the Melbourne Metropolitan Planning Scheme.

\* Amended figures.



## APPENDIX VIII.

COUNTRY OMNIBUS SERVICES—COMBINATION OF DATA SET OUT IN THE  
UNIFORM FINANCIAL RETURNS.

|  | 1960-61.        |        | 1959-60.*       |        |
|--|-----------------|--------|-----------------|--------|
|  | £               | P.P.M. | £               | P.P.M. |
| <i>(i) Combined Profit and Loss Statement—</i>               |                 |        |                 |        |
| Drivers' Wages—  |                 |        |                 |        |
| Employees .. .. .  | 540,333         |        | 544,760         |        |
| Owners .. .. .   | 32,432          |        | 33,873          |        |
| Total Wages .. .. .  | 572,765         | 10·38  | 578,633         | 10·10  |
| Workshop Labour Cost .. .. .                                 | 121,514         | 2·20   | 131,270         | 2·29   |
| Petrol .. .. .   | 232,337         | 5·02   | 250,978         | 5·14   |
| Dieseline .. .. .  | 30,346          | 3·39   | 28,218          | 3·31   |
| Oil .. .. .  | 15,884          | 0·29   | 18,541          | 0·32   |
| Maintenance and Repairs (excluding Mechanics' Wages) .. .. . | 211,594         | 3·83   | 206,975         | 3·61   |
| Tyres and Tubes .. .. .                                      | 71,190          | 1·29   | 68,790          | 1·20   |
| Depreciation .. .. .   | 173,224         |        | 174,307         |        |
| Other Vehicle Costs .. .. .                                  | 83,631          |        | 104,675         |        |
| Vehicle Hire .. .. .   | 18,233          |        | 6,405           |        |
| Administrative Costs .. .. .                                 | 243,305         |        | 245,757         |        |
| Sundries .. .. .   | 50,856          |        | 49,663          |        |
| Total Costs .. .. .  | 1,824,879       | 33·06  | 1,864,212       | 32·52  |
| Profit .. .. .   | 142,074         | 2·58   | 135,026         | 2·36   |
| Revenue—   |                 |        |                 |        |
| Route .. .. .  | 955,102         |        | 988,866         |        |
| Charter .. .. .  | 199,685         |        | 175,544         |        |
| Touring .. .. .  | 17,675          |        | 39,078          |        |
| School .. .. .   | 669,813         |        | 662,794         |        |
| Freight .. .. .  | 74,002          |        | 79,167          |        |
| Other .. .. .  | 50,672          |        | 53,789          |        |
| Total Revenue .. .. .  | 1,966,953       | 35·64  | 1,999,238       | 34·88  |
| Mileage—   |                 |        |                 |        |
| Petrol Vehicles .. .. .                                      | 11,099,035      |        | 11,711,795      |        |
| Diesel Vehicles .. .. .                                      | 2,147,381       |        | 2,044,042       |        |
| Total Mileage .. .. .  | 13,246,416      |        | 13,755,837      |        |
| Assets—  |                 |        |                 |        |
| Vehicles .. .. .   | 725,908         |        | 715,054         |        |
| Other Assets (excluding Liquid Funds) .. .. .                | 1,033,822       |        | 1,068,488       |        |
| Liquid Funds .. .. .   | 76,866          |        | 64,934          |        |
| Total Assets .. .. .   | 1,836,596       |        | 1,848,476       |        |
| Liabilities .. .. .  | 370,564         |        | 382,168         |        |
| Shareholders' Funds .. .. .                                  | 1,466,032       |        | 1,466,308       |        |
| <i>(ii) Other Relevant Statistics—</i>                       |                 |        |                 |        |
| Number of Vehicles .. .. .                                   | 713             |        | 726             |        |
| Depreciation per Vehicle .. .. .                             | £243            |        | £240            |        |
| Average Mileage per Vehicle .. .. .                          | 18,578 p.a.     |        | 18,947 p.a.     |        |
| Average Value of Vehicles .. .. .                            | £1,018          |        | £985            |        |
| Administrative Cost as Percentage of Revenue .. .. .         | 12·37 per cent. |        | 12·29 per cent. |        |

\* Amended figures

*General Notes.*

1. The figures in Appendix V.-VIII. are the first to show the full benefits of the general increase in fares in the Metropolitan area approved early in 1960, and the increase in fares in Ballarat approved in March, 1960.

2. Basic cost items continued to vary during the year, but the effects of these movements were not as significant as in previous years.

3. Total revenue and total costs increased slightly from the previous year.

4. It will be seen from the survey that without the aid of the integrated operation of services with school, charter, and touring work, the position of Country Omnibus Services could not be maintained at present standards. The importance of operators integrating stage service operations with other operations was again apparent in this financial year. Care must be taken in drawing general conclusions from this summary, for without knowledge of the detailed information the wide difference between results for individual services is not seen.

5. Since the close of the year under review, costs, particularly wages, have moved upwards; little benefit was gained from the reductions in fuel costs. The exemption of larger vehicles from sales tax should assist many operators in their replacement programmes.