

1964-65
—
VICTORIA

TRANSPORT REGULATION BOARD

ANNUAL REPORT

FOR THE YEAR ENDED 30TH JUNE, 1964

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

By Authority:

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TRANSPORT REGULATION ACT 1958 (No. 6400).

Section 19.

“(1) A commercial passenger vehicle shall not operate on any public highway unless it is licensed in accordance with this . . (Act) . .

(2) Subject to this . . (Act) . . on the application of—

(a) the owner ; or

(b) a person who intends to become the owner of a commercial passenger vehicle the Board may in respect of such vehicle grant that owner or intending owner a commercial passenger vehicle licence.”

COMMERCIAL GOODS VEHICLES ACT 1958 (No. 6222).

Section 6.

“(1) A commercial goods vehicle shall not operate on any public highway unless such vehicle is licensed in accordance with . . (Act) . .

(2) Subject to this . . (Act) . . on the application of the owner or any person who intends to become the owner of a commercial goods vehicle the Board may in respect of such vehicle grant to that owner or intending owner a commercial goods vehicle licence.”

Exhibition Buildings,
Carlton, N.3,
16th October, 1964.

*The Honourable 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, 1964.

We have the honour to be,

Sir,

Your obedient servants,

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

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

(Sgd.) J. O. MACTIER, Member.

B. P. KAY, Secretary.

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THE YEAR IN FIGURES.

THE NUMBER OF LICENSED VEHICLES INCREASED.—“As of Right” commercial goods vehicle licences by 3,695 to 92,886. Discretionary commercial goods vehicle licences by 509 to 9,231. Discretionary commercial passenger vehicle licences by 59 to 6,063.

THE NUMBER OF GOODS PERMITS INCREASED by 8,605 to 128,003.

TOTAL FEES COLLECTED under the provisions of the Transport Regulation Act and Part I. of the Commercial Goods Vehicles Act were £758,394, an increase of £50,921 from the previous year.

FINES RECEIVED totalled £75,822.

COSTS OF ADMINISTRATION ROSE by £46,915 to £650,601.

ROAD MAINTENANCE CHARGES COLLECTED and paid to the Country Roads Board at £2,815,595 were £353,742 higher than for the previous year.

PAYMENTS TO LOCAL GOVERNMENT AUTHORITIES totalled £33,785.

THE NUMBER OF BOATS ON THE REGISTER at the close of the year was 24,461. Registration fees collected totalled £66,674.

TRANSPORT REGULATION BOARD

Annual Report for the Year Ended 30th June, 1964

SECTION 1.

COMMERCIAL GOODS TRANSPORT.

Licences for commercial goods vehicle operations are issued under authority of the *Commercial Goods Vehicles Act 1958*. Two types of licence are available under this Act—licences “as of right” and licences issued at the discretion of the Board. The majority of licences in force are issued “as of right”.

Amendment to Commercial Goods Vehicles Act.

The *Commercial Goods Vehicles (Decentralized Industries) Act 1963*, was proclaimed in December, 1963. This Act amended section 5 of the *Commercial Goods Vehicles Act* to grant “as of right” a licence in respect to any vehicle owned by a decentralized secondary industry located at Bacchus Marsh, Broadford, Gisborne, Kilmore, Kyneton, Woodend or beyond a 50 miles radius of Melbourne when such industry is approved by the Minister of State Development and the vehicle is used “for the carriage of goods and materials to and manufactured articles or products from the place at which the industry is carried on.”

Where a decentralized secondary industry is not suited by the provisions of an “as of right” licence or requires to utilize the services of a carrier in substitution for its own transport, the Board may, in addition to the existing provisions of section 8 of the *Commercial Goods Vehicles Act* relating to discretionary licences, take into consideration “the disadvantages suffered or likely to be suffered by any person engaged in any manufacturing or processing industry beyond the radius of 50 miles from the Post Office at the corner of Bourke and Elizabeth streets, in the City of Melbourne by reason of the location of that industry, and in particular the relative cost and convenience to any such person of the available forms of transport for the materials used in such industry and the manufactured articles or products of such industry.”

“AS OF RIGHT” LICENCES.

(Section 5, *Commercial Goods Vehicles Act 1958*.)

At the close of the financial year there were 92,886 current “as of right” licences. (For details see Appendix 4.)

These licences are available for—

General Goods Cartage.

Twenty miles radius of the owner’s place of business or, alternatively, 25 miles radius of either Melbourne, Ballarat, Bendigo or Geelong.

Specialized Carriers.

State-wide or extended radius operations are authorized for special classes of goods and for particular purposes. Operations under authorities of this nature are specified in the Third Schedule to the *Commercial Goods Vehicles Act*.

Persons Engaged in Business (Ancillary Operations).

Automatic authority is given for a vehicle with a capacity not exceeding 4-tons to operate for the carriage of the owner's goods within a 50 miles radius of the principal place of business. For vehicles with capacity over 4-tons the area of operation is limited as for general goods cartage.

Decentralized Secondary Industries.

Approved by the Minister of State Development may obtain licences authorizing State-wide operations. At 30th June, 1964, extended road rights under the authority of this new class of "as of right" licence had been granted for 230 vehicles operated by 101 decentralized industries.

Primary Producers.

Licences are available permitting State-wide freedom for own goods. No licence is required if the load capacity of a vehicle does not exceed 2 tons.

Owners of Butter, Milk or Cheese Factories.

Rights for collection of milk or cream for delivery to the respective factories are extended to allow the factory-owned vehicles to return with goods required by the milk or cream suppliers and to deliver goods from the factory to local depot or railway station.

DISCRETIONARY LICENCES.

At the close of the financial year there were 9,740 current discretionary licences. These licences are issued at the discretion of the Board for periods of up to four years.

Publication of Details of Applications for discretionary licences is required by the provisions of the Commercial Goods Vehicles Act so that interested parties may be acquainted with any proposal to provide additional transport facilities. Persons or organizations wishing to object to the issue of a discretionary licence may, within fourteen days, give notice of their intention to object.

Public Hearing of applications is required where interested parties record an objection to an application on which they wish to be heard. This usually occurs where matters of transport policy are involved or there are conflicts between parties. At Public Hearing the Board hears the views and arguments of all parties to a particular matter.

During this year the Board heard 57 applications at Public Hearing. (5,445 cases were dealt with at weekly Private Sitzings).

Section 8 of the Commercial Goods Vehicles Act sets down the matters which the Board must take into consideration when determining applications for discretionary licences. (These are similar to those listed for commercial passenger vehicles on page 14.) In determining applications for discretionary licences, the Board must evaluate in terms of community interests the benefits of the proposed service taking into account the adequacy of the existing service including the possibility of improvement of this service, and the effects upon the existing service if traffic is diverted.

In particular cases the Public Hearing procedure, by bringing the parties together, has resulted in the introduction of specialized railway services to meet the demands which initiated an application for a new road service. These specialized rail services have usually proved economical and satisfactory.

Decisions of the Board in regard to applications for discretionary licences are subject to review by Governor in Council. Governor in Council may, within six months of the date of the Board's decision, approve or disapprove of the decision or make any determination in the matter which the Board might have made. Decisions of the Board in such matters have no force until review has taken place.

Types of Discretionary Licences.

As discretionary licences are written to meet specific conditions there are, of course, a vast multiplicity of different types of licence. However, they fall broadly into the following classifications:—

Route services Ex Melbourne and Country Centres.—These are generally confined to short haul journeys or to non-rail pockets of territory or to areas beyond rail terminals.

Extended "As of Right" Licences for general or particular classes of goods.

Special Commodities.—In these cases, specially constructed vehicles and equipment may be required.

Ancillary Vehicles where extended areas of operation are required.

Contractors.—Extended areas of operation given to earth-moving or road contractors where equipment must be moved from site to site and materials moved adjacent to a project.

Mails and Parcels Services.

Tow Trucks.—Since January, 1962, all tow trucks must be licensed under the terms of section 8 of the Commercial Goods Vehicles Act. "As of right" licences are not available for tow trucks.

Construction standards for tow trucks are set by Regulation and such vehicles are required to basically conform to these standards. The basic requirements are that dual rear wheels are fitted and the load capacity of the vehicle exceeds 25 hundredweight. Initial and recurring annual inspections ensure that proper standards are maintained.

There are some tow trucks still operating that are constructionally sub-standard insofar as they are below the required load capacity and do not have dual wheels fitted. These vehicles were operating before January, 1962, and provided they are mechanically sound and adequately equipped their continued operation within limited areas has been authorized by temporary licence.

New vehicles coming into the system must meet the prescribed standards.

Number of Tow Truck Licences

Full term four year licences	..	..	..	..	586
Temporary licences	..	..	..	..	148
					<hr/> 734 <hr/>

Approximately half the total number of tow trucks are based in the Melbourne metropolitan area.

Timber Carriers.—These licences are issued primarily for vehicles based in the timber producing areas and authorize the movement of logs from forest landings to sawmills and the cartage of sawn timber from these mills to the nearest railway station. Licences issued for areas close to Melbourne include rights to haul directly to the metropolitan area.

Operations are generally confined to a particular forest area; changes in area of operation for a vehicle and the introduction of new vehicles to an area are controlled. In this connexion, the Board is particularly pleased to record the fact that practically all disputes arising from needs to meet peak demands in particular areas are satisfactorily settled by consultation between the Board and representatives of sawmillers and carriers.

Decentralized Industries.

Carriers.—Following the amendment to section 8 of the Commercial Goods Vehicles Act on account of decentralized industries, the Board has issued three discretionary licences to a carrier authorizing operations exclusively on behalf of a country industry.

The Board on 10th June, heard at Public Hearing applications by carriers for discretionary licences authorizing them to carry goods on behalf of two Kyabram industries. The Board refused the applications for full term licences on the grounds that the carriers are not solely engaged in carrying for the industries concerned. However, the Board will continue to allow road movement under permit authority.

This decision has been misinterpreted by some groups as meaning that the industries have been refused the right to use road transport. This is not the case; an industry may have the same rights to use road transport whether the authority given is by licence or permit.

There are a number of applications from carriers yet to be determined. The Victorian Railways Commissioners have exercised their statutory right to object to the granting of these applications which will have to be determined after evidence is heard at Public Hearing.

Ancillary.—The “as of right” provisions of the amendment to section 5 of the Commercial Goods Vehicles Act on account of decentralized industries limit rights solely to manufacturing or processing industries. A number of approved industries, however, do engage in trading activities which are not technically covered by the “as of right” licence. Typical of this is the case of the majority of country butter factories which, in addition to their major operations, trade in farm supplies and deliver such goods. The Board is currently dealing with a number of applications for discretionary licences from such industries. The Victorian Railways Commissioners have objected to the issue of these licences.

PERMITS.

Permits are issued at the discretion of the Board to authorize the operation of a vehicle temporarily in a manner not specified in a licence. A permit fee to a maximum of £15 may be determined by the Board. The average fee for this financial year was £3 3s.

The Number of Permits issued during the year was 128,003, an increase of 8,605 over the previous year.

Fees totalled £403,147.

Commodities Moving Under Permit Authority.

Sawn Timber.

Sawmills in the main timber producing areas of Central and East Gippsland, Mansfield and the Otways are authorized to use road vehicles to carry one-third of their output destined for Melbourne.

Total movement during the year to 30th June, 1964 was:—

Area.	Road Super Feet.	Rail Super Feet.
Walhalla—Erica	1,490,700	887,900
Moe—Morwell	1,695,100	2,924,100
Heyfield	5,468,600	9,195,800
Euroa—Mansfield	1,014,530	2,681,758
Bairnsdale—Orbost	18,553,013	51,506,538
Beech Forest—Colac	801,000	1,949,870
	29,022,943	69,145,966

Wool Traffic.

Road movement of Wool is permitted beyond short haul only under conditions of urgency or where rail facilities and service are demonstrably inferior. Special movements are authorized to Portland and between Geelong and Melbourne.

To Portland :

The recent provision at Portland of facilities capable of handling a substantial part of the south-western Victorian Clip with adjacent port facilities suitable to accommodate overseas shipping, necessitated reconsideration of transport arrangements for wool movement to Portland.

Following public hearing of carriers and other interested parties at Hamilton on 29th June, 1964, the Board decided that with the “next day” service guaranteed by the Victorian Railways Commissioners, coupled with a reduction in rail freights and improved time-tables, rail should be deemed adequate for hauls beyond 50 miles, but there was some justification for road deliveries from places located beyond 20 miles of a railway station.

In accordance with this decision, periodical (long term) permits have been issued to carriers authorizing the transport of wool to Portland from places—

(a) Within a 50 mile radius of Portland including places on or south of the road between Hamilton, Coleraine, Casterton and Mount Gambier;

and

(b) Any place north of this road and which is situated more than 20 miles from a railway station.

To ensure that arrangements work satisfactorily, and to simplify the problems of carriers in obtaining permits, the Board has stationed additional officers in the area during the wool season. The whole position will be reviewed in the light of this season's experience.

Geelong-Melbourne :

This traffic which moves from store to ship's side was divided between road and rail as follows :—

Bales—

	1963-64.	1962-63.
By rail ..	181,403 ..	211,005
By road ..	148,456 ..	150,682

Bagged Cement ex Geelong Area.

A review of the Board's policy on cartage of cement from the Geelong area to Melbourne was requested by the different parties associated with the production and marketing in Melbourne of bagged cement, manufactured at Geelong and Waurm Ponds by Australian Cement Limited and the newly established Victoria Portland Cement Company Proprietary Limited.

A conference of interested parties was convened by the Board in April, 1964 to examine problems brought about by the movement of 36,000 tons of cement on road between the Geelong area and Melbourne

After hearing the views of representatives of the Victorian Railways, the cement manufacturers, the Cement Distributors' Conference and other Melbourne resellers, Melbourne users and carriers, the Board decided that existing road authorities would not be continued. The Board believes that anomalies in trading procedures which hitherto existed will be removed by this decision. The Railways Department has assisted the position by agreeing to charge a standard rate for cement from Geelong to any railway station within the Melbourne metropolitan electrified rail system.

So that the parties affected by this decision may re-plan their delivery methods, and to provide ample time for any further individual submissions in this matter existing road authorities are not to be terminated until 31st March, 1965.

Aerated Waters.

For some years distribution of this commodity had been authorized on road under permit authority. Following a re-examination of this movement, the Board indicated permit authority would be withdrawn. Melbourne manufacturers pressed for hearing of applications for licences. The Board heard these applications in August, 1963, and decided that permits would be issued—

for direct deliveries of bulk consignments from Melbourne to depots within a radius of 50 miles ;

for deliveries to retail shops en route up to 70 miles of Melbourne.

Some diversion to rail of bulk traffic in this commodity has occurred as a result of this decision which was implemented in May, 1964.

Other Commodities Moving Under Permit Authority.

Permits have been continued for a number of commodities, including a wide range of building materials, superphosphate, petroleum products, potatoes, onions, firewood, hides, skins and tallow, gas cylinders, raw materials and products from decentralized industries. A considerable amount of road movement between Melbourne and Geelong is also authorized under permit authority.

NOTES ON DEVELOPMENTS WITHIN THE TRANSPORT INDUSTRY.

Organization.—Many people both inside and outside the transport industry have long looked upon road and rail transport essentially as competitors. With both forms of transport competing for certain traffics in the medium and long haul fields, many people have adopted the view that road and rail transport are only complementary at rail terminals. This view is obviously not correct, and much is still to be done in the transport world to arrange proper co-ordination of rail and road transport.

A most interesting development in this field has been in interstate transport where road is completely free of regulation and able to compete without restriction with other forms of transport.

Road transport operations interstate, and particularly between the capital cities, have tended to become concentrated in the hands of a comparatively small number of large operating companies. Because of the volumes these operators handle, their operations are almost entirely from large clearing depots at which less-than-truck-load lots are made up for on-cartage. Depots are used also for breaking up loads for delivery by smaller vehicles. Many of these depots are located at rail terminals.

A large proportion of the tonnage moved between capitals cities by these operators is sent by rail either in bulk containers which can be loaded on rail by special equipment, or on specially constructed road trailers designed for carriage on complementary rail wagons. The complete movement in such cases is handled by the forwarding agent with rail providing the line haul transit facilities.

Vehicle Design.—Traditionally the commercial goods vehicle is designed for multi purpose operations. The development of transport in this country, however, has, over the past few years, allowed the industry to design and use an increasing number of specially constructed special purpose vehicles. In Victoria, specialist vehicles are now operating for the bulk movement of such dry commodities as flour, cement, plaster, poultry foods and sugar. There has also been a considerable development in the bulk movement of milk. The number of vehicles designed for pre-mixed concrete has also increased rapidly in recent years. Probably the most demonstrable improvement in delivery methods has occurred with bricks where the problems of manhandling bricks on to and off tray trucks has been largely supplanted by the palletizing of loads, use of strapping and by specialist vehicle design.

DRIVERS' CERTIFICATES.

Tow Trucks.

The driver of a tow truck requires a certificate issued by the Board to drive the vehicle. On receipt of an application for a Driver's Certificate from a prospective driver of a tow truck, the Board checks the character of the applicant with the Police before making any decision on the application. This check is repeated after an initial probationary period of twelve months.

Owners of tow trucks are required at the time of application for a Driver's Certificate, at the expiry of the probationary first-year Certificate, and at the time of each renewal of the Certificate, to confirm that the driver is still employed by them.

The number of applications received for Certificates to authorize tow truck drivers fell substantially from the previous year. During the year to 30th June, 1964, 553 applications were received, whilst 846 were received in the previous year. There are approximately 2,500 tow truck Drivers' Certificates on issue.

(See also Drivers' Certificates Commercial Passenger Vehicles page 21.)

LICENCE FEES.

Licence fees remained unaltered during this year. Fees are £2 per annum for both "As of Right" and Discretionary licences with concession fees for Primary Producer "Ed" licences at 5s. per vehicle per annum.

Revenue collected from commercial goods vehicle licence fees during 1963-64, was :—

	£
"As of Right" Licences	169,463
Discretionary Licences (full term)	20,688
Discretionary Licences (Temporary)	3,162
Border Licences	85

SECTION 2.

COMMERCIAL PASSENGER VEHICLES.

Licences Issued for commercial passenger vehicles and current at the end of this financial year totalled 6,063, an increase of 59 from the previous year. Licences are issued to authorize operation of Route Services, Metropolitan Special Service (Charter), Touring, School Contract Services, Hire-cars and Taxis in the Melbourne Metropolitan, Urban and Country areas.

All licences for commercial passenger vehicle operations are issued at the Board's discretion under authority of the Transport Regulation Act.

Commercial passenger vehicles operated by The Victorian Railways Commissioners and the Melbourne and Metropolitan Tramways Board may operate with the consent of Governor in Council provided that the Minister submits matters relating to the licensing of these vehicles to Governor in Council on the recommendation of the Board.

Publication of Details of Applications is required by the Transport Regulation Act, and if objections are made by any person or organization, the parties may press to be heard at Public Hearing.

Section 21 of the Act provides that the Board must take into consideration the following matters before granting or refusing to grant an application for a licence.

“ Before granting or refusing to grant any licence the Board shall have regard primarily to the interests of the public generally including those of persons requiring as well as those of persons providing facilities for the transport of passengers, and without restricting the generality of the foregoing requirement shall take into consideration—

- (a) the advantages of the service proposed to be provided, the saving of time which would be effected thereby, and the convenience (including the advantage arising from journeys not being broken) which would be afforded to the public by the provision of such service ;
- (b) the existing transportation service for the conveyance of passengers upon the routes or within the area proposed to be served in relation to—
 - (i) its present adequacy and probabilities of improvement to meet all reasonable public demands ;
 - (ii) the effect upon such existing service of the service proposed to be provided ; and
 - (iii) the fares paid by such passengers ;
- (c) the benefit to any particular district or districts or to the residents thereof which would be afforded by the service proposed to be provided ;
- (d) any report submitted by the council of any municipality in the municipal district of which the service is proposed to be provided ;
- (e) the condition of the roads to be included in any proposed route or area ;
- (f) the character, qualifications and financial stability of the applicant ; and
- (g) any other relevant matters which the Board considers will affect the interests of the public. ”

Decisions of the Board regarding applications for licences are subject to review by Governor in Council and have no force until this review has taken place. Governor in Council may within six months of the Board's decision, approve or disapprove of the decision or make any determination in the matter which the Board might have made.

Variations of the Conditions of Licence for a commercial passenger vehicle are determined at the Board's discretion.

Public Hearings.—A total of 93 cases relating to applications by operators of commercial passenger vehicles were dealt with at Public Hearings during the year.

Private Sittings.—The majority of passenger licensing matters determined by the Board were considered at Private Sittings—3,216 cases were dealt with in this way during the year.

METROPOLITAN PASSENGER TRANSPORT.

METROPOLITAN AND OUTER METROPOLITAN ROUTE BUS SERVICES.

Since 1952, the Board has been responsible for the licensing and regulation of all commercial passenger vehicles in Victoria. Bus services operating within 8 miles of the corporate limits of the City of Melbourne had previously been licensed by the Melbourne City Council. The legislation authorising transport regulation in this State continues to define the Metropolitan Area as that area previously administered by the Melbourne City Council. For practical purposes, however, the Metropolitan area extends over an area approximately equal to that served by the electrified metropolitan railway system. This is the area taken this section of the Report with the exception that Ferntree Gully is taken as a boundary in the east.

Number of Services.—There are 149 route omnibus services licensed to operate in the metropolitan and outer metropolitan areas.

Number of Licensed Vehicles.—Services in this area were operating 751 licensed vehicles at the close of the year.

New Services.—A new service was introduced between Blackburn and South Blackburn, via Mahoneys-road.

The Carrum—Chelsea service was extended to provide service to an area south-east of Carrum.

Applications were received from the Melbourne and Metropolitan Tramways Board, Preston—Coburg Bus Service Proprietary Limited and Bell-street Bus Company Proprietary Limited for rights to operate a bus service along Derby-street, Pascoe Vale. This matter was considered at Public Hearing. The Coburg City Council pressed the view that any service along Derby-street, should be operated by the Melbourne and Metropolitan Tramways Board; the Council considered this would give a greater prospect of permanency.

The Board refused all three applications but granted an application by Preston—Coburg Bus Service Proprietary Limited to operate on an amended route serving this area.

The Melbourne and Metropolitan Tramways Board and Rouch and Kennedy Proprietary Limited made application to operate bus services from Renshaw-street, Box Hill, to the Box Hill Shopping Centre. The Board granted the Melbourne and Metropolitan Tramways Board application and stated that it would favourably consider an application from Rouch and Kennedy Proprietary Limited to extend service along Middleborough-road to Eram-road, when suitable turning facilities are provided.

In determining questions of competitive services in this area, the Board considers that Koonung Creek provides a natural division and that it would be in the best interests of the community if the Melbourne and Metropolitan Tramways Board were left free to develop all that area north of Koonung Creek. The Board has and will continue to encourage Rouch and Kennedy Proprietary Limited to develop the area south of Koonung Creek.

Service Improvements were made on a number of metropolitan omnibus routes.

Night Service was introduced on five routes—

Glenroy—Jacana Extended night service was introduced over most of the Glenroy—Merlynston route.—

Dandenong—Doveton

Box Hill—Burwood

Broadmeadows—Upfield

Croydon—Montrose

Additional Frequency was provided on five routes—

Frankston–Dandenong	..	Additional frequency was introduced between Frankston and Pine Forest Estate.
Dandenong–Oak Wood Park		
Dandenong–Doveton (via Kidds-road)		
Blackburn–Clayton		
Glen Waverley–Oakleigh		

Additional Weekend Service was introduced on three routes—

Mitcham–Heatherdale..	..	Sunday service was introduced.
Essendon–Keilor		
Maribyrnong–East Keilor	..	Saturday afternoon and Sunday service was introduced to Avondale Heights and East Keilor areas.

Service was Reorganized and Improved on five routes—

Heidelberg–Eltham–Research	..	Amended to provide transport in Watsonia and Macleod areas and frequencies increased.
Jacana–Broadmeadows	..	Reorganized to provide service to Broadmeadows Railway Station.
Broadmeadow–Upfield	..	Reorganized to improve service.
Bayswater–Boronia	..	Reorganized service to provide additional town bus shopper and school service.
Ringwood–Croydon–Mooroolbark		Reorganized, extended and improved service.

A revised turning procedure authorized for the Melbourne–Gardenvale and Melbourne–Middle Brighton services operating along Swanston-street, was observed to be satisfactory. The buses now travel from Swanston-street, via Latrobe, Russell and Lonsdale streets to a stand on the south side of Lonsdale-street, adjacent to Swanston-street, and then via Swanston-street on the normal route.

Fares and Sections.—In the year to 30th June, 1964, there were no changes of consequence. Indeed, there had been virtually no changes since fares, and on some routes sections, were reviewed early in 1960.

The cost stability of recent years was upset during this year. Wage margins were increased in July, 1963, and an additional week's annual leave was granted employees in November, 1963. In July, 1964, the basic wage was increased by £1. These wage increases are reflected in the cost of operating omnibus services, and although there have been some reductions in fuel and insurance costs, generally the cost of bus operations has increased. Operators are presently awaiting a Wages Board decision on an application for further increases in margins in respect to drivers.

Fares Were Increased on 31st August, 1964, following the Board's approval of a one penny increase in metropolitan bus fares. It was part of this decision that children's fares would apply to fifteen years of age, the extended school leaving age, and to all children wearing school uniform and travelling to and from school. Comparative fares for the main group of services are—

	Previous Fare.		New Fare.	
	Adult.	Child.	Adult.	Child.
	s. d.	s. d.	s. d.	s. d.
1 Section	0 6	0 3	0 7	0 4
2 Sections	0 9	0 5	0 10	0 6
3 Sections	1 0	0 6	1 1	0 7
Each additional section	0 1	..	0 1	..

METROPOLITAN SPECIAL SERVICE OMNIBUSES.

Vehicles licensed in this category normally have a capacity of more than twenty adults and in the main carry passengers under group hiring (that is, not at separate and distinct fares). Special conditions are attached to these operations which include charter work, regular contract work for industries and schools and service to sporting and special functions.

Number of Licensed Vehicles.—The number of vehicles licensed as Metropolitan Special Services Omnibuses totalled 146, an increase of five during this year.

Day Tours.—A number of new tours were authorized. There has been a general increase in demand for such service.

The Board believes that promotion of regular day tours from Melbourne is a natural development of tourist facilities. With the emphasis being placed on tourism generally, it is probable that the number of tours available to the public will continue to increase.

Operations to Night Trotting Meetings.—As an experiment, the Board authorized the operation of metropolitan special service omnibuses at separate fares from Melbourne to a number of country towns where night trotting meetings were being held. The services were generally not well patronized. At the moment, operations are confined to night trotting meetings at Geelong.

Vehicle Standards.—The Board continued its efforts to improve vehicle standards. Where metropolitan special service omnibus vehicles were classified at less than the highest standard and licences fell due for renewal, the Board renewed licences to authorize operations only within 15 miles of the G.P.O., Melbourne—the normal area of operations for vehicles with this type of licence is 50 miles radius of the G.P.O., Melbourne.

Where licences for vehicles of less than the highest standard did not fall due for renewal during the year, the Board refused to issue permits for operations beyond a 50 miles radius of the G.P.O., Melbourne.

METROPOLITAN TAXI-CABS.

Metropolitan taxi-cab licences are issued to authorize the operation of sedan cars to be hired from the street, approved taxi stands, or by telephone bookings for journeys to any place in Victoria from places within a boundary of eight miles from the corporate limits of the City of Melbourne. These cars operate at approved meter rates.

Number of Licensed Vehicles.—No additional licences were issued during the year; the total number of licensed vehicles remained at 1,608.

The issue of 200 additional metropolitan taxi-cab licences approved by the Honorable the Minister of Transport in August, 1963, was delayed when legal proceedings were instituted by a group of metropolitan hire-cars owners operating in zone areas. These licence holders considered that the Board had previously given an undertaking that they would receive priority in the allocation of any additional metropolitan taxi-cab licences.

The Court found that the plaintiffs had no prior right in the allocation of metropolitan taxi-cab licences. The Court also found that the manner in which applications for Metropolitan Taxi licences had been gazetted did not comply with the provisions of the Transport Regulation Acts, in so far as the Gazettal Notice did not mention a specific date on which the applications would be considered by the Board. As a result of of this Judgment, the Board re-gazetted the relevant applications.

A Public Hearing was held on 17th, 24th, 25th June, and 15th, 16th and 22nd July, 1964, and a number of applicants and industry organizations, including the Hire-car Division of the Victorian and the Motor Transport Association, the Victorian Taxi Association and the Motor Transport and Chauffeurs' Association were represented.

The Board heard evidence on the merits of particular applications and on the method it should follow in selection of 200 of the 1,500 odd applications listed for hearing. Its finding announced in August was substantially the same as in July, 1963, giving preference to selected well qualified driver applicants and staging the issue of licences to

these drivers so that 100 new taxis would come on the road immediately and a further 33 by April, 1965. The balance of 67 cars representing a group of hire-car owners, who had originally obtained their licences from the Melbourne City Council prior to 1952, are to be licensed on 1st September, 1965, after their hire-cars have been replaced in the outer suburban areas concerned.

Fares remain unaltered during the year. Currently fares are—

- 2s. flagfall (including first $\frac{1}{8}$ of a mile).
- 1s. 6d. per mile mileage rate (3d. each $\frac{1}{8}$ of a mile).
- 20s. per hour detention rate.
- 1s. booking fee 7 a.m. to midnight.
- 2s. booking fee midnight to 7 a.m.
- 6d. per item of luggage carried in boot of car.

Special fares are set for operations outside the metropolitan area and for sporting events and special functions.

Application for an Increase in the Mileage Rate has been received from taxi and hire-car owners, but this application has yet to be determined.

Driver Protection.—Following the Board's recommendations to the Government that the fitment of protective screens and/or audible emergency warning devices in metropolitan taxis and hire-cars should be made compulsory, the Board was directed to conduct a poll to ascertain the views of members of this section of the industry.

A poll of owners and drivers of metropolitan taxis and hire-cars taken in June, 1963, indicated that the majority favoured compulsory fitment of a protective screen and an audible warning device in vehicles.

Following consultation with representatives of owners, drivers, and the Victoria Police as to the types of devices considered suitable, specific recommendations were made to Governor in Council.

The Transport (Protective Devices) Regulations, 1963, embodying these recommendations were approved in November, 1963.

Fitment of an approved acrylic screen behind the driver and an audible warning device became compulsory from 1st April, 1964. All metropolitan taxis and hire-cars have been fitted with the approved equipment.

METROPOLITAN HIRE-CARS AND ZONE HIRE-CARS.

A metropolitan Hire-car licence is issued for a sedan car authorizing operations at meter fares for hirings booked through a depot for journeys to any place in Victoria. A Metropolitan Zone Hire-car has additional rights enabling pick-up of passengers from appointed stands and acceptance of hirings off the street within a prescribed zone area.

Number of Licensed Vehicles.—There are 647 cars operating from zone depots in the Melbourne Metropolitan Area; an additional 16 hire-cars operate within areas independent of depots.

Zone.	Location of Zone.	Number of Cars as at 30th June, 1963.	Number of Cars as at 30th June, 1964.
A	Caulfield-Glenhuntly, Elsternwick-Brighton	56	56
B	McKinnon-Moorabbin-Sandringham	109	119
(O) .. ..	.. ..	4	4
C	Oakleigh-Glen Waverley	40	50
D	East Malvern-Burwood-Jordanville	28	29
E	Camberwell-Balwyn-Box Hill	76	76
T	Box Hill-Blackburn	30	34
G	Ivanhoe-Heidelberg-Watsonia	52	52
H	Preston-Northcote-Reservoir	48	84
N	Coburg-Fawkner-Broadmeadows	36	
J	Essendon-Broadmeadows	56	58
K	Footscray-Williamstown-Altona-St. Albans	76	85

(Note: These figures include a small number of vehicles licensed as country taxis operating in zoned areas.)

Consequent upon the Board's decision to allow the conversion of 67 "Metropolitan Hire-car" licences to "Metropolitan Taxi-cab" licences, the Board announced its intention to issue prior to the conversion date, 1st September, 1965, the same number of new "Metropolitan Hire-car" licences in the affected zones.

No further conversion of "Metropolitan Hire-car" licences to "Metropolitan Taxi-cab" licences is contemplated by the Board.

Amalgamation of Zone Areas.—The effects of the amalgamation of depots in Zones B and O approved in April, 1963, were closely observed during this year. Amalgamation of depots in Zones H and N was effected in March, 1964. This group is now making steady progress.

During the year the Board heard applications from members of depots in Zones T and D for permission to amalgamate with Zone E. At the Board's request, a properly conducted ballot was held of all members; this ballot indicated mixed views in two of the depots. The Board was not in any case convinced of the logicity of the total amalgamation and finally refused the application.

Amalgamation of two depots operating in Zone K was approved, and the new organization is expected to come into operation in October, 1964.

The effect of amalgamation of zone depots to date has been to reduce the number of zoned operating areas from the original number of 14 to 10. The Hire-car Division of the Victorian Road Transport Association has made proposals which, if ultimately adopted, would have the effect of reducing the zone areas to four in number.

Fares for metropolitan hire-cars are the same as those for metropolitan taxis (See page 18).

A Joint Application for Permission to Increase Fares was received from both taxi and hire-car owners through their respective Associations.

Driver Protection.—See Metropolitan Taxi-cabs, page 18.

COUNTRY PASSENGER TRANSPORT.

OMNIBUS SERVICES.

Country omnibus services for the purpose of this section of this Report are all those commercial passenger services, other than those provided by taxis, hire-cars and special licensed school service vehicles, operating in areas outside the district served by the metropolitan electrified railway system and the urban areas of Geelong, Ballarat and Bendigo.

Number of Licensed Vehicles.—At the close of the financial year there were 758 licensed vehicles operating on country omnibus services. However, country omnibus operators include with their operations over three hundred school bus services under contract to the Education Department.

Route Bus Services.—There were no changes of significance for services operating in country areas. Adjustments were made to meet local conditions, but generally this section of the Industry presented a picture of reasonable stability.

The increases in operating costs referred to in the notes on Metropolitan Bus Transport (see page 16) were also felt by country bus operators. The Board would expect to be faced in the new financial year with applications for fare increases by a number of country bus operators.

Temporary Road Services operating between Melbourne and Seymour on Sundays, the South Australian-Victorian border, Hamilton-Melbourne at weekends and Cobram-Strathmerton on Wednesdays, continued to operate under permit authority.

COUNTRY TAXI AND HIRE-CAR SERVICES.

Country taxi-cabs are sedan-type vehicles operating at prescribed fares from appointed stands and depots outside eight miles from the corporate limits of the City of Melbourne and the Urban areas of Geelong, Ballarat and Bendigo to any place throughout Victoria. The country hire-car has similar rights but hirings must be made through the depot.

Number of Licensed Vehicles.—At the close of the financial year there were 639 vehicles authorized to operate as country taxi-cabs and 97 vehicles authorized to operate as country hire-cars.

There was a slight overall reduction in numbers but this did not relate to any particular area, and service provided by this section of the Industry generally remained constant.

Development of Zoned Areas.—A number of taxi-cab services operating in certain areas situated on the metropolitan electrified rail system but outside 8 miles from the corporate limits of the City of Melbourne have combined to provide group service to zoned areas. These group services provide greater flexibility and availability of licensed cabs to the areas they serve, and bring benefits both to the travelling public and to the cab owners.

The following areas are now operating under zone conditions ; in most cases cars are controlled by a single radio depot within the zone:—

- (a) Cheltenham, Mentone, Mordialloc, Parkdale, Aspendale.
- (b) Edithvale, Chelsea, Bonbeach, Carrum.
- (c) Springvale, Noble Park, Dandenong.
- (d) Nunawading, Mitcham, Ringwood.
- (e) Upper Ferntree Gully, Upwey, Belgrave, Monbulk, Belgrave Heights, Tecoma, Kallista, Olinda.

SCHOOL BUS SERVICES UNDER CONTRACT TO THE EDUCATION DEPARTMENT.

There were at the close of the financial year 808 current special school bus licences issued to authorize school bus operations under contract to the Education Department. Vehicles with this type of licence may be used for special service work but in the main, operate exclusively on school bus services. There are, in addition, over three hundred country omnibus licensed vehicles operating on Education Department contract services.

A special group of 35 vehicles operate on school bus services under conditions of partial subsidy by the Education Department.

URBAN OMNIBUS SERVICES.

Urban omnibus services in Geelong provide the basic public passenger transport system for the entire urban area.

In Ballarat and Bendigo the public transport system is provided by the State Electricity Commission tramway services, and by urban omnibus services which in the main operate to areas surrounding the tramway system.

Service in these areas operated satisfactorily during this year. Adjustments of service were made to meet changes in effective demand as industrial and residential areas developed.

Bus operators in the urban areas were, with other operators throughout the State, faced with increases in operating costs during this financial year.

Fares.—In September, 1963, Bendigo urban fares were adjusted to bring these services into line with Bendigo tram fares which had been increased earlier. Weekly concession fares were deleted on four services and four services were resectioned. During the year under review there were no other significant changes.

A one penny increase in all fares for the three urban centres—Geelong, Ballarat and Bendigo—was approved by the Board to come into effect on 31st August, 1964.

VEHICLE STANDARD—OMNIBUSES.

The general standard of vehicles has improved steadily over the past few years, but vehicle replacement must be accelerated by many operators if safety standards are to be maintained.

The Board's Inspectors have always had regard to all matters of safety, particularly those of basic importance such as brakes, steering, suspension and the like, but many vehicles now operating, particularly on school bus services, are reaching an age where increasing attention must be paid to body condition, not only in regard to passenger comfort but as a matter of vehicle safety.

A number of new omnibuses coming on to the road during this year demonstrated the trend towards the improved approach by operators to employing vehicles of more modern and functional design. This trend should be continued, particularly in the charter and touring field, aided by an extension in permissible length of vehicles to 35 feet.

Lighting of Omnibuses.—The Board has been concerned for some time that lighting of many omnibuses operating on more heavily-trafficked roads, particularly within 25 miles of the metropolitan and urban areas, falls below accepted standards particularly in regard to directional indicator and stops lamps. In February, 1964, the Board resolved that fitment of directional indicator lamps front and rear and two brake lamps of acceptable size would be made compulsory.

To give operators concerned reasonable notice and ample time to equip their vehicles, this requirement was applied to new vehicles coming into the system from 1st June, 1964, and other vehicles as they become due for annual inspection during the twelve months from that date. Basically these requirements relate to Metropolitan Omnibus, Metropolitan Special Service, Urban Omnibus and a proportion of Country Omnibus licensed vehicles.

Emergency Exits.—During 1961, the Board at the request of the Road Passenger Service Operators' Association approved the use of push-out emergency exits made of perspex as an alternative to hinge exits containing safety glass. In April, 1964, the Board received a request for approval to use safety glass as an alternative to perspex in push-out exits. The Board approved this request. Many operators with long experience in passenger transport have retained the hinge exit in their new buses.

LICENCE FEES FOR COMMERCIAL PASSENGER VEHICLES.

These fees remain unaltered during the year.

Licence fees for route bus services in the metropolitan area as defined in the Transport Regulation Acts are £3 per vehicle plus £1 per seat per annum. (There are some concession fees at 10s. per seat per annum.) These licence fees apply to both private and government authority vehicles.

Licence fees for route bus services in other areas are £2 per vehicle plus £1 per seat per annum.

Fees for all commercial passenger vehicles other than route buses are £2 per vehicle plus 30s. per seat per annum.

Revenue collected from commercial passenger licence fees during 1963–64 was—

	£
Omnibuses—Metropolitan Area	24,867
—Urban Areas	5,501
—Country Areas	32,323
Metropolitan Charter Buses	8,430
Metropolitan Taxis	17,833
Metropolitan Hire-cars	6,567
Country Taxis and Hire-cars	7,251
Urban Taxis and Hire-cars	1,984
Special School Bus Service Licences	27,699
Touring and Temporary Licences and Goods Passenger Licences	4,209

(Areas as defined in Transport Regulation Legislation).

DRIVERS' CERTIFICATES.

A driver of a commercial passenger vehicle must be authorized to drive such a vehicle by possession of a Driver's Certificate issued by the Board. This certificate is a separate and additional authority to the Driver's Licence issued by the Chief Commissioner of Police. Before issue, the latter must be satisfied as to the driving ability of the applicant

to handle a public service vehicle, and the Board's major concern is that he is a fit and proper person to be in charge of vehicle and passengers. The Board also requires a satisfactory medical certificate and conducts an eyesight test. A medical re-examination may be required at three-yearly intervals, or more frequently if the applicant is subject to any disability or is in an older age group. Additional tests are required of prospective drivers of metropolitan taxi-cabs and hire-cars. These tests are designed to demonstrate the applicant's knowledge of Melbourne and its suburbs.

A Decline in the Number of Applications received for Drivers' Certificates was noticeable in comparing this year with the previous year. The Board received 1,940 applications during the year ended 30th June, 1963; applications received during the year ended 30th June, 1964, were 1,219. This is perhaps symptomatic of a condition of full employment.

Whilst the total number of certificates on issue in the State remained fairly constant at approximately 12,000, operators of commercial passenger vehicles in the metropolitan area have expressed concern at the difficulties they are experiencing in recruiting drivers. A substantial proportion of the drivers employed for taxi-cabs and hire-cars are employed on a casual basis. These men regularly work full time in other types of employment, and drive taxi-cabs and hire-cars at nights or weekends to supplement their income. These casual drivers play an important part in maintaining effective use of vehicles.

Enforcement.—Although the number of offending drivers is small when compared with the number actually engaged in the Industry and the extremely high volume of hirings undertaken, a considerable amount of time is spent by Enforcement staff in investigating complaints and providing general enforcement for the operation of taxis and hire-cars.

Complaints emanating from the public generally, evidence of misconduct as provided by depots, details of convictions provided by Police, and cases coming under notice of our own enforcement officers, are analysed and the action taken is determined by the nature of the offence. If an offence is comparatively minor in nature and there is no continuity of adverse record, the driver will receive a warning in the first instance. Serious offences and cases where a pattern has developed become the subject of prosecution or Board proceedings to revoke or suspend certificates.

During this year 100 cases were prosecuted before the Courts and 62 cases before the Board.

SECTION 3.

ROAD MAINTENANCE CHARGES.

Charges Payable.—Part II. of the *Commercial Goods Vehicles Act 1958*, requires owners of commercial goods vehicles which have a load capacity exceeding 4 tons to pay a ton mile charge towards the maintenance of roads. This charge is made at a rate of one-third of a penny per ton mile based on the tare weight of the vehicle plus forty per cent of its load capacity. Exemptions are made for journeys on which only certain primary produce and livestock are carried. (See Fourth Schedule to *Commercial Goods Vehicles Act*.) Charges are payable for intrastate and interstate journeys.

Method of Payment is by a system of assessment from returns forwarded to the Board by operators and listing journeys made by vehicles during each month. Owners may make special arrangements with the Board to vary the methods of keeping records and submitting returns. Usually operators are able to assess the charges payable, but the returns are carefully checked and matched against evidence of vehicle movement obtained from a number of sources.

During this year more than 620,000 documents giving evidence of operation were checked against the returns submitted.

Total Collections for the year to 30th June, 1964, were £2,815,595 an increase of £353,742 above those for the previous year. Collections relating to interstate journeys totalled £778,000.

Payments to the Country Roads Board.—All monies collected from road charges are paid directly to the Country Roads Board Roads Maintenance Account. Costs of collection are borne by the Transport Regulation Fund. Payments totalling more than £16 million have been made to the Country Roads Board since the inception of the Road Charges scheme in April, 1956.

Costs of Collection during this year were £190,137 or 6.75 per cent. of total collections. Cost of collections borne by the Transport Regulation Fund have increased from the previous year, but again represented a lower proportion of the total charges collected.

Road Charges legislation has now been enacted in four States. Of these States, Victoria remains the only one in which the authority collecting these charges is not reimbursed for costs of collection.

Enforcement.—A considerable proportion of the Board's enforcement effort is made in connection with the collection of road maintenance charges. As a result of enforcement work connected with Part II. of the *Commercial Goods Vehicles Act*, 5127 convictions were recorded in the Court of Petty Sessions, Melbourne. With these convictions £61,479 was imposed in fines and £38,861 of road maintenance contributions ordered to be paid.

Enforcement personnel engaged on investigations into under-payment or non-payment of road charges contributions undertook 5,382 investigations during this year, as a result of which £266,741 liability for road charges was admitted. Some 1,008 investigations were undertaken on behalf of the Department of Motor Transport, New South Wales and Department of Transport, Queensland, while the Department of Motor Transport handled 517 investigations for the Board.

The Board has recommended that legislation be adopted to enable directors of defaulting companies to be made personally responsible for company liabilities arising from non-payment of charges for road maintenance. Legislation of this type has been adopted in New South Wales and is expected in Queensland in the very near future.

SECTION 4.

MOTOR BOATING ACT 1961.

The *Motor Boating Act* 1961 and Motor Boating Regulations 1962 require the registration of motor boats and provide for matters of operating safety.

The function of this Board in the administration of this Act is confined principally to the registration of motor boats. Matters of enforcement governing the operation of boats and their equipment are carried out by the Victoria Police assisted by other Departments and Government Authorities.

The Number of Boats on the Register at 30th June, 1964, was 24,461 an increase of 2,819 during the twelve months to this date. New registrations during the year totalled 5,387 and cancellations 2,568. During this period 2,185 transfers were effected.

The Board has undertaken some analysis of motor boat registrations and includes summary details of this analysis in Appendix 5 to this Report.

Fees from registration and transfer fees for this year totalled £66,674. This amount was paid into the Tourist Development Fund.

Administrative Costs and Costs of Collection recouped from the Tourist Development Fund totalled £9,693. This amount included some non-recurring expenditure.

The Board has been able to reduce costs of collection to a low level. However, the amount of detailed work for which little or no fees are received and the need to maintain a basic number of trained staff for the peak season tend to show costs of collection at a higher than normal figure in terms of revenue.

Registration Plates have been issued for motor boats from the commencement of registration.

Some difficulty has been experienced, however, in identifying those boats for which registration is not current. A currency plate with color and symbols denoting the month and year of registration has therefore been introduced.

This plate is superimposed on the base registration plate to indicate a boat is currently registered. Indications are that this new system of identification has assisted enforcement.

SECTION 5.

ENFORCEMENT.

The Board's enforcement staff is primarily concerned with the provisions of the Transport Regulation Act, the Commercial Goods Vehicles Act and the Transport Consolidated Regulations, but is substantially involved with enforcing sections of other Acts and Regulations which officers are empowered to enforce such as the Motor Car Act and Regulations, the Road Traffic Act and Regulations, and the Motor Boating Act and Regulations.

Enforcement is carried out with a minimum of prosecution; this occurs only when considered to be absolutely necessary.

During this year, 11,132 offence reports were submitted concerning legislation other than Part II. of the Commercial Goods Vehicles Act. These reports disclosed 10,551 offences; 4,703 offences were prosecuted before the Courts and 4,621 convictions recorded.

Cases Taken before the Courts during the Year.

Act or Regulation.	1963-64.	Fines Imposed.	1962-63.	Fines Imposed.
		£		£
Transport Regulation Act	32	..	26	..
Commercial Goods Vehicles Act—Part I. ..	1,159	..	904	..
Transport Consolidated Regulations ..	555	..	385	..
Motor Car Act	2,096	..	1,808	..
Motor Car Regulations	459	..	384	..
Road Traffic Regulations	349	..	122	..
Motor Boat Act	19	..	65	..
Motor Boat Regulations	27	..	..	..
Police Offences Act	4	..	4	..
Justices Act	3	..	6	..
	4,703	41,867	3,704	30,820

Commercial Goods Vehicles Act—Part II.

Convictions recorded	5,127	6,024
Fines Imposed	£61,479	£65,216
Contributions ordered to be paid ..	£23,861	£47,074

“*Border-Hopping*”.—The Board's staff has been increasingly active in dealing with the operations of commercial goods vehicles carrying goods moving between points within Victoria where, by various devices including transshipment, operators have sought to give their movements the appearance of bona fide interstate movements. This type of offence is difficult to detect, and the presentation of cases before the Courts is a most complex matter. Evidence of a kind which permits prosecution and conviction in such cases is also difficult to obtain. An ever increasing amount of time must be spent to obtain suitable evidence. During this year some 8,000 separate interviews were made and reported. This time is inordinate when compared with the results obtained from normal deterrent enforcement on highways.

A big proportion of enforcement effort is expended relative to Part II. of the Commercial Goods Vehicles Act.

Hours of Driving.—The problems of enforcing compliance by drivers with the provisions of legislation limiting driving hours and speeds are considerable, particularly on inter-capital city movements. Drivers may falsify records and adopt aliases and non compliance is difficult to detect.

For some time attempts have been made to have uniform legislation adopted in all States in respect of limitation of hours and driver records. Recommendations in this regard have been made by a Committee of officers representing the States. These recommendations may be accepted in the near future. The amended provisions of the Commonwealth Service and Executions of Process Act came into force at the beginning of the year. The provisions of this Act are designed to facilitate the collection of penalties imposed on offenders residing outside the State in which the penalty is imposed. Some considerable period will elapse before the efficacy of these provisions can be assessed. While experience to date indicates that they will give considerable assistance in respect to collection of minor penalties, where substantial amounts of money are involved the result may not be as good as was hoped.

For further references on enforcement *see* pages 22, and 23.

SECTION 6.

FINANCE.

REVENUE.

*Transport Regulation Act 1958.**Commercial Goods Vehicles Act 1958, Part I.*

Total fees collected under the provisions of the Transport Regulation Act and Part I. of the Commercial Goods Vehicles Act were £758,394. Mainly because of an increase in the movement of goods under permit, collections were £50,921 more than those for the previous year.

Fines collected as a result of action taken in the Courts for offences detected under the provisions of the Transport Regulation Act, the Commercial Goods Vehicles Act, the the Transport Consolidated Regulations and the Motor Car Act and Regulations totalled £75,822.

Motor Car Act.

Fees collected by Motor Registration Branch for registration of commercial passenger vehicles licensed solely to operate on specified routes within the metropolitan area and transferred to the Transport Regulation Fund totalled £5,361. This amount less costs of collection incurred by Motor Registration Branch will be distributed during 1964-65.

The total amount of fines shown above include fines collected for breaches of the Motor Car Act where information was laid by an officer of the Board. Previous to 1st January, 1964, the Board had not received moneys from this source.

Commercial Goods Vehicles Act 1958—Part II.

Contributions for road charges received from owners of commercial goods vehicles pursuant to Part II. of the Commercial Goods Vehicles Act and paid directly to the to the Country Roads Board totalled £2,815,595. Administrative costs borne wholly by the Transport Regulation Fund totalled £190,137.

Motor Boating Act.

Registration Fees collected from owners of motor boats under the provisions of this Act totalled £66,674. This amount was paid to the Tourist Fund from which the Board recouped £9,693 for costs and expenses incurred in the collection of such fees and in the administration of this Act.

EXPENDITURE.

Administrative Expenditure borne by the Transport Regulation Fund increased by £46,915 from the previous year to £650,601. The increase in expenditure was mainly brought about by an increase in salary margins.

Distribution of Fees to Municipal Authorities.—Under the provisions of section 41 of the Transport Regulation Act, fees collected from commercial passenger vehicles licensed solely to operate on specified routes wholly within the metropolitan area and any urban district, less cost of collection and relevant administration expenses, are paid to the several municipalities wholly or partly within the metropolitan area or any urban district, to be applied by such municipalities towards the construction renewal repair or maintenance of any public highway on which such vehicles operated. The amount distributed in this year from 1962-63 collections was £30,637.

Because of the concession fees for route buses, the amount of disbursement to councils is subsidized from the Transport Regulation Fund.

Other Payments to Councils.—Also under the provisions of section 41 of the Transport Regulation Act, the Board is empowered, 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.”

During the year allocations totalling £1,100 were approved by Governor in Council.

Total payments for these projects approved in this and previous years and met from the Transport Regulation Fund during the year were £3,148. An amount of £3,048 for projects approved but not yet completed remained unpaid as at 30th June, 1964.

Surplus of Revenue over Expenditure for this year was £144,813. This amount increases the balance in the Transport Regulation Fund. Expenditure from this Fund during the year on account of the Board's new building project amounted to £144,050. After meeting this expenditure the balance of the Transport Regulation Fund carried forward is £675,144. All of this money and more will be needed to finance the new office building in course of erection.

SECTION 7.

ADMINISTRATION.

Staff.—The number of staff employed at the close of the financial year totalled 405, including 124 male administrative staff, 100 inspectors and 181 females. The Board has decentralized its administration in so far as this has been possible and maintains offices in twelve major country centres. The staff at each of these centres is responsible for a good deal of the work done in the region surrounding those centres. A total of 63 staff is maintained in country areas as follows:—

Bairnsdale 5, Ballarat 6, Bendigo 7, Euroa 3, Geelong 15, Hamilton 3,
Horsham 4, Mildura 2, Morwell 8, Shepparton 4, Warrnambool 4,
Wodonga 4.

The Board expresses appreciation of the loyalty, efficiency and industry of its staff, very ably headed by Mr. B. P. Kay, Secretary to the Board, during a year of considerable pressure.

Staff Training has been continued in appropriate facets of administration during this year. Particular attention has been paid to the training of enforcement staff.

The nature of the investigations required of enforcement staff, the collation of evidence and the increasing perplexity of the presentation of this before the Courts has necessitated intensive training of Inspectors. The effectiveness of this training has been clearly shown.

Office Efficiency and Mechanization.—The Board continued to examine its administrative procedures with a view to effecting improvements. Special attention was paid to stream-lining accounting procedures for the collection of road maintenance charges through the introduction of accounting machines.

New Office Building.—It was with much satisfaction that the Board saw the commencement of its new building, the completion of which will provide both Board and staff with vastly improved conditions.

A contract for the erection of the new offices at Lygon-street, Carlton, was signed with K. G. Hooker Proprietary Limited on 27th May, 1964. Construction work began immediately and work is scheduled for completion in December, 1965.

The building will comprise a basement, lower ground floor, ground floor and seven upper floors. Provision has been made for possible future extension of the building laterally, and also vertically by five floors.

Annual Conference of State Road Transport Authorities was held in Melbourne during May, 1964.

The major concern of the Conference was the problems arising from the difficulties of administering the Road Charges legislation and evasion of regulation by intrastate operators posing as interstate carriers.

ACKNOWLEDGEMENTS.

The Board acknowledges the co-operation received by it from various Government Departments and organizations, in particular the Police Department, the many Municipal Councils with which contact has been made, and last but not least the Industry Organizations—The Victorian Road Transport Association and the Road Passenger Service Operators Association. Special mention should be made of the objective approach and assistance given by the R.P.S.O.A. in the matters of improving vehicle standards and raising the standard of service on metropolitan and outer metropolitan omnibus routes.

PERSONNEL OF THE BOARD.

During the year Mr. J. A. Garlick, primary producer representative on the Board retired, and the vacancy was filled by the appointment of Mr. J. O. Mactier, a grazier of Metcalfe.

Mr. Garlick made a significant contribution to the work of the Board for a period of over seventeen years.

APPENDIX I.

STATEMENT OF REVENUE AND EXPENDITURE FINANCIAL YEAR ENDED 30TH JUNE, 1964.

	£	1963-64. £	1962-63. £
Revenue—			
Metropolitan and Urban Omnibus Licences	30,368		
Other Passenger Licences	106,296		
Discretionary Goods Licences	23,935		
“As of Right” Goods Licences	169,463		
	<hr/>	330,062	312,798
Permit Fees—			
Goods	403,147		
Passenger	8,857		
	<hr/>	412,004	378,834
Fines Collected—			
Driver's Certificates	75,822		
Miscellaneous	7,005		
	<hr/>	92,150	74,099
Total Board Revenue	<hr/>	834,216	765,731
Metropolitan Omnibus Registration Fees	5,361		
Road Charges Collections	2,815,595		
Motor Boat Registrations	66,674		
	<hr/>	2,887,630	2,522,596
Total Revenue	<hr/>	3,721,846	3,288,327
Expenditure—			
Salaries and Overtime	522,144		
Other Administrative Costs	105,320		
Purchase and Maintenance of Cars	23,137		
Payments to Government and Local Government Bodies	2,926,432		
	<hr/>	3,577,033	3,164,475
Total Expenditure and Payments	<hr/>	3,577,033	3,164,475
Surplus of Revenue over Expenditure	<hr/>	144,813	123,852

STATEMENT OF TRANSPORT REGULATION FUND.

	£	£
Balance Brought Forward	674,381	560,704
Plus Surplus for year	144,813	123,852
	<hr/>	819,194
Less Special Expenditure—New Building Project	144,050	10,175
Balance carried forward	<hr/>	675,144

APPENDIX II.

LICENCE FEES—FINANCIAL YEAR ENDED 30TH JUNE, 1964.

PASSENGER VEHICLES.

	1963-64.		1962-63.
	£	£	£
Metropolitan and Urban Omnibus Licences—			
Metropolitan Omnibus	16,589		
Melbourne and Metropolitan Tramways Board	8,138		
Victorian Railways	140		
		24,867	25,153
Urban Omnibus (Ballarat).. .. .	1,074		
Urban Omnibus (Bendigo).. .. .	783		
Urban Omnibus (Geelong)	3,644		
		5,501	5,489
		30,368	30,642
Other Passenger Licences—			
Metropolitan Charter	8,430		
Metropolitan Taxi	17,833		
Metropolitan Hire Cars	6,567		
		32,830	27,783
Country Omnibus	31,124		
Country Taxi	6,361		
Country Hire-cars	890		
Melbourne and Metropolitan Tramways Board (Country)	759		
Victorian Railways (Country)	440		
School Service Licences	27,699		
		67,273	64,050
Urban Taxis	1,939		
Urban Hire-cars	45		
		1,984	1,898
Touring Omnibus	1,343		
Temporary Licences	2,554		
“ GP ” (Goods-Passenger)	312		
		4,209	4,796
		106,296	98,527
GOODS VEHICLES.			
Discretionary Licences—			
“ D ”	20,688		
Temporary “ D ”	3,162		
Border Licences	85		
		23,935	21,634
“ As of Right ” Licences			
“ Ea ”	29,751		
“ Eb ”	3,424		
“ Ec ”	15,571		
“ Ed ”	4,286		
“ Ef ”	1,676		
“ Eg ”	90,272		
“ Eh ”	22,777		
“ Ei ”	460		
Substitutions	1,190		
Victorian Railways (Goods)	56		
		169,463	161,995
		193,398	183,629
Total Licence Fees		330,062	312,798

APPENDIX III.

DETAILED STATEMENT OF EXPENDITURE—FINANCIAL YEAR ENDED 30TH JUNE, 1964.

	£	1963-64. £	1962-63. £
Salaries and Overtime—			
Administration (Head Office)	292,887		
Inspectorate (Head Office)	124,557		
Regional Staff	90,671		
Pay Roll Tax	11,851		
Workers' Compensation Insurance	2,178		
	<hr/>	522,144	494,681
Other Administrative Costs—			
Postage, Telephones, Lighting and Heating	28,532		
Printing and Stationery	19,437		
Furniture and Equipment	5,303		
Maintenance of Offices	198		
Rent and Cleaning	13,283		
Travelling Expenses	10,778		
Audit Fees	1,226		
Government Proportion of Superannuation Pensions	6,178		
Expenditure on Regional Residences	2,182		
Duty Stamps	7,259		
Miscellaneous	10,944		
	<hr/>	105,320	90,647
Purchase and Maintenance of Cars—			
Purchase of Cars	6,642		
Running Costs and Maintenance—			
Head Office Cars	9,030		
Regional Cars	5,406		
Insurance Premiums	2,059		
	<hr/>	23,137	18,358
Total Administrative Expenditure .. .. .	..	<hr/>650,601	<hr/> 603,686
Payments to Government and Local Government Bodies—			
Cost of Collecting Metropolitan Omnibus Registration Fees	206		
Police Services (Proportion of Police Salaries, and Purchases, Running Costs and Maintenance of Police Cars)	14,695		
Payments to Municipalities—			
Comfort Stations	1,169		
Bus Shelters	1,979		
Metropolitan and Urban Omnibus Fees	30,637		
Tourist Fund—Motor Boat—	£		
Registrations	66,674		
Less Costs Recouped	9,693		
	<hr/>	56,981	
C.R.B. Fund—Road Charges Collections	2,815,595		
Contribution to Metropolitan Transportation Committee	5,000		
Miscellaneous	170		
	<hr/>	2,926,432	2,560,789
Total Expenditure and Payments .. .. .	..	<hr/>3,577,033	<hr/> 3,164,475

APPENDIX IV.

LICENCES CURRENT AT 30TH JUNE, 1964.

	1964.	1963.
Discretionary Licences		
Passengers Licences—		
Metropolitan Omnibuses	570	561
Urban Omnibuses (Ballarat)	29	29
Urban Omnibuses (Bendigo)	23	23
Urban Omnibuses (Geelong)	101	100
	<u>153</u>	<u>152</u>
Country Omnibuses	940	937
School Contract Licences	808	792
	<u>1,748</u>	<u>729</u>
Metropolitan Special Service (Charter)	146	141
Touring Omnibuses	50	56
Metropolitan Taxis	1,608	1,608
Metropolitan Hire-cars	637	606
	<u>2,245</u>	<u>2,214</u>
Urban Taxis	191	191
Urban Hire-cars	4	4
	<u>195</u>	<u>195</u>
Country Taxis	658	676
Country Hire-cars	106	108
	<u>764</u>	<u>784</u>
Temporary Passenger	192	172
	<u>6,063</u>	<u>6,004</u>
“ GP ” (Goods-Passenger)	64	72
Goods Licences— ..		
“ D ” Licences	8,516	8,044
Temporary “ D ”	1,224	1,187
	<u>9,740</u>	<u>9,231</u>
Total Goods Licences .. .. .	..	..
Grand Total of “ Discretionary ” Licences	<u>15,867</u>	<u>15,307</u>

LICENCES ISSUED “AS OF RIGHT”

	1964.	1963.
“ Ea ” Licences—25-mile radius of G.P.O., Melbourne	13,466	13,140
“ Eb ” Licences—25-mile radius of Chief P.O., at Bendigo, Ballarat or Geelong	1,594	1,527
“ Ec ” Licences—20-mile radius of owner’s place of business	7,171	7,066
“ Ed ” Licences—Primary Producers	16,680	15,857
“ Ef ” Licences—Butter Factories	787	915
“ Eg ” Licences—Ancillary users 50 miles radius, up to 4-ton load capacity	42,108	40,756
“ Eh ” Licences—Third Schedule commodities	10,857	9,930
“ Ei ” Licences—Approved Decentralized Secondary Industries	223	..
	<u>92,886</u>	<u>89,191</u>
Total Licences issued “ As of Right ” .. .. .	..	..
Grand Total of All Licences Issued	<u>108,753</u>	<u>104,498</u>

APPENDIX V.

MOTOR BOAT REGISTRATIONS.

SUMMARY OF STATISTICAL SURVEY OF REGISTERED MOTOR BOATS, MAY, 1964.

<i>Length of Boat—</i>	<i>No. of Boats.</i>
Up to 13 feet	10,937
Over 13 feet up to 15 feet	7,201
Over 15 feet up to 18 feet	3,760
Over 18 feet up to 20 feet	854
Over 20 feet up to 22 feet	302
Over 22 feet up to 27 feet	581
Over 27 feet	358

Type of Boat—

Open—20,590; H'Cabin—1,230; Cabin Cruiser—2,173.

Type of Hull Construction—

Metal — 1,528; Wood — 19,482; Fibreglass — 2,821; Other (Combination) — 59; Not shown on Application — 103.

Type of Engine (Grouping according to Horse Power)—

<i>Outboard.</i>	<i>Inboard.</i>
Less than 2 4,353	Less than 11 4,699
2 but less than 3 3,191	11 but less than 26 2,125
3 but less than 4 1,882	26 but less than 51 1,892
4 but less than 5 813	51 but less than 101 63
5 but less than 6 948	101 but less than 201 7
6 but less than 7 239	201 and over —
7 but less than 8 728	
8 but less than 9 927	
9 but less than 10 209	
10 but less than 11 482	
11 but less than 16 446	
16 but less than 21 820	
21 and over 192	
	8,786
15,230	

APPENDIX VI.

CASES HEARD IN RELATION TO VARIOUS ACTS AND REGULATIONS.

FINANCIAL YEAR 1963-64.

Act or Regulation.	Offence.	Cases Heard.
<i>Transport Regulation Act.</i>		
Section 16	Failed to State Name and Address	5
„ 16	Failed to Stop	5
„ 16	Failed to Permit Inspection	2
„ 16	Failed to Produce Driver's Certificate	1
„ 37	Unlicensed Commercial Passenger Vehicles	19
<i>Commercial Goods Vehicles Act.</i>		
Section 6	Unlicensed Commercial Goods Vehicles	562
„ 22	Outside Conditions of Licence and/or Permit	597
<i>Transport Consolidated Regulations Part II.</i>		
Regulation 10	No Label	81
„ 11	Outside Conditions of Zone Permit	57
„ 19	Failed to Return Driver's Certificate and Badge	105
„ 32	Failed to Inform Inspector of Destination	4
„ 39	Failed to Stop at Level Crossing	12
„ 56	Failed to Hand Duplicate of D.C. to Owner	3
„ 56	Employing Uncertificated Driver	3
„ 58	Failed to Notify Change of Address	17
<i>Transport Consolidated Regulations Part III.</i>		
Regulation 1	Failed to Exhibit D.C. and Photo	56
„ 1	No Driver's Certificate	56
„ 1	No Driver's Certificate Holder Fitted	56
„ 2	Failed to Wear Badge	20
„ 9	Refused Fare	21
„ 21	Multiple Hiring	6
„ 22	Needlessly Standing	8
„ 23	Unattended Vehicle	52
„ 24	Incivility	8
„ 28	Overloading	6
„ 32	Failed to Pay Fare	28
„ 45	Incorrect Hiring Rate	3
„ 86	Failed Notify Broken Seals	14
<i>Transport Consolidated Regulations Part IV.</i>		
Regulation 5	No Loading Dockets Carried	3
„ 8	Passenger on Commercial Goods Vehicle	4
„ 10	No " Authority to Tow Book " Carried	18
<i>Transport Consolidated Regulations Part VI.</i>		
Regulation 8	Operating Unfit Vehicle	19
„ 40	Faulty Tyres	7
<i>Motor Car Act.</i>		
Section 6	Unregistered Vehicle	102
„ 12	Outside Conditions of Registration	1
„ 20	Intrastate Operation with Interstate Registrations	17
„ 22	No Driver's Licence	43
„ 33	No Record of Working Hours	979
„ 33	Failed to Have Ten Hours Rest	394
„ 33	Owner Permitting Failure to Have Ten Hours Rest	111
„ 33	Exceeding Eleven Hours Driving	80
„ 33	Owner Permitting Ex. Eleven Hours Driving	16
„ 33	Exceeding Speed Limit (Commercial Goods Vehicle)	314
„ 37	Failed Produce Driver's Licence	29
„ 40	No Third Party Insurance	10

APPENDIX VI.—*continued.*

Act or Regulation.	Offence.	Cases Heard.
<i>Motor Car Regulations.</i>		
Clause 16	Failed to Notify Change of Construction	4
„ 30	No Number Plates and Obscured Number Plates	53
„ 105-200	Lighting Offences	267
„ 155	No Name, Address, Tare or Gross	96
„ 130-160	Unsafe Vehicle	31
„ 169-171	Insecure or Projecting Load	8
<i>Road Traffic Regulations.</i>		
Regulation 400-800	Miscellaneous Traffic Offences	71
„ 1,001	Excessive Speed	11
„ 1,101-4	Parking Offences	31
„ 1,201-4	Lighting Offences	236
<i>Motor Boating Act.</i>		
Section 11	Unregistered Motor Boat	12
„ 11	No Registration Plate Affixed	5
„ 17	Towing Skier Without Observer	2
<i>Motor Boating Regulations.</i>		
Regulation 7.03	Insufficient Equipment (no anchor, bailer, oars, life jackets, fire extinguishers)	13
„ 9.08	Failed Return Registration Plate	14
<i>Police Offences Act.</i>		
Section 27	Threatening Words	3
„ 27	Obscene Language	1
<i>Justices Act.</i>		
Section 77	Aiding and Abetting	3
	Total	4,703

APPENDIX VII.

COUNTRY OMNIBUS SERVICES.

COMBINATION OF DATA FROM UNIFORM FINANCIAL RETURNS.

	1962-63		1961-62.	
	£	P.P.M.	£	P.P.M.
<i>Combined Profit and Loss Statement—</i>				
Drivers' Wages—				
Employees	555,851		553,558	
Owners	29,345		25,753	
Total Wages	585,196	10·42	579,311	10·56
Workshop Labour Cost	126,134	2·25	128,455	2·34
Petrol	215,283	4·85	218,762	4·86
Dieseline	37,862	3·23	32,501	3·32
Oil	15,825	0·28	16,009	0·29
Maintenance and Repairs (excluding Mechanics' Wages)	212,807	3·79	209,783	3·83
Tyres and Tubes	65,954	1·17	67,930	1·24
Depreciation	188,865		176,845	
Other Vehicle Costs	77,656		80,627	
Vehicle Hire	18,346		11,621	
Administrative Costs	246,831		247,239	
Sundries	75,477		54,368	
Total Costs	1,866,236	33·24	1,823,451	33·25
Profit	145,372	2·59	133,992	2·45
Revenue—				
Route	933,887		929,161	
Charter	201,368		194,745	
Touring	20,996		12,450	
School	734,699		700,709	
Freight	78,576		77,181	
Other	42,082		43,197	
Total Revenue	2,011,608	35·83	1,957,443	35·70
Mileage—				
	Miles.		Miles.	
Petrol Vehicles	10,660,547		10,810,308	
Diesel Vehicles	2,813,173		2,349,828	
Total Mileage	13,473,720		13,160,136	
Assets—				
	£		£	
Vehicles	817,794		743,224	
Other Assets (exclusive Liquid Funds)	1,032,517		982,758	
Liquid Funds	66,573		65,317	
Total Assets	1,916,884		1,791,299	
Liabilities	490,247		357,181	
Shareholders' Funds	1,426,637		1,434,118	
<i>Other Relevant Statistics—</i>				
Number of Vehicles	726		721	
Depreciation per Vehicle	£ 260		£ 245	
Average Mileage per Vehicle	18,559 p.a.		18,253 p.a.	
Average Value of Vehicles	£ 1,141		£ 1,031	
Administrative Cost as Percentage of Revenue	12·27 per cent.		12·63 per cent	

APPENDIX VII.—*continued.*

COUNTRY OMNIBUS SERVICES.

Year.	Vehicles Purchased in Each Year Operating During 1962-63.		Year Model of Vehicles Operating During 1962-63.	
	No.	£	No.	Cumulative Total.
1946 and before	20	32,448	62	62
1947	14	29,034	32	94
1948	50	133,119	76	170
1949	39	100,512	54	224
1950	36	115,960	53	277
1951	48	142,061	51	328
1952	31	104,112	34	362
1953	36	97,735	22	384
1954	29	95,377	28	412
1955	42	143,819	32	444
1956	26	117,843	38	482
1957	31	109,792	20	502
1958	25	94,125	18	520
1959	34	142,487	24	544
1960	52	186,632	35	579
1961	53	199,459	30	609
1962	70	235,058	40	649
1963	36	132,652	23	672
Total	672	2,212,225	672	672

APPENDIX VII.—*continued.*METROPOLITAN AND OUTER METROPOLITAN OMNIBUS SERVICES—
COMBINATION OF DATA FROM UNIFORM FINANCIAL RETURNS.*Combined Profit and Loss Statement—*

						1962-63.		1961-62.	
						£	P.P.M.	£	P.P.M.
Drivers' Wages—									
Employees	..	..	..	..	..	997,316		962,529	
Owners	..	..	..	..	..	37,770		41,372	
Total Wages ..						1,035,086	13·51	1,003,901	13·59
Workshop Labour Cost	..	..	..	..	..	207,378	2·71	207,584	2·81
Petrol	..	..	..	..	..	252,285	5·18	256,032	5·13
Dieseline	..	..	..	..	..	90,982	3·25	84,319	3·51
Oil	..	..	..	..	..	22,812	0·30	22,126	0·30
Maintenance and Repairs (excluding Mechanics' Wages)	..	..	..	..	..	232,991	3·04	232,681	3·15
Tyres and Tubes	..	..	..	..	..	88,574	1·16	84,514	1·14
Depreciation	..	..	..	..	..	241,083		242,180	
Other Vehicle Costs	..	..	..	..	..	110,110		112,134	
Vehicle Hire	..	..	..	..	..	23,342		14,929	
Administrative Costs	..	..	..	..	..	288,824		283,110	
Sundries	..	..	..	..	..	86,702		56,402	
Total Costs ..						2,680,169	34·98	2,599,912	35·20
Profit ..						309,662	4·04	295,987	4·01
Revenue—									
Route	..	..	..	..	..	2,818,991		2,737,901	
Other	..	..	..	..	..	156,760		142,193	
Non-Operating	..	..	..	..	..	14,080		15,805	
Total Revenue ..						2,989,831		2,895,899	39·02
Mileage—									
						Miles.		Miles.	
Petrol Vehicles	..	..	..	..	..	11,678,038		11,968,398	
Diesel Vehicles	..	..	..	..	..	6,710,506		5,757,780	
Total Mileage ..						18,388,544		17,726,178	
Assets—						£		£	
Vehicles	..	..	..	..	..	891,872		869,730	
Other Assets (excluding Liquid Funds)	..	..	..	..	..	739,823		694,712	
Liquid Funds	..	..	..	..	..	95,087		82,425	
Total Assets ..						1,726,782		1,646,867	
Liabilities ..						614,548		558,299	
Shareholders' Funds ..						1,112,238		1,088,568	
<i>Other Relevant Statistics—</i>									
Number of Vehicles (including Substitutes)	..	..	..	..	..	670		632	
Revenue per Vehicle (excluding Substitutes)	..	..	..	..	..	£4,910		£4,959	
Depreciation per Vehicle (including Substitutes)	..	..	..	..	..	£360		£383	
Average Mileage per Vehicle (including Substitutes)	..	..	..	..	..	27,445	p.a.	28,048	p.a.
Average Mileage per Vehicle (excluding Substitutes)	..	..	..	..	..	30,195	p.a.	30,353	p.a.
Average Value of Vehicles (including Substitutes)	..	..	..	..	..	£1,331		£1,376	

APPENDIX VII.—*continued.*

METROPOLITAN AND OUTER METROPOLITAN OMNIBUS SERVICES.

Year.	Vehicles Purchased in Each Year Operating During 1962-63.		Year Model of Vehicles Operating During 1962-63.	
	No.	£	No.	Cumulative Total.
1946 and before	6	9,179	47	47
1947	6	12,868	21	68
1948	20	45,131	39	107
1949	8	16,579	29	136
1950	13	41,425	40	176
1951	18	46,369	22	198
1952	12	29,088	15	213
1953	9	30,505	23	236
1954	33	107,320	46	282
1955	41	130,404	26	307
1956	44	151,834	46	354
1957	60	232,883	43	397
1958	67	284,243	51	448
1959	43	188,672	32	480
1960	76	313,908	60	540
1961	57	213,012	38	578
1962	93	280,059	46	624
1963	36	115,033	17	641
Total	641	2,248,502	641	641

APPENDIX VII.—*continued.*

ANALYSIS OF RETURNS RELATING TO SCHOOL BUS SERVICES.

						1962-63.		1961-62.	
						£	P.P.M.	£	P.P.M.
<i>Combined Profit and Loss Statement—</i>									
Drivers' Wages—									
Employees	..	..	..	..	..	232,122		206,023	
Owners	..	..	..	..	..	212,599		202,623	
Total Wages	..	..	..	..	..	444,721	14·85	408,646	14·55
Workshop Labour Cost	..	..	..	..	..	39,579	1·32	40,512	1·44
Petrol and Dieseline	..	..	..	..	..	163,612	5·46	152,810	5·44
Oil	..	..	..	..	..	10,544	0·35	10,110	0·36
Maintenance and Repairs (excluding Mechanics' Wages)	..	..	..	..	..	98,355	3·27	92,685	3·30
Tyres and Tubes	..	..	..	..	..	52,974	1·77	53,657	1·91
Depreciation	..	..	..	..	..	155,417		141,264	
Other Vehicle Costs	..	..	..	..	..	67,216		63,272	
Administrative Costs	..	..	..	..	..	18,437		20,491	
Sundries	..	..	..	..	..	31,284		20,518	
Total Costs	..	..	..	..	..	1,079,948	36·07	1,003,965	35·74
Revenue	..	..	..	..	..	1,284,698	42·92	1,196,154	42·58
Profit	..	..	..	..	..	204,750	6·85	192,189	6·84
Revenue—									
Route	..	..	..	..	..	1,253,361		1,166,398	
Other	..	..	..	..	..	31,337		29,756	
Total Revenue	..	..	..	..	..	1,284,698		1,196,154	
Mileage—									
							Miles.		Miles.
Petrol	..	..	..	..	..	6,987,168		6,622,216	
Diesel Vehicles	..	..	..	..	..	197,087		120,151	
Total Mileage	..	..	..	..	..	7,184,255		6,742,367	
<i>Other Relevant Statistics—</i>									
Number of Vehicles	..	..	..	..	..	639		608	
Total Book Value of Vehicles	..	..	..	..	..	£806,442		£710,803	
Average Value of Vehicles	..	..	..	..	..	£1,262		£1,169	
Total Purchase Price	..	..	..	..	..	£1,749,973		£1,565,807	

APPENDIX VII.—*continued.*

SCHOOL BUS SERVICES.

Year.	Vehicles Purchased in Each Year Operating During 1962-63.		Year Model of Vehicles Operating During 1962-63.	
	No.	£	No.	Cumulative Total.
1946 and before	6	9,347	44	44
1947	4	9,443	30	74
1948	10	23,076	56	130
1949	15	33,828	75	205
1950	22	57,612	70	275
1951	23	65,289	47	322
1952	36	95,213	36	358
1953	34	82,884	21	379
1954	28	82,432	33	412
1955	23	70,929	25	437
1956	31	91,907	33	470
1957	26	80,443	16	486
1958	50	133,346	16	502
1959	55	142,306	20	522
1960	69	165,851	21	543
1961	63	159,018	17	560
1962	77	220,197	40	600
1963	57	186,747	30	630
Total	630	1,709,868	630	630

APPENDIX VII.—*continued.*

ANALYSIS OF RETURNS.

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

	1962-63.		1961-62.	
	£	P.P.M.	£	P.P.M.
<i>Combined Profit and Loss Statement—</i>				
Drivers' Wages—				
Employees	152,817		152,872	
Owners	12,008		11,379	
Total Wages	164,825	12·10	164,251	12·42
Workshop Labour Cost	39,714	2·92	37,698	2·85
Petrol	44,853	5·29	44,105	5·23
Dieseline	18,256	3·55	16,857	3·53
Oil	4,463	0·33	4,074	0·31
Maintenance and Repairs (excluding Mechanics' Wages)	42,665	3·13	39,066	2·95
Tyres and Tubes	17,683	1·30	16,519	1·25
Depreciation	64,512		67,460	
Other Vehicle Costs	19,969		19,389	
Vehicle Hire	4,040		3,365	
Administrative Costs	62,759		77,578	
Sundries	30,977		18,294	
Total Costs	514,716	37·79	508,656	38·47
Profit	83,405	6·13	54,371	4·12
Revenue—				
Route	421,443		396,214	
Other	159,703		150,839	
Non-Operating	16,975		15,974	
Total Revenue	598,121		563,027	43·92
Mileage—				
		Miles.		Miles.
Petrol Vehicles	2,035,156		2,025,675	
Diesel Vehicles	1,233,551		1,147,353	
Petrol Vehicles	2,035,156		2,025,675	
Diesel Vehicles	1,233,551		1,147,353	
Total Mileage	3,268,707		3,173,028	
Assets—				
		£		£
Vehicles	279,007		276,085	
Other Assets (excluding Liquid Funds)	302,141		281,268	
Liquid Funds	22,440		5,079	
Total Assets	603,588		562,432	
Liabilities	163,511		159,507	
Shareholders' Funds	440,077		402,925	
<i>Other Relevant Statistics—</i>				
Number of Vehicles	160		157	
Depreciation per Vehicle	£403		£430	
Average Mileage per Vehicle	20,430 p.a.		20,210 p.a.	
Average Value of Vehicles	£1,744		£1,759	
Administrative Cost as Percentage of Revenue	10·49 per cent.		13·78 per cent.	

APPENDIX VII.—*continued.*

BALLARAT, BENDIGO AND GEELONG URBAN OMNIBUS SERVICES.

Year.	Vehicles Purchased in Each Year Operating During 1962-63.		Year Model of Vehicles Operating During 1962-63.	
	No.	£	No.	Cumulative Total.
1946 and before	1	1,600	8	8
1947	2	2,961	2	10
1948	4	11,947	11	21
1949	2	5,977	3	24
1950	7	20,260	11	35
1951	5	25,873	12	47
1952	6	35,630	7	54
1953	1	700	1	55
1954	4	9,200	3	58
1955	5	16,621	7	65
1956	21	153,465	24	89
1957	16	40,721	5	94
1958	17	44,017	7	101
1959	12	36,051	6	107
1960	25	106,642	19	126
1961	14	78,056	13	139
1962	15	52,224	10	149
1963	7	20,527	5	154
Total	154	662,472	154	154

UNIFORM FINANCIAL RETURNS

GENERAL NOTES.

The twelve months to 30th June, 1963, were stable months for omnibus operations. There were no major cost movements of any significance in this period.

During the period under review, metropolitan and country fares, with one or two exceptions, remained unaltered. The full effects of the increase in fares, granted to Geelong urban operators in April, 1962, are reflected in these figures.