

Australian Road Financing Statistics 1974/75 to 1983/84

Information Paper

The Paper presents statistics on road expenditure by State and Territory, by level of government, by year and by Commonwealth road funding category. A consistent series of road expenditure statistics and information on State road revenue was first presented in BTE Information Paper 3, Australian Road Financing Statistics 1970-71 to 1979-80. The statistics were updated in BTE Information Paper 11 and more recently in BTE Information Paper 14. This Paper provides statistics for 1983-84 and earlier years. Some of the statistics for earlier years have been revised.

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Information Paper 18

Australian Road Financing Statistics 1974-75 to 1983-84



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ISSN 0158-104X

ISBN 0 644 05238 4

FOREWORD

This Paper provides an update of statistics on road expenditure by the three levels of government in Australia, plus State road revenue, contained in BTE Information Paper 14, *Australian Road Financing Statistics 1973-74 to 1982-83*. These statistics have been updated on an annual basis since 1980 when they were first presented in BTE Information Paper 3, *Australian Road Financing Statistics 1970-71 to 1979-80*.

This Paper contains revisions of some data for earlier years as well as statistics for 1983-84. The Paper also includes a broad analysis of expenditure and revenue statistics. This comprises noting the trends in, and patterns of, road expenditure of each level of government in each State. While the underlying developments are not examined, the statistics will assist in identifying the consequences of changes in road funding policies.

It is essential that the text of this Paper be read in conjunction with the tables because the definitions and qualifications applying to the statistics raised in the text are particularly pertinent to their proper interpretation. The statistics are also subject to revisions as additional information becomes available.

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July 1986

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CHAPTER 1 INTRODUCTION

A consistent series of road expenditure statistics and information on State road revenue was first presented in BTE Information Paper 3, *Australian Road Financing Statistics 1970-71 to 1979-80*. The statistics were updated in BTE Information Paper 11 (BTE 1984a) and more recently in BTE Information Paper 14 (BTE 1985a). This Paper provides statistics for 1983-84 and earlier years. Some of the statistics for earlier years have been revised.

The Paper presents statistics on road expenditure by State and Territory, by level of government, by year and by Commonwealth road funding category. The level of accuracy of the figures presented varies by level of government, and increases with the level of aggregation. Individual figures on expenditure for a particular road category should be treated cautiously.

A major problem with the road expenditure of local government authorities is the difficulty of identifying expenditure on arterial roads. It was thought, however, that local government data was sufficiently useful to warrant inclusion, albeit with the above and later qualifications.

The Paper also presents statistics on revenue raised from road users by the various State Governments and the Northern Territory Government. The State road revenue tables show the wide range of sources of revenue for State road programs and how the importance of each source has changed over time. No revenue statistics are presented for Commonwealth or local government, however. Prior to 1982-83 the Commonwealth did not earmark any taxes on road use for road expenditure. All Commonwealth road expenditure was funded from Consolidated Revenue. From 1982-83 until 1985-86 a part of the Commonwealth's expenditure on roads was funded directly from earmarked fuel excise taxes. Currently Commonwealth road expenditure is fully funded from earmarked fuel excise receipts. Local Government does not levy taxes on road users except for small amounts of revenue from parking fees.

The Paper is organised in the following manner. Chapter 2 provides details of the methodology used to derive the series and the sources of information. Chapter 3 gives a guide to presentation and accuracy of the statistics and the procedures used for converting from current to constant prices. Chapter 4 provides an analysis of the statistics. The important trends evident in the data for each state, level of government and road category are analysed and some of the more important changes in road funding policies of the three levels of government noted. Chapters 5 to 11 contain a brief overview of road funding arrangements in each State and Territory.¹ The road financing statistics are summarised in Appendix I and details of the deflators used to convert current price figures into constant price estimates are presented in Appendix II.

1. More detailed description of road funding arrangements can be found in the Annual Reports of State and Territory Road Authorities and in relevant State and Territory legislation.

CHAPTER 2 METHODOLOGY AND INFORMATION SOURCES

The methodology adopted in the compilation of this statistical series is consistent with that used in the earlier related Information Papers. This chapter briefly outlines the methodological framework and provides details of the information sources consulted in the preparation of the statistics.

DEFINITIONS OF ROAD EXPENDITURE AND ATTRIBUTION

The concept of road expenditure used in this Paper is defined as including expenditure by public authorities on all roads, bridges and similar structures which are available for public use. The major types of expenditure include land acquisition, construction, maintenance, planning and research and administration.

Expenditure in the form of loan repayments or interest payments is not treated as road expenditure even though it represents a cost of financing the road system. The inclusion of loan repayments would constitute double-counting from a resource viewpoint and interest payments are considered as a cost of borrowing, not as road expenditure. However, while these expenditure items are not categorised as road expenditure they are included in the State and local government road expenditure series under separate headings to provide an indication of the total fiscal effort.

Using the above definition, road expenditure is measured by each level of government from its own resources. The decision as to which level of government road expenditure should be attributed depends on the degree of freedom or discretion in determining how funds are spent. For example, Commonwealth specific purpose road grants to State and local governments are attributed to Commonwealth Government road expenditure. Similarly, State road grants to local government authorities are treated as State government road expenditure. However, Commonwealth general purpose grants, where they are spent on roads, are treated as expenditure of the recipient since they are regarded as constituting discretionary funds on the part of the recipient.

Thus the definition of Commonwealth road expenditure includes not only roads grants to the States and the Northern Territory and roads expenditure in the Australian Capital Territory but also disaster relief grants, Commonwealth grants for unemployment relief where these are tied to specific roads projects, expenditure by Commonwealth authorities (for example, Snowy Mountains Hydro-Electricity Authority) and the reconstruction of the Tasman Bridge and construction of the Second Hobart Bridge.

Road expenditure by authorities other than the State road authorities is allocated to those authorities, not to the source from which the funds originated. Thus, expenditure by State housing authorities from Commonwealth funds, for example, is classified as State road expenditure. These funds were not tied to roads but were available for general housing purposes including land servicing. Thus, they offer some discretion for the authority on whether the funds are to be spent on roads. However, grants for disaster or flood relief which are spent on roads are classified as specific purpose road grants and, therefore, as road expenditure of the donor. These grants are usually tied to repair or replacement of the particular infrastructure actually damaged or destroyed and are not free to be spent as the recipient may wish.

Road expenditure by the private sector is not included in this series.

SOURCES OF INFORMATION

A number of sources of information were used to derive the Commonwealth, State and local government figures. Reconciliation of figures was attempted where source data was inconsistent. The major sources of information are identified below.

Commonwealth

The major source of information consulted to compile the Commonwealth road expenditure statistics was information supplied to the National Association of Australian State Road Authorities (NAASRA) by State road authorities. This information provided details of Commonwealth road expenditure in each State and the level of expenditure on each road category.

In the preparation of the Australian Capital Territory expenditure statistics, however, it was considered necessary to obtain additional information from other sources. The Department of Housing and Construction and the National Capital Development Commission (NCDC) were contacted and the information supplied was used in the compilation of the relevant statistics.

Further details concerning Commonwealth road expenditure were obtained from the Commonwealth budget papers. These provided details of expenditure under specific roads legislation.

State

The State Auditors-General's reports and the annual reports of State road authorities provided most of the information required on revenue and expenditure. In some cases, however, other sources were consulted, for example, annual reports of other authorities (such as the West Gate Bridge Authority).

Direct contact was also made with particular authorities to obtain additional information. Data supplied by State road authorities to NAASRA was used to establish expenditure by road category, with the NAASRA data being reconciled with information contained in the annual reports of the State road authorities. The NAASRA data also provided information on road expenditure by other State authorities and instrumentalities (for example, housing authorities, forestry commissions, water boards and so on) for which such expenditure is ancillary to their main function.

Local

The major sources of information on local government road expenditure were the Australian Bureau of Statistics' Australian Municipal Information System (ABS AMIS) collection for years prior to 1979-80 and the Standardised Local Government Finance Statistics (SLGFS) for 1979-80 and onwards. These are discussed in more detail in the next section.

TREATMENT OF PARTICULAR ITEMS

As noted earlier the road expenditure figures presented in this Paper do not include any expenditure associated with loan repayments or interest payments. Roadworks undertaken by local government for which payment is received from private developers or general administration expenses of local government are also excluded from road expenditure. However, these items are included in the tables for State and local government expenditure in each State and the Northern Territory under the general heading of 'non-road expenditure'.

State figures

The only other item included under the heading 'non-road expenditure' in State expenditure tables is that termed 'other'. This item represents use of motor vehicle taxes for non-road expenditure, for example, subsidies to public transport, expenditure on road safety

programs, police traffic control and ambulance services and retention of the revenue from these taxes in Consolidated Revenue.

For all States, total road revenue should, in theory, equal the sum of total road expenditure and total non-road expenditure. However, by and large State road authorities do not exactly match revenue and expenditure each year, the difference being represented by an increase or decrease in unspent fund balances, outstanding debits and credits or in overdrafts. Apart from these balancing items, all items of revenue recorded in the tables are matched by items of road expenditure and/or items of non-road expenditure.

Two further items of interest in the revenue figures are those of 'motor vehicle taxation' and 'collection costs'. Motor vehicle taxation includes only specific taxes or charges related to the use and operation of motor vehicles. It includes State fuel taxes (business fuel franchise levies and fees) but excludes third party insurance premiums and stamp duty. The specific charges included in the tabulations are noted in the chapters relating to the expenditure and revenues of individual States.

The item 'collection costs' includes the costs of collecting only those charges included in 'motor vehicle taxation'. However, the State Auditors-General's reports and State road authority annual reports in some cases do not separate the costs of collecting these charges from the costs of collecting other charges or from other administrative costs. Estimates were made in these cases with the assistance of officers from the State road authorities. Specific problems encountered are noted in the relevant chapters.

Local government figures

Information on local government road expenditure until 1978-79 was obtained mainly from the ABS AMIS. Data for years from 1979-80 was obtained from the ABS SLGFS series.

AUSTRALIAN MUNICIPAL INFORMATION SYSTEM

The main items included in local government expenditure on roads from the AMIS collection are:

	Expenditure from general revenue on roads, streets, etcetera
plus	Expenditure from local funds on roads, streets, etcetera
plus	Cost of street lighting
less	Street construction contributions (mainly from private developers)

less Reimbursements from other bodies (mainly from State governments) for roadworks done on their behalf by LGAs
less Specific government grants on roads.

An important issue was encountered with the item 'street construction contributions'. These contributions are mainly made by land developers to local government authorities for roadworks undertaken by the authorities. Street construction contributions, along with roadworks undertaken by private developers (whether required to do so or not by local government) have been classified as private road expenditure since this expenditure is paid for by private developers, and ultimately, land buyers, but not by ratepayers through general rates.

In some States, street construction contributions are not made because private developers actually construct the roads, with the result that no expenditure figures are available. Therefore, deducting street construction contributions provides a consistent accounting for each State. However, it is recognised that local government bodies claim that street construction contributions are a tax or levy which, instead of being imposed on rate payers, are recouped from developers and ultimately the specific purchasers of the serviced land.

While the figures for street construction contributions are not included in the road expenditure figures for local government, they are shown separately for completeness. Owing to the different practices and requirements in each State, interstate comparisons for this item are not valid.

It should be noted that Commonwealth and State government data include some road expenditure which is ultimately recovered from private sources. For example, government housing authorities in the Australian Capital Territory and in the States and local government authorities may recoup the costs of some roadworks from the sale of serviced land. In addition, forestry commissions may recoup costs of roadworks from logging companies either directly or indirectly through logging royalties. It has not been possible to obtain details of amounts recovered by Commonwealth and State governments from private sources but the amounts involved would be small. This is not the case with local government roadworks where private contributions constitute a significant share of total local government expenditure on roadworks.

A further three expenditure items are presented separately. They are 'loan repayments', 'interest payments' and 'general administration'.

The first two are treated in a way similar to that for the equivalent State government expenditure items. However, there is an added difficulty with local government loan repayments and interest. In general, local governments raise loans annually to cover certain expenditures, and some roadworks are financed from these loans. Whilst expenditure on roads from loans can be accurately stated, estimating the share of interest payments and loan repayments to be attributed to roads is difficult because of varying annual interest rates and repayment periods.

The third item, general administration, requires some elucidation. While all the administration costs of a State road authority should be, and in this Paper are, attributed to roads, in a multi-purpose authority such as most local government authorities these expenses should not be totally attributed to roads. The figures for road expenditure of local government already include administration costs of road construction and maintenance (where so identified by local government authorities). However, it could be claimed that some element of general administration should also be included (particularly for rural shires where roads are the major expenditure item). If it is accepted that the costs of general administration should be apportioned over all local government activities, there is then the problem of determining the appropriate share to attribute to roads. This share would vary from council to council, particularly between urban and rural councils.

The approach taken in this Paper to apportioning these three items to road expenditure was very simple. In each case they were apportioned according to the share of the total expenditure of local government in each State in each year represented by that road expenditure, whether funded from own or other sources. This averaged around 30 per cent. It is recognised that this is arbitrary but the information to enable an accurate apportionment is not available.

Apart from the above problems concerning definitions, the AMIS series has a number of deficiencies when used for the purpose of analysing road expenditure, for which it was not primarily intended. One particular shortcoming is that it does not enable an accurate split of road expenditure from local government's own resources into construction and maintenance expenditure. In order to overcome this shortcoming two further sources of information were used to estimate the construction-maintenance split for years prior to 1979-80. The first was information provided by State road authorities to NAASRA. The second was the results of a survey of local government authorities undertaken by the BTE in 1980.

STANDARDISED LOCAL GOVERNMENT FINANCE STATISTICS

The development of the SLGFS series, introduced by ABS for 1979-80, has partly overcome some shortcomings of the AMIS statistics discussed above. In terms of scope, detail and data consistency, the SLGFS series represents a marked improvement over the AMIS collection. In particular, this series provides details of road construction and maintenance expenditure classified by source of funding which was not available in the AMIS collection.

The AMIS and SLGFS series for 1979-80 show a different apportionment of road expenditure between construction and maintenance.¹ The SLGFS series separately identifies the construction/maintenance split for both tied and untied funds from 1979-80. These later figures are therefore better estimates of the construction/maintenance split for 1979-80 than those obtained from the AMIS series. There is no reliable information available, however, to improve the accuracy of figures for the years prior to 1979-80.

The use of the SLGFS series has allowed the statistics on 'roadworks funded from private contributions' to be refined. Figures for 1979-80 and subsequent years include the new SLGFS items 'charges' and 'contributions and donations'. In this respect, a distinction can be drawn between the contributions of private land developers for roads for public use and funding from landholders for roads on private land. The latter have been excluded in the same manner as 'reimbursements' by State road authorities. Some caution must be exercised in comparing the 'roadworks funded by private contributions' item on an interstate basis because of differences in policies adopted in each State concerning the charges imposed on land developers.

The treatment of general administration has not altered with the change from the AMIS to the SLGFS series. However, it is possible that inconsistencies exist in the treatment of 'general administration' and 'unclassified other' in the SLGFS series. In

1. The reason for the difference in the construction/maintenance ratio before and after 1979-80 is likely to lie in the difference in the construction/maintenance split of tied and untied funds. For example, Commonwealth road grants for local roads were predominantly spent on construction while road expenditure from other sources was spent mainly on road maintenance. Since the AMIS series does not identify road expenditure from tied and untied sources the construction/maintenance split from untied sources shown for years prior to 1979-80 is in fact the split for total road expenditure. Thus it overstates the share of road expenditure from own resources (untied) spent on construction.

particular, it is suspected that some expenditure classified as unclassified other should be included in the item general administration in the SLGFS figures for New South Wales and Queensland. The item unclassified other does not, by definition, include road or related expenditure. However, this item is large for New South Wales and counterbalances the lower figure for road expenditure in the SLGFS series compared with that in the AMIS collection. The results of the survey of local government undertaken by the BTE in 1980 are closer to the lower figure for New South Wales local government road expenditure from own resources obtained from the SLGFS series.

A major problem with both the AMIS and SLGFS series is that neither provide any data to enable an estimate to be made of local government expenditure on arterial roads. Estimates were made for years up to 1980-81 on the basis of a BTE survey referred to above but for later years no estimates could be made and all local government road expenditure is allocated to local roads from 1981-82 onwards. It is possible that the level of arterial road expenditure is larger than was indicated by the BTE survey results. Local government authorities share responsibilities for a large length of arterial roads in most States, predominantly urban arterial roads, but their actual financial expenditure on these roads is unknown. Clearly, though, some expenditure by local government, allocated to local roads in the statistics, should be classed as expenditure on arterial roads, particularly for urban roads.

In view of the above problems it should be emphasised that, even taking into account the greater detail provided by the SLGFS series, the local government expenditure statistics should be treated with some caution.

CHAPTER 3 REVENUE AND EXPENDITURE SERIES: PRESENTATION AND ACCURACY

This chapter provides details of the reporting format adopted in presenting the road revenue and expenditure statistics and the procedure for converting data from current to constant prices. The accuracy of the figures contained in the tables is also discussed.

FORMAT OF TABLES

The road expenditure categories adopted in the tables are those to be found in recent and current Commonwealth roads legislation. They are:

- . national roads
- . rural arterial roads
- . rural local roads
- . urban arterial roads
- . urban local roads.

This classification has been largely consistent in all Commonwealth roads legislation since 1974-75 with the exception of expenditure on Minor Traffic Engineering and Road Safety Improvements (MITERS). In order to provide a consistent time series the MITERS expenditure for the years 1974-75 to 1979-80 was allocated proportionally among the five road categories. Pro-rata allocation was the best available method because very little information was available on actual MITERS expenditure. However, since the level of MITERS expenditure is only a small share of Commonwealth and State road expenditure, any errors arising because of variations in the expenditure on each road category in each State over time would be small. There is no information available to identify any MITERS expenditure by local government authorities.

An additional item to note for the period 1974-75 to 1976-77 is expenditure on beef roads. This expenditure item was allocated mostly to rural arterial roads with a minor proportion to rural local roads.

One other road category item, planning and research expenditure, is shown separately in the road expenditure tables. It is shown in this Paper that this item includes some expenditure relating to other surface transport modes. Detailed information separating planning and research expenditure on roads from that on other modes is not available.

The States have their own system of road classification but also provide information on road expenditure according to the classification adopted by NAASRA, which agrees reasonably closely with the Commonwealth system. In recent years the States have also provided information based on the current Commonwealth classification.

The division of local government expenditure into road categories was estimated using a number of sources. However, in compiling these estimates, the current Commonwealth classifications and definitions were followed as closely as possible.

TABLE CONTENTS

The estimates of road expenditure by road category for each level of government and for State government road revenue, for the period 1974-75 to 1983-84, are presented in the tables contained in this Paper.

Ten tables are given for each State and the Northern Territory and are located at the end of the respective chapters. Five contain information in current prices and five in constant (1983-84) prices. Table contents are:

- . Tables 1 and 6 - Commonwealth Government road expenditure
- . Tables 2 and 7 - State government road revenue
- . Tables 3 and 8 - State government road expenditure
- . Tables 4 and 9 - local government road expenditure
- . Tables 5 and 10 - Total State road expenditure.

Four tables are provided for the Australian Capital Territory showing Commonwealth and total road expenditure.

CONSTANT PRICE SERIES

Three deflators were used to normalise prices into constant terms.

An overall activity index for road construction developed by the BTE (BTE 1985) was used to deflate figures for road expenditure. Non-road expenditure figures were deflated using the implicit gross domestic

expenditure price deflator (ABS 1985). State revenue figures were deflated using the implicit gross domestic produce price deflator (ABS 1985). These indices are shown and compared in Appendix II. The use of different indices to convert State government road revenue and expenditure to constant prices results in unbalanced constant price figures, particularly for earlier years. Total revenue will generally be less than the sum of total road expenditure and total non-road expenditure.

ACCURACY OF FIGURES

Problems of accuracy inevitably occur in exercises where different definitions are used in data sources.

Statistics on Commonwealth Government road expenditure are accurate for expenditure under roads legislation. However, there is scope for error in estimating other Commonwealth road expenditure such as that provided as disaster relief or the expenditure by Commonwealth Authorities. For the years prior to 1979-80, the allocation of disaster relief funds among road categories was not available. They have been distributed on a pro-rata basis among rural roads and national highways in line with specific road grants to these categories. Any errors introduced by this procedure will, however, be small because of the small amounts involved, relative to road grants. For recent years the State road authorities have provided the allocation of all Commonwealth expenditure among road categories.

The accuracy of State road revenue and expenditure statistics varies from State to State, although overall it is thought to be quite good. Problems of estimating the statistics accurately include the different level of aggregation and the presentation of figures from State to State and the large number of authorities undertaking road works in some States, particularly New South Wales and Victoria. In the latter two States road funds pass through a large number of separate funds and care needs to be taken to ensure transfers between funds are netted out from expenditure figures. In many cases the accounts of these funds, authorities or State government departments are not designed to enable roadworks to be identified and double counting has been discovered in published accounts in some cases.

Some State government authorities that undertake roadworks incidentally to their main activities do not collect revenue from road users or do not separately identify such revenue. In these cases, the revenue attributed to them was assumed to be identical to their road expenditure. This enables a closer matching of revenue and expenditure figures.

Statistics on the distribution of State road expenditure by road categories are subject to several sources of inaccuracy. Prior to 1977-78 no State road authority identified expenditure by Commonwealth road category. Therefore, it was necessary to use the breakdown by NAASRA road categories as an approximation of the expenditure by Commonwealth categories. Unfortunately, NAASRA and Commonwealth road categories are not totally compatible, especially in the definition of arterial and local roads. In addition, the reporting methods of, and definitions used by, State road authorities vary between authorities as well as over time. Some allowances were made for this when compiling the statistics reported in this Paper but it was not possible to eliminate all sources of error.

A further source of inaccuracy with State government expenditure statistics concerns the construction/maintenance attribution. A new definition of construction and maintenance was introduced by NAASRA in 1974-75 which differed in some States from that adopted in earlier years. In New South Wales and South Australia, and to a lesser extent in Tasmania, there was a noticeable increase in the maintenance share of total road expenditure from 1973-74 to 1974-75. This is undoubtedly due in part to the change of definition.

It is with the local government figures, however, that most caution should be exercised. In addition to the differing legal and accounting regulations from one State to another, there are difficulties such as the lack of uniformity in the treatment by councils of detailed financial data and differences in definitions of such items as 'on costs' and 'administration', both from State to State and within States. Note was made earlier of the local government expenditure statistics for New South Wales for 1979-80 where it is believed that some expenditure classified as 'general administration' in the SLGFS statistics should more correctly be classified as 'on cost' expenditure and thus included as road expenditure.

Obtaining accurate details for urban/rural and construction/maintenance dissections as well as an estimate of the level of expenditure on arterial roads by local government was an additional difficulty. The changing status of local councils over time and the lack of uniform definition for construction and maintenance are significant problems. As a result, while State totals for local government road expenditure are considered to be reasonably satisfactory, the estimates of local government expenditure by road category must be treated very carefully. In particular, a significant share of local government road expenditure, perhaps greater than ten

per cent, may be directed to arterial roads rather than to local roads. The statistics can be properly used only to show broad temporal trends. Comparisons of individual road category expenditure among the States, for instance, would have little validity.

While statistics on Commonwealth and State expenditure are more accurate than those for local government, considerable care must also be exercised when examining individual road category expenditure by all levels of government for a State or Territory because of likely inaccuracies associated with individual components.

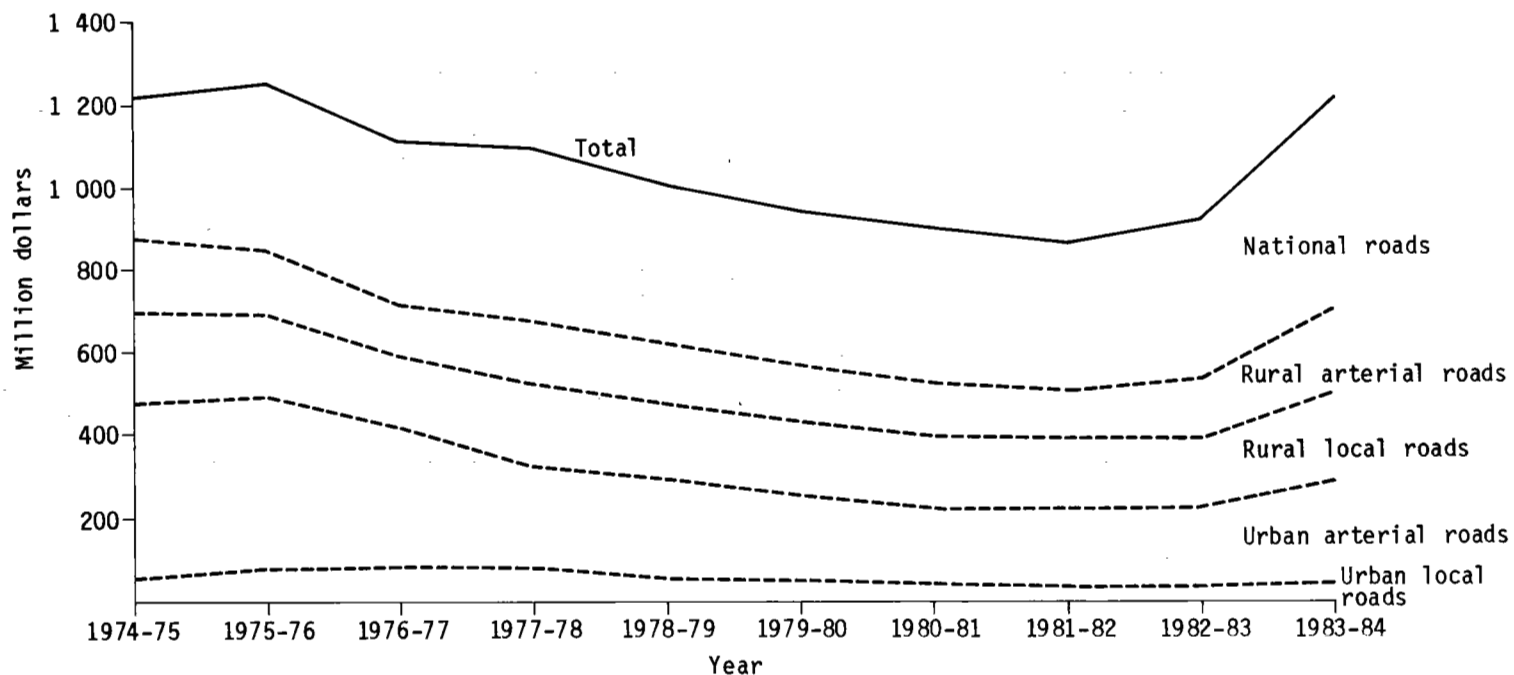
CHAPTER 4 ANALYSIS OF ROAD FINANCING DATA

This chapter presents an analysis of the road financing statistics contained in the following chapters. The main trends and important changes in each State and Territory and Australia as a whole since 1974-75 are described. The statistics for each level of government are discussed separately. This is followed by comment on the relative road expenditure efforts of State and Territory and local government. Finally, a summary is provided of the movement in total expenditure for each road category in each State.

COMMONWEALTH ROAD EXPENDITURE

Figure 4.1 shows the movements in Commonwealth road expenditure over the decade. It shows clearly a steady decline in the real level of Commonwealth road expenditure from 1974-75 until 1982-83 when the introduction of the Australian Bicentennial Road Development (ABRD) Program (See BTE 1985a) led to a sharp increase in expenditure. A further increase occurred in 1983-84 when the ABRD excise was increased from one cent to two cents per litre and the 'Jobs on Local Roads' scheme was introduced. Projections of Commonwealth road expenditure to 1989-90 are presented in a BTE publication *Assessment of the Australian Road System: Financing* (BTE 1984b). Commonwealth roads expenditure is still expected to decline in real terms by a small amount each year after 1984-85 because, although the new Australian Land Transport Program (ALTP) (which replaces the Roads Grants Act from 1985-86) is indexed to inflation, the ABRD Program is not.

The distribution of Commonwealth roads expenditure among the States has changed only marginally since 1974-75, as shown in Table 4.1. The fluctuations in Tasmania's share are mainly due to special funding for rebuilding the Tasman Bridge and construction of the Second Hobart Bridge. Since 1977-78 grants under the various Roads Grants Acts (not including grants for Hobart's bridges, the road expenditure of Commonwealth Authorities or disaster relief funds and so on) have been increased annually on a strict pro rata basis among the States. The allocation of the ABRD grant among the States is almost identical to that of the *Roads Grant Act 1981*. However, some States were unable to



Note Expenditure for planning and research is not included.

Figure 4.1 Commonwealth road expenditure, 1974-75 to 1983-84, by category (constant 1983-84 prices)

TABLE 4.1 DISTRIBUTION OF COMMONWEALTH ROAD EXPENDITURE AMONG THE STATES, 1974-75 TO 1983-84
(per cent)

Year	NSW	Vic	Qld	WA	SA	Tas
1974-75	30.0	22.1	21.7	13.1	8.1	5.1
1975-76	30.6	20.7	20.0	13.2	8.8	6.9
1976-77	30.9	19.8	20.8	12.5	8.4	7.7
1977-78	32.6	20.2	20.7	12.7	8.2	5.7
1978-79	32.4	20.7	21.3	12.6	8.4	4.5
1979-80	32.3	20.7	21.2	12.8	8.4	4.6
1980-81	31.7	20.5	21.1	12.5	8.3	5.8
1981-82	31.5	20.4	20.7	12.4	8.3	6.8
1982-83	30.7	19.9	21.1	12.4	8.4	7.6
1983-84	34.4	19.9	20.9	12.0	8.3	4.3

spend their full ABRD allocation in 1982-83 and funds were carried forward to 1983-84. As a result, the State shares shown for these two years are somewhat artificial, reflecting actual expenditure of Commonwealth grants and not allocations.

The distribution of Commonwealth roads expenditure among road categories, on the other hand, has altered dramatically since 1974-75. The main changes have been:

Roads Grants Act 1974 and National Roads Act 1974

- . introduction of the category of national highways
- . introduction of funding for urban local roads
- . consequent cuts in share of funding to urban and rural arterial roads and rural local roads.

States Grants (Roads) Act 1977

- . sharp cut in funds to urban arterial roads
- . increase in share of funds to rural arterial and rural local roads.

Australian Bicentennial Road Development Trust Fund Act 1982

- . cut in the share of funds to local roads
- . and an increase in the share for arterial roads.

These changes are shown in Figure 4.1.

STATE ROAD REVENUE

Until recently it was only at the State government level that specific road revenues were raised and earmarked for road expenditure (with the exception of the Commonwealth ABRD levy). Traditionally, the States have raised almost all their own funds spent on road works from taxes levied on motor vehicles or motorists. The traditional taxes included various motor vehicle registration charges and drivers' licence fees plus a host of other charges, such as transport regulation charges and road maintenance charges, (these latter raising only relatively small amounts of revenue). Following the abolition of road maintenance charges in 1979, all States except Queensland (and also the Territories) have introduced State fuel franchise fees. These have been growing in relative importance to the traditional taxes. A further source of revenue has been loans which, in New South Wales in recent years and in Victoria during the financing of the construction of the West Gate Bridge, have made a major contribution to the road revenue of those two States.

The movements in the various items of State road revenue over the decade are presented in Figures 4.2 and 4.3. Total State road revenue increased gradually from 1974-75 to 1981-82. There was a large increase in 1982-83 due to the introduction of the New South Wales business fuel franchise scheme.

STATE AND LOCAL GOVERNMENT ROAD EXPENDITURE

Movements in State and local government road expenditure have differed among the States and it is difficult to make generalisations about trends. Consequently, they will be examined below on an individual State and Territory basis.

New South Wales

From 1974-75 to 1980-81 New South Wales State government road expenditure fluctuated around \$400-450 million per annum (in 1983-84 prices), followed by a decline to around \$360 million in 1982-83 and a 7 per cent increase in 1983-84 (see Figure 4.4). The allocations among categories have, however, altered significantly over the period.

There was a sharp drop in expenditure for urban arterial roads from 1972-73 to 1976-77 with an equally sharp pick-up in 1977-78 in response to the Commonwealth cuts in this category in 1977-78. Funding for local roads, both rural and urban, has fluctuated greatly over the decade.

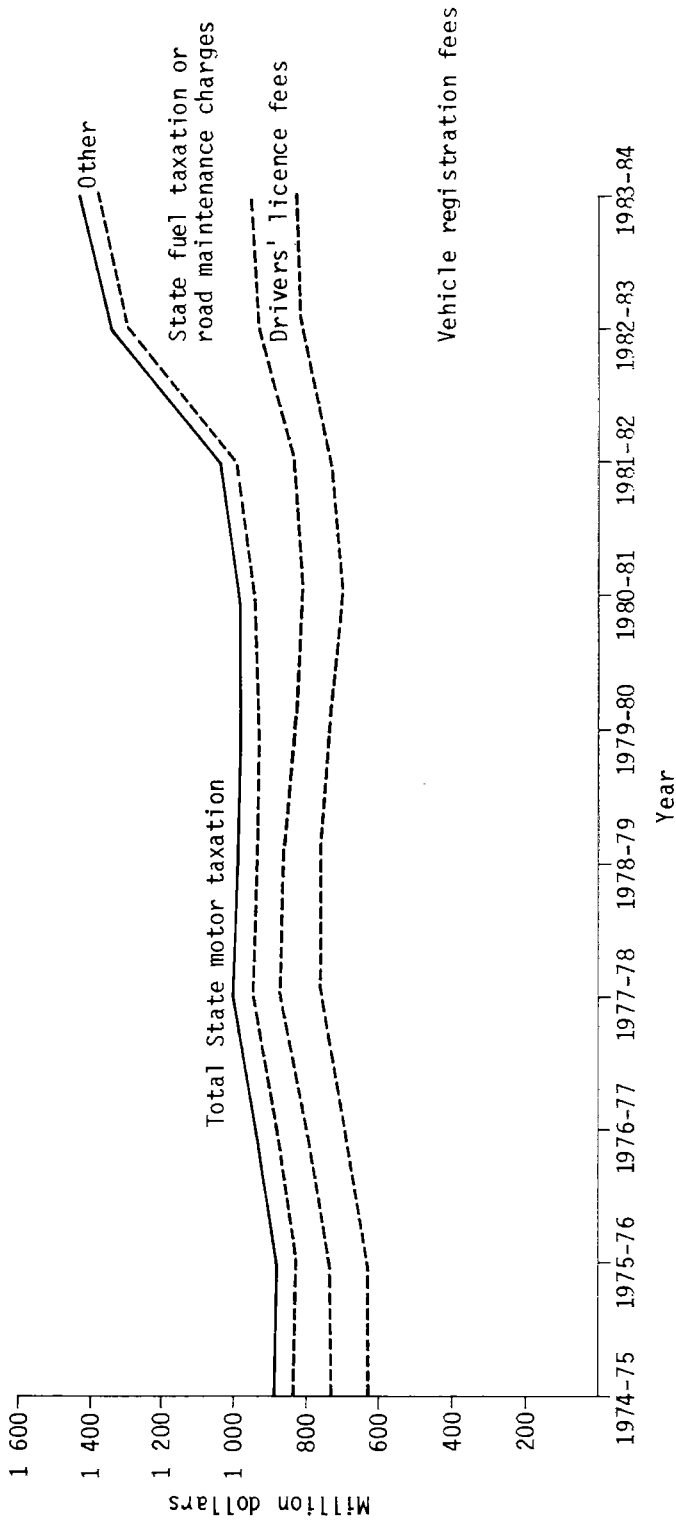
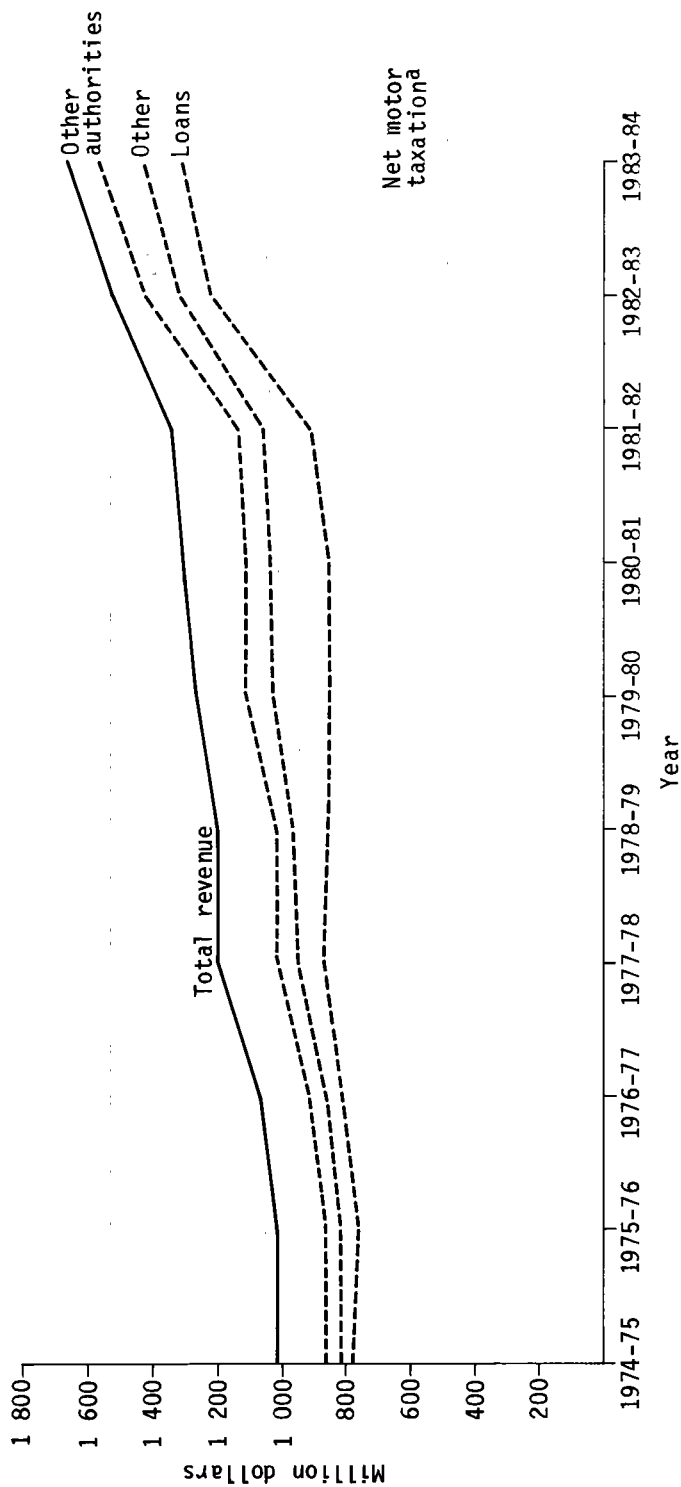


Figure 4.2 State motor taxation, 1974-75 to 1983-84 (constant 1983-84 prices)



a Net motor taxation = total motor taxation less collection costs.

Figure 4.3 State road revenue, 1974-75 to 1983-84 (constant 1983-84 prices)

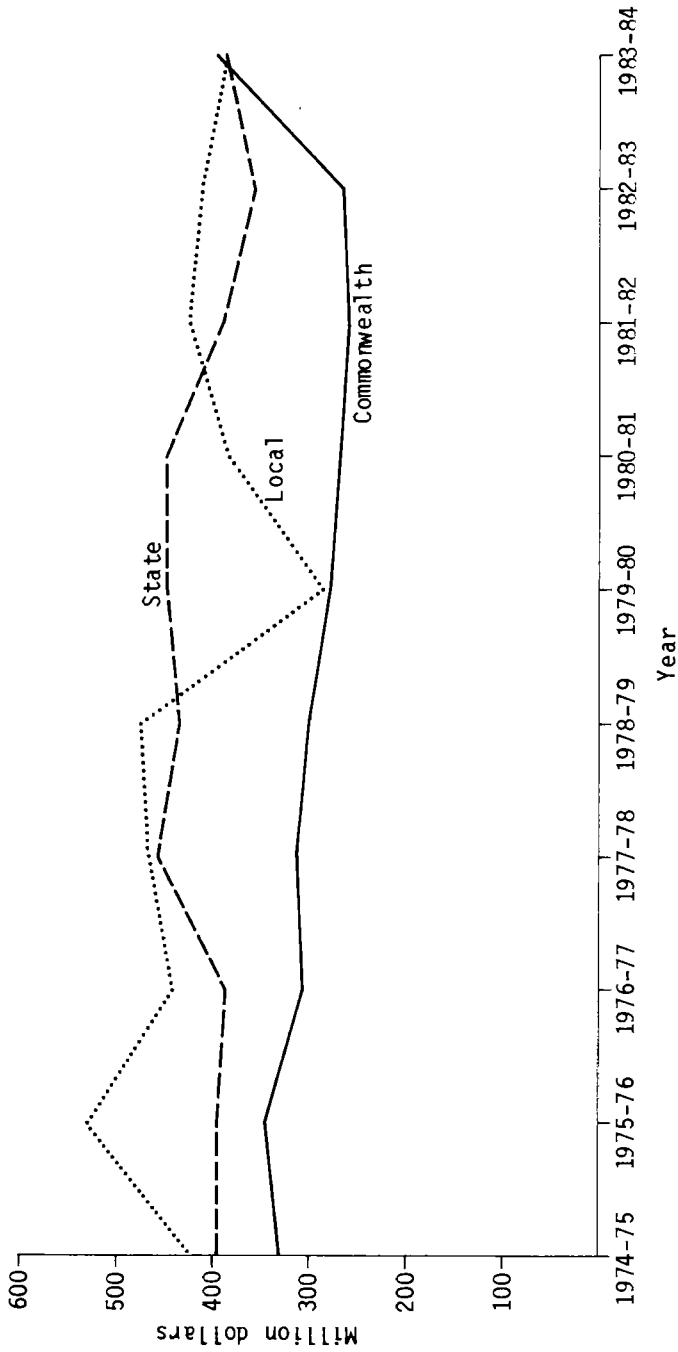


Figure 4.4 New South Wales: road expenditure by level of government, 1974-75 to 1983-84 (constant 1983-84 prices)

Local government road expenditure in New South Wales reached a peak in 1975-76 when the Commonwealth was providing funds to local government authorities under the Regional Employment Development (RED) Scheme. These grants are considered as general revenue grants since local government authorities were free to allocate them to various expenditure areas. The decline in expenditure after 1975-76 was more pronounced for rural roads. A small part of this decline can be attributed to the gradual urbanisation of rural shires in New South Wales and elsewhere over time. Attention is also drawn to the qualifications expressed in BTE Information Paper 3 (BTE 1982) concerning the sudden drop in the 1979-80 funding for New South Wales.

Victoria

Victorian State road expenditure fell by 23 per cent in real terms from its peak in 1977-78 to 1982-83 (see Figure 4.5). It increased again by 20 per cent in 1983-84. State funding for urban arterial roads and rural local roads has fallen since 1977-78 and funding for rural arterial roads fell significantly until 1982-83. However, by 1983-84 the funding had returned to 1977-78 levels. Maintenance expenditure fluctuated over the decade with a significant increase in 1983-84. Local government expenditure in Victoria also fluctuated over the decade. The RED Scheme does not seem to have had a dramatic effect on the level of road expenditure although there was some increase in 1974-75 over expenditure in earlier years.

Queensland

State government road expenditure in Queensland has fluctuated over the decade with an increase in 1981-82 resulting from a large rise (60 per cent) in motor vehicle registration fees (see Figure 4.6). Funding for urban arterial roads increased sharply from 1976-77 to 1978-79 but has since declined. Funding of rural arterial roads declined after 1976-77 while funding of rural local roads increased until 1981-82 but declined thereafter.

Local government expenditure reached its peak under the RED Scheme and subsequently declined to 1978-79. There has been a substantial increase in funding in recent years.

Western Australia

State road expenditure in Western Australia increased from 1974-75 until 1979-80 and has subsequently declined. This is shown in Figure 4.7. Expenditure in 1983-84 was about 20 per cent below the 1979-80 level.

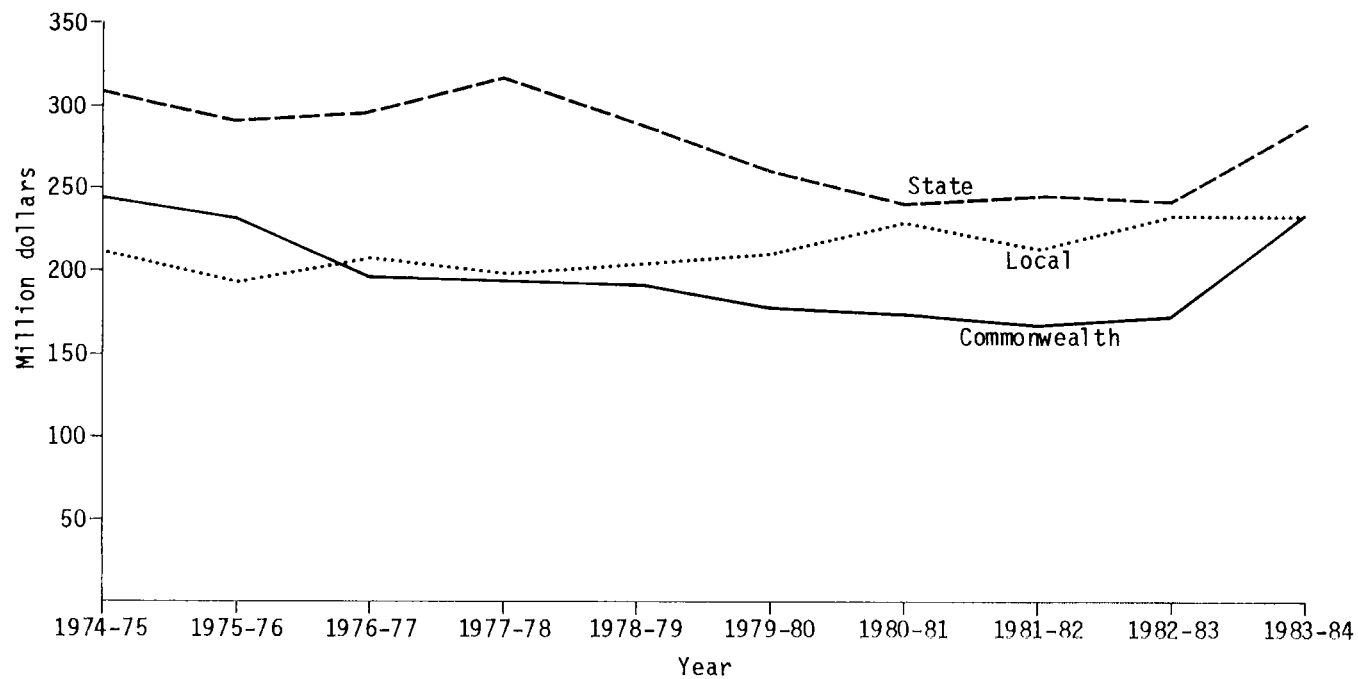


Figure 4.5 Victoria: road expenditure by level of government, 1974-75 to 1983-84 (constant 1983-84 prices)

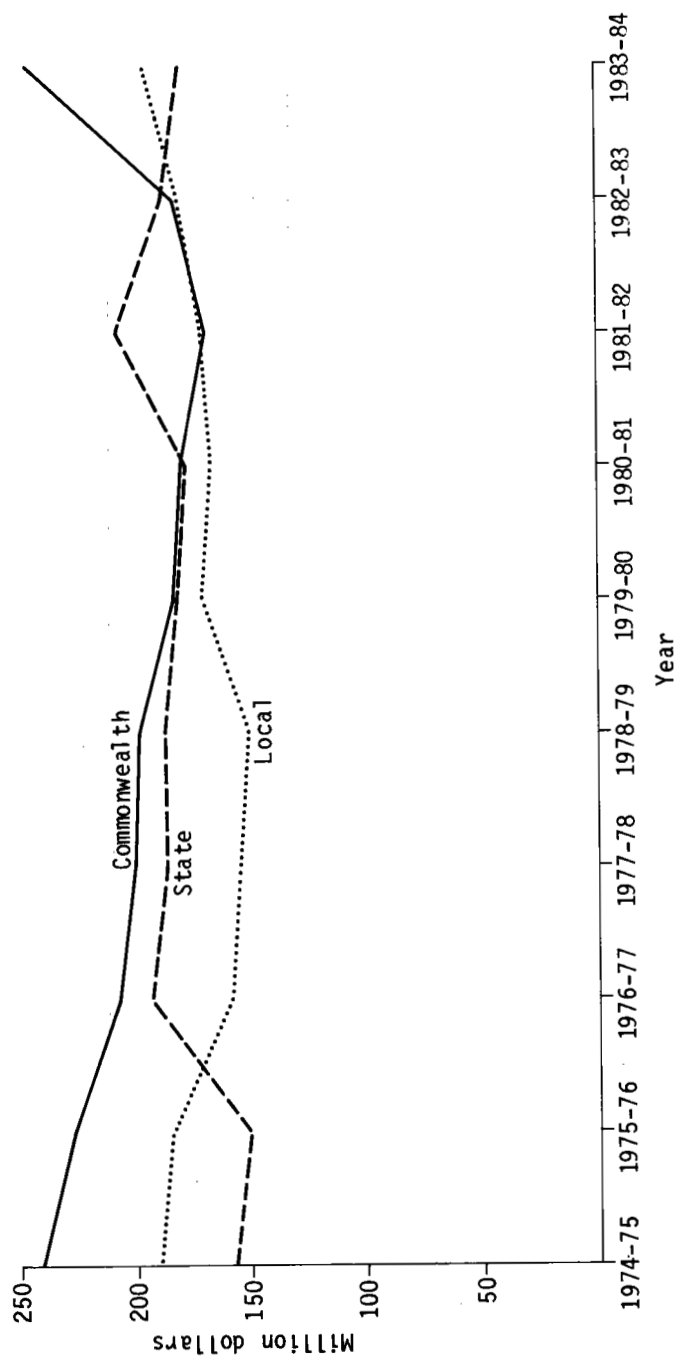


Figure 4.6 Queensland: road expenditure by level of government, 1974-75 to 1983-84
(constant 1983-84 prices)

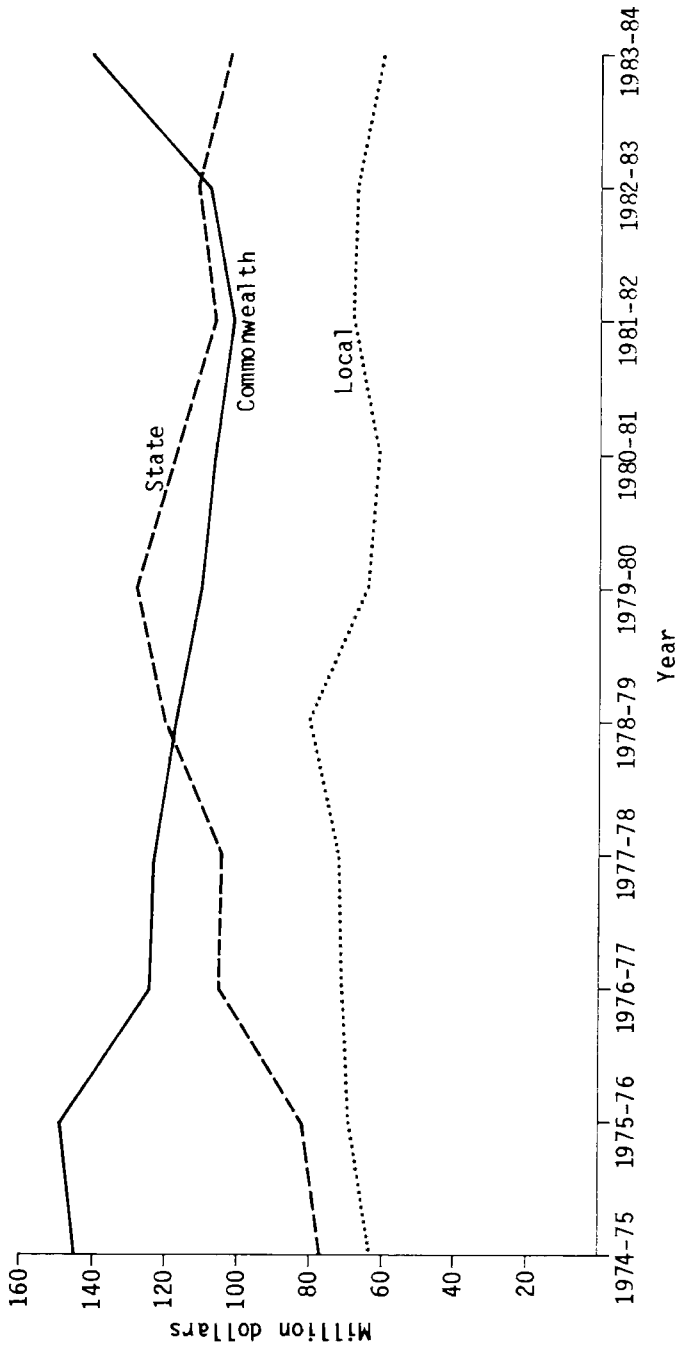


Figure 4.7 Western Australia: road expenditure by level of government, 1974-75 to 1983-84
(constant 1983-84 prices)

The major shifts in category allocations were the increase in funding for urban arterial roads in 1977-78 and the corresponding decrease in funding for rural local roads.

Local government road expenditure increased by 27 per cent from 1974-75 until its peak in 1978-79. There was a sudden sharp fall in 1979-80. It is not known whether the change from the AMIS to SLGFS series has had anything to do with the recorded fall. Since 1979-80, expenditure has fluctuated around the 1979-80 level. The recorded decline in 1979-80 was mostly centred on rural local roads construction. Maintenance expenditure is shown to be continuing to increase. In 1981-82, however, there was a sharp recorded jump in construction of rural local roads and a sharp recorded reduction in expenditure on the maintenance of these roads. The reason for these recorded changes is unknown.

South Australia

Figure 4.8 shows that South Australian State road expenditure reached a peak in 1976-77 with a decline thereafter. Within this total movement there have been dramatic shifts in category allocations.

The introduction of Commonwealth funding for national roads saw an enormous decline in 1974-75 in State funding for construction of rural arterial roads, including those now classified as national highways. A large State effort was, however, made to accelerate sealing the Eyre Highway in 1976-77, which continued at a lower level until that highway was sealed in 1979.

Some State funds were shifted to urban arterial roads in 1977-78 as a response to Commonwealth cuts to this category. However, in recent years funding for urban arterial roads has declined from a peak in 1980-81.

Local government road expenditure in South Australia was largely unaffected by the RED Scheme. Total expenditure has remained fairly steady. The only major shift shown has been the increased share of funds going to maintenance expenditure from 1979-80. This is most likely a result of adoption of the ABS Standardised Local Government Finance Statistics (SLGFS) Series as the source of local government road expenditure figures in that year (see Chapter 2).

Tasmania

State road expenditure in Tasmania increased dramatically in 1976-77 (by over 77 per cent) but declined somewhat in 1980-81 and 1981-82. (see Figure 4.9). It has increased again in 1982-83 and 1983-84.

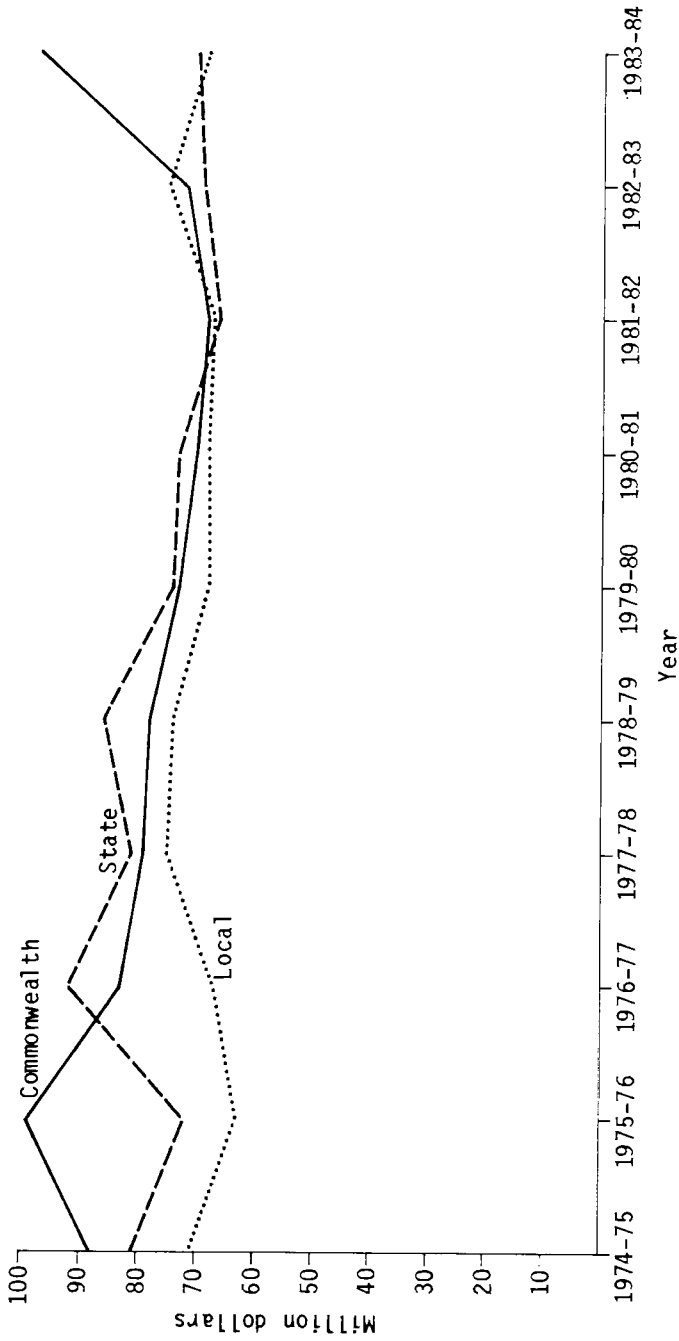


Figure 4.8 South Australia: road expenditure by level of government, 1974-75 to 1983-84 (constant 1983-84 prices)

These changes have centred almost wholly on the construction of rural local roads and urban arterial roads. Rural arterial roads, however, received a funding boost in 1981-82.

Tasmanian local government expenditure has fluctuated over the decade but with an overall decline since 1978-79. The decline has been greater for construction, particularly for rural local roads. Again, this may be partly due to definitional changes attributable to the introduction of the SLGFS series.

Northern Territory

The Northern Territory gained self government in 1978-79. Prior to this most roads expenditure in the Territory was funded by the Commonwealth Government. Since then the Northern Territory government has spent far more on roads than it raises from motorists as user charges. Total expenditure has been falling in real terms since 1978-79 with the cuts most notable in national highway construction. Territory expenditure has fallen dramatically since 1978-79, as shown in Figure 4.10. In 1983-84, however, there was a marked switch in State funding from rural local roads back to national highways.

There are only four local government authorities in the Territory and their road expenditure is small. The Northern Territory government contributes, in some years substantially, to the construction and maintenance of local roads.

Combined State

State government road expenditure over the decade is summarised in Table 4.2. The Northern Territory is excluded from the table to allow comparisons between total State road expenditure in later years and that in the earlier years prior to self government in the Territory. Queensland, Western Australia and Tasmania are the only States where the 1983-84 level of road expenditure is above that in 1974-75. In the case of Queensland, this is chiefly as a result of the large increase in that State's vehicle registration charges in 1981-82.

Local government road expenditure reached a peak in 1975-76, the last year of the RED Scheme (see Table 4.3). Not all States reached a peak in that year; in some States local government road expenditure continued to increase after 1975-76. In recent years total expenditure has been increasing after a decline from 1975-76 to 1979-80. It is interesting to speculate on the influence of tax sharing grants from the Commonwealth on local government roads expenditure. While there is little evidence that these grants were allocated to roads expenditure to any significant degree prior to

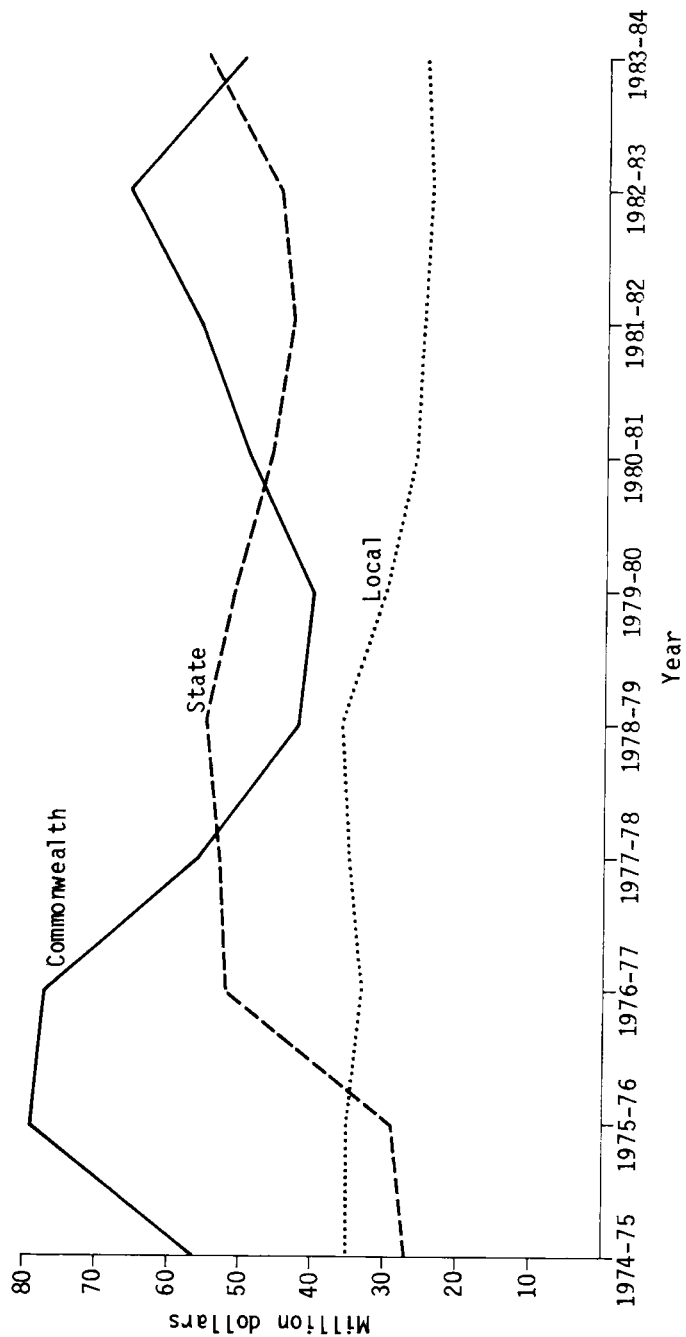


Figure 4.9 Tasmania: road expenditure by level of government, 1974-75 to 1983-84 (constant 1983-84 prices)

1980-81, the large increases in tax sharing grants since then may have been directed in part to road works.

TABLE 4.2 STATE GOVERNMENT ROAD EXPENDITURE BY STATE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)^a
(\$ million)

Year	NSW	Vic	Qld	WA	SA	Tas	Total
1974-75	401.0	308.2	157.8	78.2	82.6	27.2	1 055.0
1975-76	399.1	289.7	151.3	83.9	73.8	29.8	1 027.5
1976-77	389.5	295.2	193.9	106.8	95.0	52.8	1 133.1
1977-78	462.1	315.8	187.6	105.1	83.7	53.9	1 208.3
1978-79	438.8	288.6	188.0	121.9	89.4	56.7	1 183.4
1979-80	451.8	258.5	181.7	129.2	75.8	51.1	1 148.1
1980-81	452.6	238.5	178.6	118.5	74.7	46.9	1 109.8
1981-82	394.8	244.0	208.5	107.1	66.1	42.6	1 063.1
1982-83	360.7	239.7	188.5	112.4	69.5	44.7	1 015.3
1983-84	391.8	287.1	180.5	103.6	70.7	54.5	1 088.3

a. Excluding Northern Territory.

TABLE 4.3 LOCAL GOVERNMENT ROAD EXPENDITURE BY STATE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)^a
(\$ million)

Year	NSW	Vic	Qld	WA	SA	Tas	Total
1974-75	420.3	211.3	189.5	63.2	71.4	34.5	990.2
1975-76	529.5	193.0	184.4	68.8	63.2	34.7	1 073.6
1976-77	441.3	207.0	158.0	70.8	66.8	33.2	977.1
1977-78	466.0	197.7	153.8	72.1	75.2	34.8	999.6
1978-79	473.8	203.2	150.3	80.4	74.3	35.9	1 017.9
1979-80	284.4 ^b	210.0	169.8	64.4	67.5	29.5	825.6 ^b
1980-81	382.7	228.3	165.9	60.7	67.7	25.8	931.1
1981-82	422.8	212.4	169.6	67.6	67.4	24.5	964.3
1982-83	409.3	232.3	180.1	67.0	75.4	24.0	988.1
1983-84	383.1	231.1	195.1	60.4	67.7	24.7	962.1

a. Excluding Northern Territory.

b. See text concerning the figures for local government expenditure for New South Wales in 1979-80.

RELATIVE ROAD EXPENDITURE EFFORT OF STATE AND LOCAL GOVERNMENT

There is a wide variation in the level of effort that State and local government funding represents. While effort is a difficult concept to define precisely, some simple measures are presented in Tables 4.4 and 4.5. Road expenditure per motor vehicle was chosen for State governments since their revenue for road works is raised from hypothecated taxes on motor vehicles and their use. While there is no truly acceptable basis for measuring the road expenditure effort of local government, particularly since local government has no hypothecated road charges, funding per head of population was chosen because the main sources of untied revenue for local government are usually related in some way to population.¹

State road expenditure effort varies markedly, with the Northern Territory spending vastly more per vehicle than all other States. Effort has fallen in real terms over the decade.

Local government road expenditure effort does not show any pattern over the decade. In most States it has fluctuated considerably. Only in Victoria and the Northern Territory was effort in 1983-84 higher than in 1974-75. Comparisons among States are difficult because of the existence of unincorporated areas (controlled and financed by State rather than local government) in New South Wales, South Australia and the Northern Territory. However, road expenditure effort in New South Wales and Queensland has been consistently above that in Victoria, South Australia and Western Australia while the Tasmanian effort has declined significantly in recent years.

TOTAL ROAD EXPENDITURE

Figure 4.11 shows a comparison of the movements in the total road expenditure of the three levels of government over the decade. State government road expenditure rose from 1975-76 until 1978-79, largely making up for the decline in Commonwealth road expenditure. Since then, however, State government road expenditure fell steadily until 1982-83, with an increase in 1983-84. Local government road

1. Rate revenue is likely to be highly correlated with population. Untied grants from the States and the Commonwealth have a strong population weighting. Loan raisings, also used for roads, are related to the overall financial capacity of a local authority, which is a function of rate revenue, and so are also related in some degree to population.

TABLE 4.4 STATE ROAD EXPENDITURE PER MOTOR VEHICLE ON REGISTER,
BY STATE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(dollars)

Year	NSW	Vic	Qld	WA	SA	Tas	NT	Average
1974-75	186.0	178.7	171.0	139.3	132.9	143.1	..	170.8
1975-76	181.8	160.5	149.4	154.9	115.0	148.4	..	160.4
1976-77	172.7	160.8	180.6	163.8	141.4	250.8	..	169.1
1977-78	197.7	164.0	165.5	149.8	122.8	244.3	..	172.8
1978-79	181.6	146.2	158.8	168.8	129.3	244.5	1 309.4	171.8
1979-80	178.8	131.5	143.8	171.8	106.5	221.6	981.5	159.9
1980-81	171.6	116.6	130.9	153.5	101.9	194.5	912.1	147.4
1981-82	141.9	112.5	144.8	135.6	84.9	170.4	780.2	133.8
1982-83	133.6	111.2	134.9	148.3	95.7	183.4	572.6	124.0
1983-84	135.5	122.6	117.7	124.8	89.5	213.0	423.9	128.2

.. Not applicable.

Source ABS (1985).

TABLE 4.5 LOCAL GOVERNMENT ROAD EXPENDITURE PER CAPITA, BY STATE,
1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(dollars)

Year	NSW	Vic	Qld	WA	SA	Tas	NT	Average
1974-75	85.4	55.9	92.6	54.9	56.6	84.5	33.2	72.5
1975-76	106.9	50.7	88.3	58.5	49.6	84.3	42.2	77.9
1976-77	88.4	54.1	74.4	59.0	52.1	80.2	52.2	68.2
1977-78	92.4	51.2	71.0	58.9	58.1	83.4	48.4	71.0
1978-79	92.9	52.4	68.0	64.7	57.3	85.7	9.4	71.3
1979-80	55.2 ^a	53.8	75.2	50.8	51.7	69.7	26.0	57.3 ^a
1980-81	73.2	57.9	70.9	46.8	51.4	60.5	7.8	63.5
1981-82	79.8	53.3	70.3	50.7	50.9	57.1	25.5	64.7
1982-83	76.3	57.5	72.8	49.1	56.2	55.5	36.6	65.6
1983-84	70.8	56.7	77.8	43.7	50.0	56.5	34.6	63.2

Source ABS (1985).

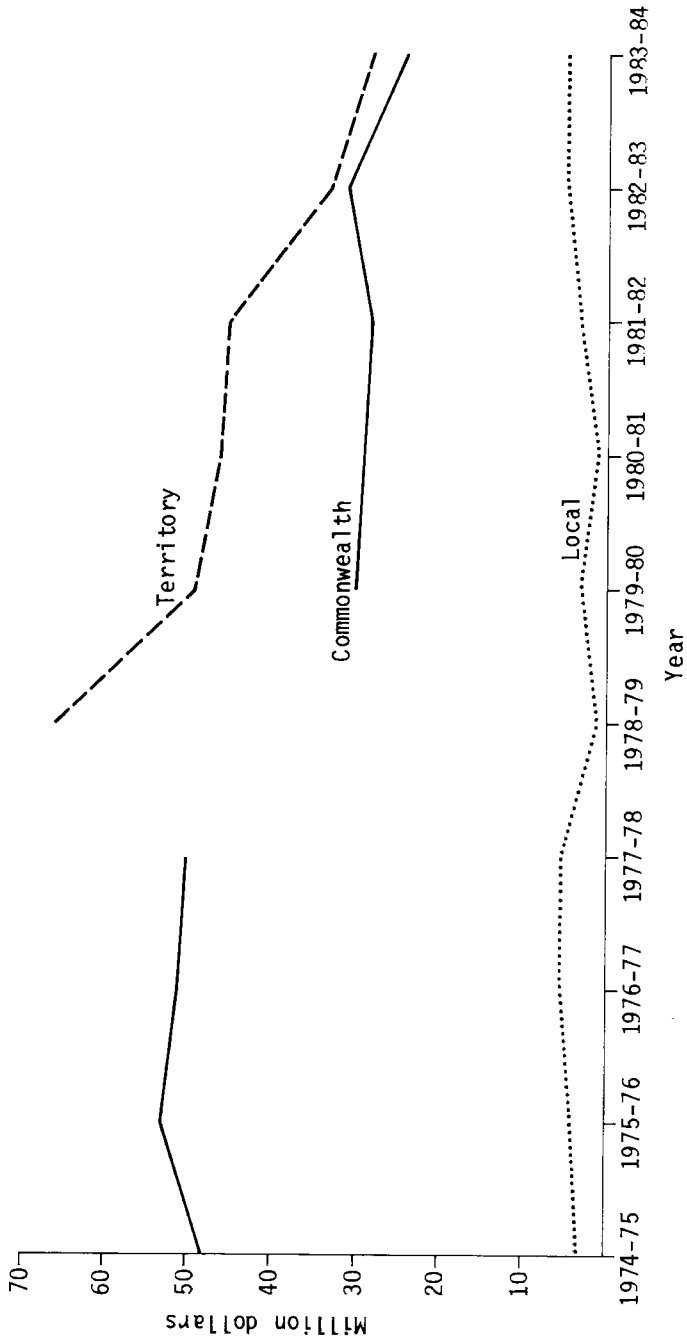


Figure 4.10 Northern Territory: road expenditure by level of government, 1974-75 to 1983-84 (constant 1983-84 prices)

expenditure also fell after 1978-79, increased again until 1982-83 and fell back in 1983-84. Commonwealth road expenditure increased in 1982-83 and particularly in 1983-84 as a result of the ABRD program. The net result has been a sharp turnaround from the gradual decline in total road expenditure since 1975-76. Total road expenditure in 1983-84 was almost at the historically high level of 1975-76 (see Figure 4.12).

Categories

Despite the decline in Commonwealth road funding over the decade, national highway expenditure remained fairly constant until 1983-84 when it received a large boost (see Figure 4.12). The major category to decline has been urban arterial roads. Funding for these roads has declined by almost 30 per cent since 1974-75. The funding of rural arterial roads also declined until 1982-83 but they received a large effective boost in 1974-75 when some were declared national highways. They also benefited from the ABRD program in 1983-84.

Expenditure on local roads fluctuated over the period with a substantial increase in the level of maintenance expenditure on urban local roads and a small decrease in funding for rural local roads.

States

Table 4.6 shows movements in total road expenditure in each of the States and Territories over the decade. From 1974-75 to 1982-83 in all but the Northern Territory and Tasmania there was a decline over the period. However, in all but these two, there was one increase in total expenditure in 1983-84. In the Australian Capital Territory there has been dramatic decline in total expenditure since 1977-78. This probably reflects the slow down in the growth of new suburbs and the completion of major arterial roadworks.

Road expenditure in Australia as a whole fell by one-eighth from 1975-76 to 1982-83. There was a sharp increase in the 1983-84 figure as a result of the increase in the fuel levy from 1 to 2 cents per litre under the ABRD program. However, it is likely that 1984-85 road expenditure will show a decline once again. Announced Commonwealth programs for 1984-85 and 1985-86 represent a decline in real road funding and there is no evidence of a significant increase in either State or local government road expenditure in 1984-85 or 1985-86.

TABLE 4.6 AUSTRALIA: TOTAL ROAD EXPENDITURE BY STATE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(*\$ million*)

<i>Year</i>	<i>NSW</i>	<i>Vic</i>	<i>Qld</i>	<i>SA</i>	<i>WA</i>	<i>Tas</i>	<i>NT</i>	<i>ACT</i>	<i>Total</i>
1974-75	1 156.5	766.4	590.2	244.3	287.6	118.7	50.6	65.7	3 279.9
1975-76	1 280.4	720.4	565.2	237.7	304.1	143.6	57.6	68.5	3 377.5
1976-77	1 142.4	702.8	561.5	246.9	303.5	163.7	55.9	64.4	3 241.0
1977-78	1 247.4	711.5	544.2	239.3	301.3	144.6	55.3	79.3	3 322.8
1978-79	1 216.3	686.3	538.0	242.7	320.7	134.7	66.7	74.1	3 279.6
1979-80	1 017.0	648.8	535.8	216.7	304.8	120.8	82.0	49.0	2 974.8
1980-81	1 104.9	641.6	524.4	212.9	285.9	122.0	75.3	25.9	2 993.0
1981-82	1 074.0	622.1	546.4	201.0	275.4	122.8	76.1	18.0	2 935.8
1982-83	1 034.9	643.9	550.9	217.2	286.8	134.1	69.5	20.5	2 957.9
1983-84	1 178.3	745.9	620.8	235.5	305.1	129.4	57.4	17.9	3 290.3

Note Figures may not add to totals due to rounding.

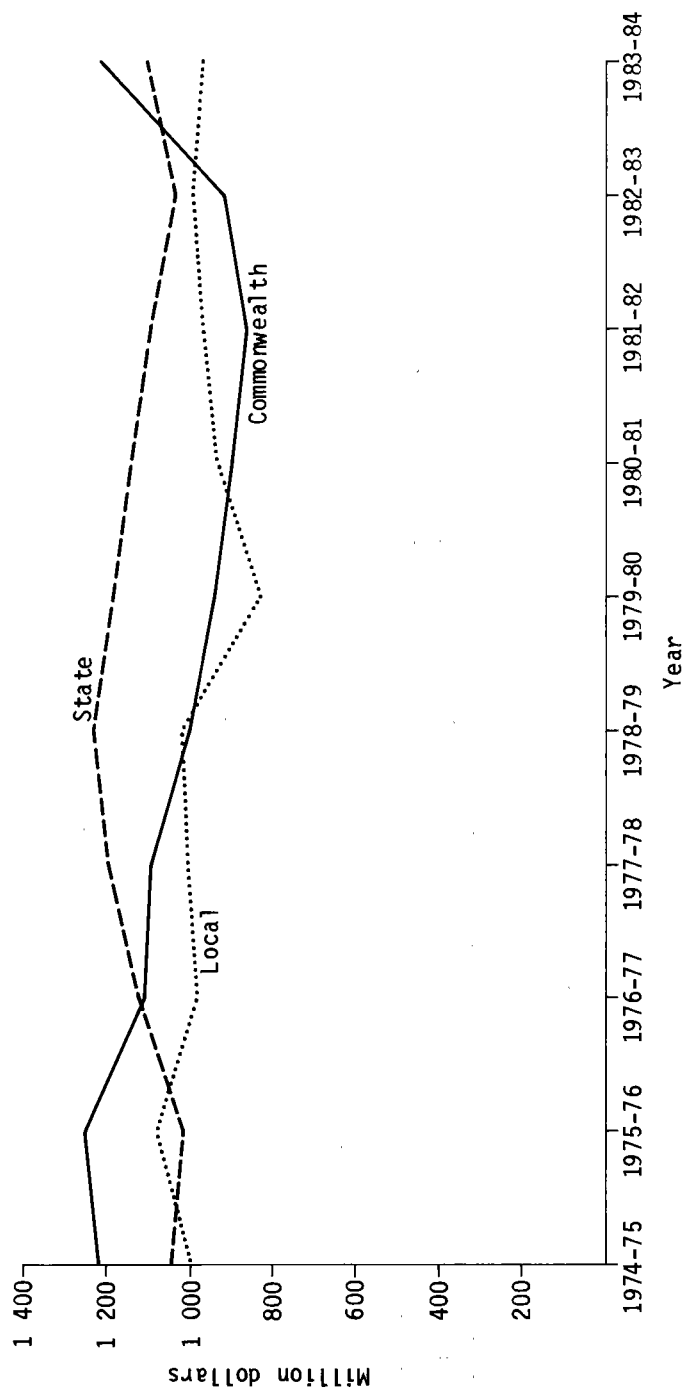
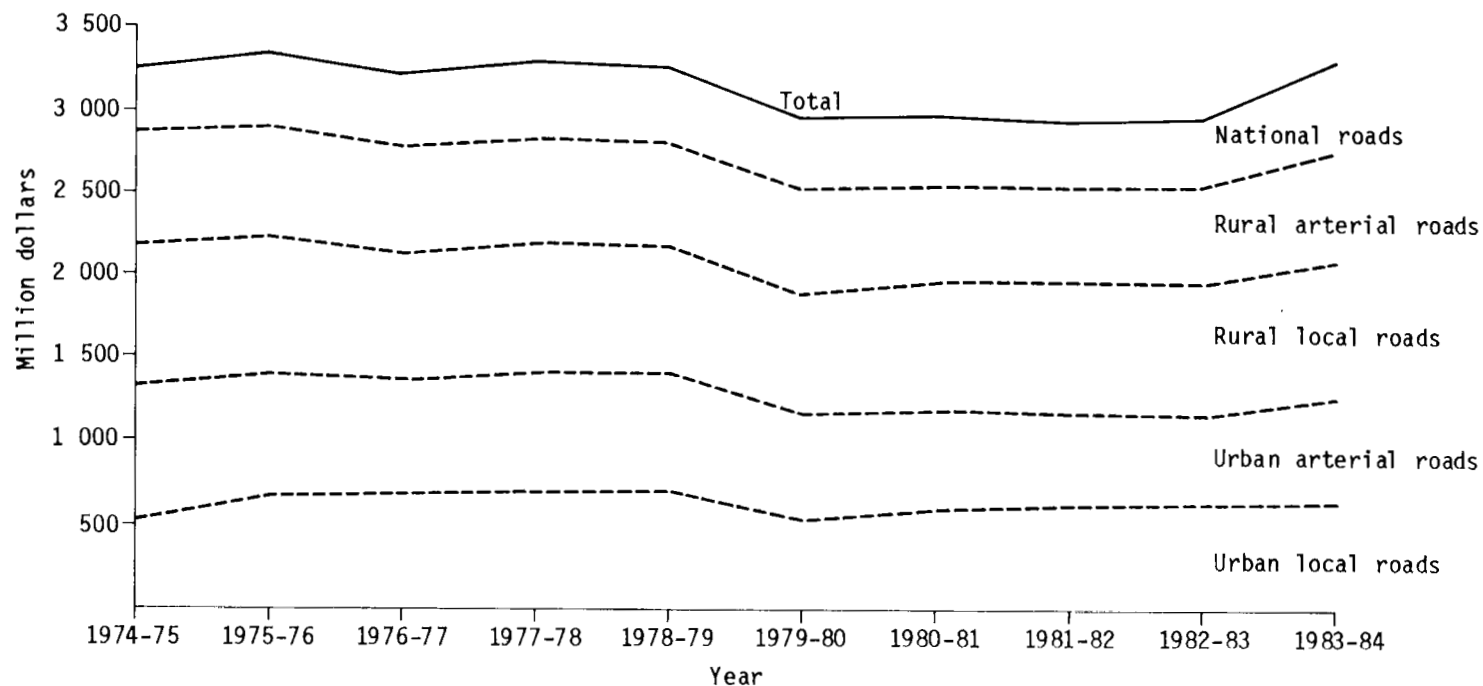


Figure 4.11 Australia: road expenditure by level of government, 1974-75 to 1983-84
(constant 1983-84 prices)



Note Expenditure for planning and research is not included.

Figure 4.12 Australia: total road expenditure, 1974-75 to 1983-84, by category (constant 1983-84 prices)

CHAPTER 5 NEW SOUTH WALES

Details of Commonwealth, State and local government road expenditure, State road revenue and total government road expenditure in New South Wales are presented in Tables 5.1 to 5.10. Road financing arrangements, including road financing related legislation, currently in force in New South Wales, are briefly described below.

ROAD REVENUE AND ROAD EXPENDITURE

The Department of Main Roads and Motor Transport are the two bodies mainly responsible for the collection of revenue (from road users) and road expenditure in New South Wales.

Revenue collection is the main task performed by the Department of Motor Transport. The underlying legislation is contained in a series of Acts of the New South Wales State Parliament including:

- . The Main Roads Act, 1924-1979
- . The Transport Act, 1930-1979
- . The Motor Vehicles (Taxation) Act, 1980
- . The Motor Vehicle Taxation Management Act, 1949
- . The Traffic Authority Act, 1976
- . The Sydney Harbour Bridge (Administration) Act, 1932-1972
- . The Business Franchise Licences (Petroleum Products) Act, 1982.

The main charges collected by the Department of Motor Transport are motor vehicle registration taxes, drivers' licence fees and fuel taxes. Motor vehicle registration taxes and drivers' licence fees are collected under the authority of the Main Roads Act and are paid 'net of collection costs' into the Main Roads Fund. The fund is the operating account of the Department of Main Roads into which is directed Commonwealth road grants, local government contributions for works carried out in conjunction with works on main roads, State loan funds, loans, unemployment and disaster relief funds, payments from other New South Wales departments for work done and tolls from the Waterfall to Bulli and Berowra to Calga Tollways.

The Business Franchise Licences (Petroleum Products) Act, 1982 provides for wholesalers and retailers of petroleum products to obtain licences. Only the receipts from the fees on automotive distillate are hypothecated to road expenditure.

Since November 1980 the rates of motor vehicle taxation have been indexed to changes in the cost of road works. The first rate adjustment was made on 21 November 1981 with subsequent adjustments becoming effective on 1 July each year. While automatic indexation is provided for, discretion in determining the size of the adjustment is allowed for.

Motor vehicle registration fees, drivers' licence fees, public vehicles transfer taxes and tow truck fees are paid into the Department of Motor Transport's Road Transport and Traffic Fund. Together with revenue from non-road user charges (such as third party insurance), the funds received are mainly used to offset administration expenses incurred in revenue collection.

The Department of Motor Transport's Public Vehicles Fund is credited with the proceeds of the weight tax on buses and other public motor vehicles operating in the Sydney Metropolitan, Wollongong and Newcastle areas. The revenues collected are distributed to various local authorities who are responsible for the maintenance of the roads which the vehicles use. Where a government bus service is in operation within a transport district, one-half of service licence fees is applied in reducing the capital indebtedness of the government transport undertaking and the balance is distributed to local authorities.

The Traffic Authority of New South Wales was established in 1976 to oversee the overall planning and management of traffic. Financial operations of the Authority are recorded in the Traffic Facilities Fund. The Fund's main sources of revenue are transfers from the Road Transport and Traffic Fund and Public Vehicles Fund. Expenditure includes payments to the Department of Main Roads for maintenance and construction as well as expenditure on traffic safety and education.

The remainder of the road expenditure task at the State Government level is carried out by various statutory authorities and government departments (generally from their own revenue, but in some cases from Commonwealth funds).

NON-ROAD EXPENDITURE

A significant feature of non-road expenditure in New South Wales in recent years has been the large increase in road expenditure financed

by loans. In 1982-83 and 1983-84 loan repayments and interest payments formed approximately 20 per cent of total road expenditure compared to approximately 7 per cent in 1974-75.

The major item of non-road expenditure is revenue from State fuel taxes on motor spirit.

As noted above, only receipts from automotive distillate are directed to roadworks. Revenue from the taxes on motor spirit are paid into Consolidated Revenue.

COLLECTION COSTS

The cost of collecting motor vehicle taxation in New South Wales has fallen from about 16 per cent in 1974-75 to about 10 per cent in 1983-84. This mainly reflects the introduction of State Fuel Taxation in August 1982. These taxes are administratively simpler and cheaper to collect than the traditional motor vehicle taxes, and particularly the road maintenance charges which they replaced.

Most of the costs are shown as administration expenses of the Road Transport and Traffic Fund after contributions from Consolidated Revenue, to cover the cost of collecting third party insurance and stamp duty, are subtracted. The other main item is the cost of collecting motor vehicle taxation, which is borne by the Department of Motor Transport and subtracted from gross receipts before they are passed on to the Department of Main Roads.

TABLE 5.1 NEW SOUTH WALES: COMMONWEALTH ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
Construction											
National roads	29.6	47.6	54.3	66.9	67.6	72.9	82.6	88.5	105.3	173.0	788.3
Rural arterial roads	12.9	17.0	16.2	18.2	19.7	21.2	23.0	11.9	31.8	48.7	220.5
Rural local roads	18.2	16.7	13.8	20.7	22.8	30.3	32.8	36.2	38.2	56.5	286.2
Urban arterial roads	47.0	45.5	37.5	29.3	31.4	33.7	36.1	52.6	45.9	85.6	444.6
Urban local roads	2.2	4.3	4.7	7.6	8.1	8.7	9.4	10.0	11.4	18.1	84.5
Total	109.9	131.0	126.6	142.7	149.6	166.7	183.9	199.2	232.7	381.9	1 824.1
Maintenance											
National roads	7.7	8.2	8.8	9.4	9.9	10.1	12.4	13.7	15.2	20.3	115.5
Rural arterial roads	0.0	0.5	0.8	0.8	0.0	0.0	0.0	0.0	0.0	0.0	2.1
Rural local roads	0.0	2.5	6.7	7.1	6.0	0.5	0.9	1.2	1.3	1.2	27.2
Urban arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.3
Urban local roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	7.7	11.2	16.3	17.2	15.9	10.5	13.2	15.0	16.5	21.6	145.1
Total construction and maintenance	117.6	142.2	142.8	159.9	165.4	177.3	197.1	214.2	249.3	403.4	1 969.1
Planning & research	1.8	2.7	2.7	3.5	2.5	2.7	2.4	0.0	0.0	0.0	18.3
Total road expenditure	119.4	144.9	145.5	163.4	167.9	179.9	199.5	214.2	249.3	403.4	1 987.3

Notes 1. See text for interpretation and qualification of figures in the table.
2. Figures may not add to totals due to rounding.

TABLE 5.2 NEW SOUTH WALES: STATE GOVERNMENT ROAD REVENUE, 1974-75 TO 1983-84 (CURRENT PRICES)
(*\$ million*)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
SRA											
Vehicle registration	115.2	122.9	145.3	163.4	169.7	181.7	223.8	274.7	329.6	377.6	2 103.9
Drivers' licence fees	21.4	25.5	26.3	27.5	28.2	29.0	30.3	36.3	46.9	54.4	325.9
Road maintenance tax or State fuel tax	20.8	20.3	19.8	19.0	19.5	1.2	0.0	0.0	166.6	201.7	468.9
Other	10.5	12.5	13.1	13.7	14.3	14.3	15.5	16.5	18.8	21.3	150.5
Total motor taxation	167.9	181.2	204.6	223.6	231.7	226.2	269.6	327.6	561.9	655.0	3 049.4
<i>Less</i> collection costs	26.2	30.5	34.8	38.8	42.4	45.3	51.8	56.9	60.5	64.7	452.0
Net motor taxation	141.7	150.7	169.8	184.9	189.3	180.9	217.8	270.7	501.4	590.3	2 597.6
Loans	10.0	21.3	22.0	26.0	51.5	107.0	110.1	95.2	60.4	77.0	580.5
Other	11.8	13.2	17.9	30.5	20.4	14.3	13.6	15.2	22.1	46.9	206.1
Other authorities	14.6	17.8	21.7	21.1	18.9	23.8	30.4	25.4	29.4	24.0	227.0
Total road revenue	178.1	203.0	231.4	262.5	280.1	326.1	371.8	406.5	613.3	738.2	3 611.0

Notes 1. See text for interpretation and qualification of figures in the table.
2. Figures may not add to totals due to rounding.

TABLE 5.3 NEW SOUTH WALES: STATE GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(*\$ million*)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	1.1	1.6	1.8	2.7	3.2	2.2	3.7	0.3	0.4	0.0	16.9
Rural arterial roads	42.1	46.8	39.4	45.3	57.5	81.0	92.1	104.8	80.4	90.0	679.4
Rural local roads	1.4	1.5	11.4	12.1	9.0	14.3	18.6	15.3	16.7	20.8	121.1
Urban arterial roads	26.0	28.7	24.8	50.3	52.0	68.7	83.8	74.8	94.2	110.8	614.0
Urban local roads	0.8	3.5	11.8	11.9	10.0	13.5	14.5	8.7	14.0	12.2	100.9
Total	71.5	82.1	89.1	122.3	131.6	179.7	212.8	203.9	205.6	233.7	1532.3
Maintenance											
National roads	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Rural arterial roads	44.1	40.4	49.3	61.5	59.0	67.2	74.8	73.2	80.7	90.3	640.5
Rural local roads	5.8	12.1	10.8	15.1	11.3	10.1	11.4	11.7	11.0	12.1	111.3
Urban arterial roads	18.9	22.7	26.4	31.6	33.4	26.2	28.8	31.2	33.7	47.3	300.0
Urban local roads	0.4	5.3	4.2	3.4	4.6	3.5	2.8	4.3	3.0	4.0	35.4
Total	69.3	80.5	90.7	111.5	108.3	106.9	117.8	120.6	128.4	153.6	1087.7
Total construction and maintenance	140.8	162.6	179.9	233.8	239.9	286.6	330.5	324.4	334.0	387.3	2619.9
Planning & research	2.0	1.8	2.0	2.7	2.6	3.1	4.5	5.4	5.3	4.5	33.8
Total road expenditure	142.8	164.4	181.8	236.5	242.6	289.6	335.0	329.8	339.4	391.8	2653.7

TABLE 5.3 (Cont.) NEW SOUTH WALES: STATE GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Non-road expenditure											
Loan repayments	2.9	3.3	5.1	5.7	8.0	10.7	11.7	14.2	16.6	19.3	97.7
Interest payments	8.0	9.5	11.1	12.9	16.9	25.6	37.8	52.9	68.2	82.5	325.4
Other	23.7	27.3	26.3	25.5	15.6	7.0	7.8	16.2	186.3	214.1	549.8
Total	34.6	40.1	42.6	44.1	40.5	43.2	57.3	83.3	271.1	316.0	972.8

Notes 1. See text for interpretation and qualification of figures in the table.
2. Figures may not add to totals due to rounding.

TABLE 5.4 NEW SOUTH WALES: LOCAL GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural local roads	39.1	57.0	45.5	46.5	48.2	25.5	41.4	92.4	95.5	67.1	558.3
Urban arterial roads	2.0	2.8	2.5	2.7	2.9	2.2	3.6	0.0	0.0	0.0	18.7
Urban local roads	39.1	57.0	68.2	75.6	85.9	56.2	91.2	92.9	102.5	102.8	771.5
Total	80.2	116.9	116.1	124.8	137.1	84.0	136.3	185.4	198.0	169.9	1 348.8
Maintenance											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural local roads	34.7	50.6	35.7	42.8	44.6	44.9	67.1	70.3	83.7	101.2	575.5
Urban arterial roads	0.0	0.0	0.6	0.9	1.0	0.7	1.0	0.0	0.0	0.0	4.2
Urban local roads	34.7	50.6	53.6	70.0	79.2	52.8	78.9	97.5	103.3	112.0	732.5
Total	69.4	101.2	89.9	113.7	124.8	98.4	147.0	167.8	187.0	213.2	1 312.2
Total construction and maintenance	149.7	218.1	206.0	238.5	261.9	182.3	283.3	353.2	385.0	383.1	2661.1
Planning & research	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total road expenditure	149.7	218.1	206.0	238.5	261.9	182.3	283.3	353.2	385.0	383.1	2 661.1

TABLE 5.4 (Cont.) NEW SOUTH WALES: LOCAL GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(*\$ million*)

<i>Categories</i>	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	<i>Total</i>
Pro rata expenditure on general administration	26.8	31.5	38.1	44.8	49.9	38.9	55.2	64.1	82.0	74.0	505.3
Non-road expenditure attributable to roads											
Pro rata expenditure on											
Loan repayments	12.2	13.8	15.4	17.4	19.1	15.1	20.8	24.4	29.8	26.6	194.6
Interest payments	10.2	13.2	16.9	21.1	24.5	20.9	29.3	35.3	41.8	38.5	251.7
Total	22.4	27.0	32.3	38.5	43.6	36.0	50.1	59.7	71.6	65.1	446.3
Road works funded by private contributions	20.2	25.9	25.8	29.4	33.0	23.2	26.1	28.1	37.1	33.2	282.0

Notes 1. See text for interpretation and qualification of figures in the table.

2. Figures may not add to totals due to rounding.

TABLE 5.5 NEW SOUTH WALES: TOTAL ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
Construction											
National roads	30.7	49.2	56.1	69.6	70.7	75.1	86.3	88.8	105.7	173.0	805.2
Rural arterial roads	55.0	63.8	55.6	63.5	77.3	102.2	115.1	116.7	112.2	138.6	900.0
Rural local roads	58.7	75.2	70.7	79.3	80.1	70.2	92.8	143.9	150.4	144.3	965.6
Urban arterial roads	75.0	77.0	64.8	82.3	86.3	104.6	123.5	127.4	140.1	196.4	1 077.3
Urban local roads	42.2	64.8	84.7	95.1	104.0	78.4	115.1	111.6	127.9	133.1	956.9
Total	261.6	330.0	331.8	389.8	418.3	430.4	533.0	588.5	636.3	785.5	4 705.2
Maintenance											
National roads	7.9	8.2	8.9	9.4	9.9	10.1	12.4	13.7	15.2	20.3	115.8
Rural arterial roads	44.1	40.9	50.1	62.3	59.0	67.2	74.8	73.2	80.7	90.3	642.6
Rural local roads	40.5	65.2	53.2	64.9	62.0	55.4	79.3	83.2	95.9	114.4	713.9
Urban arterial roads	18.9	22.7	27.0	32.5	34.3	26.9	29.9	31.3	33.7	47.4	304.5
Urban local roads	35.1	55.9	57.7	73.5	83.8	56.3	81.6	101.8	106.3	116.0	768.0
Total	146.5	192.9	196.8	242.4	249.0	215.8	278.0	303.4	331.9	388.3	2 544.9
Total construction and maintenance	408.1	522.9	528.7	632.2	667.2	646.1	810.9	891.8	968.3	1 173.8	7 250.0
Planning and research	3.8	4.5	4.6	6.2	5.1	5.8	6.9	5.4	5.3	4.5	52.1
Total road expenditure	411.9	527.4	533.3	638.4	672.4	651.9	817.8	897.2	973.6	1 178.3	7 302.1

Notes 1. See text for interpretation and qualification of figures in the table.
2. Figures may not add to totals due to rounding.

TABLE 5.6 NEW SOUTH WALES: COMMONWEALTH ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	83.1	115.6	116.4	130.7	122.2	113.7	111.6	105.9	112.0	173.0	1 184.2
Rural arterial roads	36.3	41.3	34.6	35.5	35.7	33.0	31.1	14.2	33.8	48.7	344.2
Rural local roads	51.1	40.5	29.6	40.5	41.3	47.3	44.3	43.3	40.7	56.5	434.9
Urban arterial roads	132.0	110.4	80.4	57.3	56.8	52.6	48.8	63.0	48.8	85.6	735.5
Urban local roads	6.2	10.3	10.1	14.8	14.6	13.6	12.7	12.0	12.2	18.1	124.5
Total	308.6	318.1	271.1	278.7	270.6	260.1	248.4	238.4	247.4	381.9	2 823.3
Maintenance											
National roads	21.6	19.8	18.8	18.3	17.8	15.7	16.7	16.4	16.2	20.3	181.7
Rural arterial roads	0.0	1.2	1.7	1.6	0.0	0.0	0.0	0.0	0.0	0.0	4.5
Rural local roads	0.0	6.1	14.4	13.8	10.9	0.7	1.2	1.4	1.3	1.2	50.9
Urban arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.3
Urban local roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	21.6	27.1	34.8	33.7	28.7	16.4	17.9	18.0	17.6	21.6	237.3
Total construction and maintenance	330.2	345.2	305.9	312.4	299.3	276.5	266.3	256.4	265.0	403.4	3 060.5
Planning and research	5.0	6.6	5.7	6.8	4.5	4.2	3.3	0.0	0.0	0.0	36.2
Total road expenditure	335.2	351.8	311.6	319.2	303.8	280.7	269.6	256.4	265.0	403.4	3 096.6

- Notes*
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert figures from current prices to constant prices.
 3. Figures may not add to totals due to rounding.

TABLE 5.7 NEW SOUTH WALES: STATE GOVERNMENT ROAD REVENUE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
SRA											
Vehicle registration	275.9	255.5	272.0	283.8	273.2	263.3	294.1	327.7	355.0	377.6	2 978.1
Drivers' licence fees	51.3	53.0	49.3	47.8	49.0	42.1	39.8	43.3	50.5	54.4	476.9
Road maintenance tax or State fuel tax	49.7	42.1	37.1	33.0	31.4	1.8	0.0	0.0	179.4	201.7	576.3
Other	25.2	26.0	24.5	23.8	23.0	20.7	20.4	19.7	20.3	21.3	224.9
Total motor taxation	402.1	376.7	383.1	388.5	373.0	327.8	354.2	390.9	605.2	655.0	4 256.5
<i>Less collection costs</i>	62.7	63.5	65.2	67.3	68.3	65.7	68.1	67.9	65.2	64.7	658.5
Net motor taxation	339.5	313.2	317.9	321.1	304.8	262.2	286.1	323.0	540.1	590.3	3 598.1
Loans	24.0	44.2	41.2	45.2	82.8	155.1	144.7	113.6	65.1	77.0	792.7
Other	28.2	27.5	33.6	53.0	32.9	20.7	17.9	18.2	23.8	46.9	302.7
Other authorities	35.0	37.0	40.6	36.6	30.5	34.4	39.9	30.3	31.7	24.0	340.0
Total road revenue	426.7	422.0	433.1	455.9	451.0	472.5	488.6	485.0	660.7	738.2	5 033.4

- Notes
1. See text for interpretation and qualification of figures in the table.
 2. The ABS Implicit Price Deflator of Gross Domestic Product (ABS 1985) was used to convert figures from current prices to constant prices.
 3. Figures may not add to totals due to rounding.

TABLE 5.8 NEW SOUTH WALES: STATE GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)

(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	3.2	3.8	3.8	5.3	5.8	3.4	5.0	0.3	0.4	0.0	31.0
Rural arterial roads	118.2	113.6	84.4	88.6	104.0	126.4	124.5	125.5	85.5	90.0	1 060.5
Rural local roads	3.9	3.7	24.5	23.6	16.4	22.4	25.2	18.3	17.7	20.8	176.2
Urban arterial roads	73.1	69.8	53.1	98.2	94.0	107.1	113.2	89.6	100.1	110.8	908.9
Urban local roads	2.4	8.5	25.2	23.3	18.0	21.0	19.6	10.4	14.9	12.2	155.5
Total	200.7	199.4	190.9	239.0	238.1	280.3	287.5	244.1	218.6	233.7	2 332.2
Maintenance											
National roads	0.6	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8
Rural arterial roads	123.8	98.1	105.5	120.1	106.7	104.9	101.1	87.6	85.8	90.3	1 024.0
Rural local roads	16.3	29.3	23.2	29.4	20.5	15.7	15.4	14.0	11.7	12.1	187.5
Urban arterial roads	53.0	55.2	56.5	61.7	60.3	40.8	39.0	37.4	35.8	47.3	486.9
Urban local roads	1.0	12.9	8.9	6.7	8.4	5.4	3.7	5.2	3.2	4.0	59.3
Total	194.7	195.5	194.3	218.0	195.9	166.8	159.1	144.4	136.5	153.6	1 758.6
Total construction and maintenance	395.4	394.9	385.2	456.9	434.0	447.0	446.6	388.3	355.1	387.3	4 090.7
Planning and research	5.6	4.3	4.2	5.2	4.8	4.8	6.1	6.5	5.7	4.5	51.6
Total road expenditure	401.0	399.1	389.5	462.1	438.8	451.8	452.6	394.8	360.7	391.8	4 142.3

TABLE 5.8 (Cont.) NEW SOUTH WALES: STATE GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)

(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Non-road expenditure											
Loan repayments	7.1	7.0	9.7	9.8	12.8	15.5	15.4	16.9	17.8	19.3	131.3
Interest payments	19.5	19.9	21.0	22.3	27.0	37.0	49.6	62.9	73.0	82.5	414.8
Other	58.1	57.5	49.7	44.0	24.9	10.1	10.2	19.3	199.3	214.1	687.2
Total	84.7	84.4	80.5	76.1	64.8	62.5	75.1	99.0	290.1	316.0	1 233.2

- Notes*
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert figures from current prices to constant prices.
 3. The ABS Implicit Price Deflator of Gross National Expenditure (ABS 1985) was used to convert non-road expenditure figures from current prices to constant prices.
 4. Figures may not add to totals due to rounding.

TABLE 5.9 NEW SOUTH WALES: LOCAL GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(*\$ million*)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural local roads	109.9	138.5	97.4	90.9	87.3	39.8	55.9	110.6	101.5	67.1	898.9
Urban arterial roads	5.5	6.9	5.4	5.3	5.3	3.4	4.8	0.0	0.0	0.0	36.5
Urban local roads	109.9	138.5	146.0	147.8	155.4	87.7	123.2	111.2	109.0	102.8	1 231.5
Total	225.3	283.9	248.8	243.9	248.0	131.0	184.2	221.9	210.5	169.9	2 167.3
Maintenance											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural local roads	97.5	122.8	76.5	83.5	80.7	70.0	90.6	84.2	89.0	101.2	895.9
Urban arterial roads	0.0	0.0	1.3	1.7	1.8	1.1	1.4	0.0	0.0	0.0	7.3
Urban local roads	97.5	122.8	114.8	136.8	143.3	82.4	106.5	116.7	109.8	112.0	1 142.5
Total	194.9	245.6	192.5	222.1	225.8	153.4	198.5	200.9	198.8	213.2	2 045.7
Total construction and maintenance	420.3	529.5	441.3	466.0	473.8	284.4	382.7	422.8	409.3	383.1	4 213.1
Planning and research	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total road expenditure	420.3	529.5	441.3	466.0	473.8	284.4	382.7	422.8	409.3	383.1	4 213.1

TABLE 5.9 (Cont.) NEW SOUTH WALES: LOCAL GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(*\$ million*)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Pro rata expenditure on general administration	65.6	66.3	72.0	77.3	79.8	56.3	72.4	76.2	87.7	74.0	727.6
Non-road expenditure attributable to roads											
Pro rata expenditure on											
Loan repayments	29.9	29.1	29.1	30.0	30.5	21.9	27.3	29.0	31.9	26.6	285.2
Interest payments	25.0	27.8	31.9	36.4	39.2	30.2	38.4	42.0	44.7	38.5	354.1
Total	54.8	56.9	61.0	66.4	69.7	52.1	65.7	71.0	76.6	65.1	639.3
Road works funded by private contributions	56.7	62.9	55.3	57.5	59.7	36.2	35.3	33.6	39.4	33.2	469.8

- Notes*
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert road expenditure figures and the figures for road works funded by private contributions from current prices to constant prices.
 3. The ABS Implicit Price Deflator of Gross National Expenditure (ABS 1985) was used to convert figures for those items of expenditure not fully attributable to roads from current prices to constant prices.
 4. Figures may not add to totals due to rounding.

TABLE 5.10 NEW SOUTH WALES: TOTAL ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
Construction											
National roads	86.3	119.4	120.2	136.0	128.0	117.1	116.6	106.3	112.3	173.0	1 215.2
Rural arterial roads	154.5	154.8	119.0	124.1	139.8	159.4	155.5	139.7	119.3	138.6	1 404.7
Rural local roads	164.9	182.6	151.4	154.9	144.9	109.5	125.3	172.2	159.9	144.3	1 510.0
Urban arterial roads	210.5	187.0	138.8	160.8	156.1	163.2	166.9	152.5	148.9	196.4	1 681.0
Urban local roads	118.5	157.4	181.4	185.8	188.0	122.3	155.6	133.6	136.0	133.1	1 511.6
Total	734.6	801.3	710.8	761.7	756.7	671.3	720.0	704.4	676.4	785.5	7 322.8
Maintenance											
National roads	22.2	19.8	19.0	18.3	17.8	15.7	16.7	16.4	16.2	20.3	182.4
Rural arterial roads	123.8	99.4	107.3	121.7	106.7	104.9	101.1	87.6	85.8	90.3	1 028.4
Rural local roads	113.8	158.2	114.0	126.7	112.1	86.4	107.2	99.6	102.0	114.4	1 134.3
Urban arterial roads	53.0	55.2	57.7	63.4	62.1	41.9	40.4	37.5	35.8	47.4	494.5
Urban local roads	98.5	135.7	123.6	143.5	151.7	87.8	110.3	121.9	113.0	116.0	1 201.9
Total	411.2	468.2	421.6	473.7	450.4	336.7	375.5	363.2	352.8	388.3	4 041.7
Total construction and maintenance	1 145.9	1 269.6	1 132.4	1 235.4	1 207.0	1 008.0	1 095.6	1 067.5	1 029.3	1 173.8	11 364.3
Planning and research	10.7	10.9	9.9	12.0	9.3	9.0	9.4	6.5	5.7	4.5	87.7
Total road expenditure	1 156.5	1 280.4	1 142.4	1 247.4	1 216.3	1 017.0	1 104.9	1 074.0	1 034.9	1 178.3	11 452.0

- Notes
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert figures from current prices to constant prices.
 3. Figures may not add to totals due to rounding.

CHAPTER 6 VICTORIA

Details of State road revenue and road expenditure by the three levels of government for Victoria are presented in Tables 6.1 to 6.10.

1983 RESTRUCTURING OF VICTORIAN TRANSPORT AUTHORITIES

The *Transport Act* 1983, assented to on 23 June 1983, resulted in a major restructuring of transport agencies in Victoria. Seven transport authorities were abolished including:

- . The Victorian Railways Board
- . The Melbourne and Metropolitan Tramways Board
- . The Country Roads Board
- . The Road Safety and Traffic Authority
- . The Transport Regulation Board
- . The Railway Construction and Property Board
- . The Melbourne Underground Rail Loop Authority

These were replaced by four new transport authorities:

- . The Road Construction Authority
- . The Road Traffic Authority
- . The State Transport Authority
- . The Metropolitan Transit Authority

The Road Construction Authority is primarily responsible for road construction and maintenance expenditure in Victoria, a role previously fulfilled by the Country Roads Board. The Road Traffic and Safety Authority and the Transport Regulation Board were replaced by the Road Traffic Authority which has responsibility for road safety strategies and practices, vehicle registration and regulation, drivers' licensing and road user education. The State Transit Authority (STA) incorporated V/Line and the Railway Construction and Property Board while the Metropolitan Transit Authority (MTA)

incorporated the Melbourne and Metropolitan Tramways Board and the Melbourne Underground Rail Loop Authority.

ROAD REVENUE AND EXPENDITURE

In Victoria, the major responsibilities for collection and expenditure of road revenue are separated. The major part of revenue is collected by the Registration and Regulation Bureau of the Road Traffic Authority. This role was taken over from the Motor Registration Board in 1983. The main authority responsible for road expenditure is the Road Construction Authority which superseded the Country Roads Board.

The main forms of road revenue are collected under the authority of the *Motor Car Act* 1948 and the *Commercial Goods Vehicle Act* 1981, although some charges are levied under the *Transport Act* 1983. Charges include registration fees, drivers' licence fees and various charges and fees including permit fees and log book fees. A further major source of revenue is State fuel taxation, collected by the State Treasury under the authority of the *Business Franchise (Petroleum Products) Act* 1979. The Act requires that at least 25 per cent of fuel taxation receipts be allocated to roadworks.

Revenue collected by the Road Traffic Authority is paid into its General Fund from which most is transferred to other authorities. In 1983-84 the Road Construction Authority received approximately 16 per cent of drivers' licence fees, 100 per cent of private motor vehicle registration fees, 75 per cent of other vehicle registration fees and 100 per cent of learners' permit fees plus tolls collected on the Westgate Bridge. All other fees collected by the Road Traffic Authority were paid to other transport funds, Consolidated Revenue, or spent on administration. The Road Construction Authority also received about 53 per cent of State Fuel Taxation receipts.

Approximately 50 per cent of taxes paid by motor vehicle operators in 1983-84 were transferred to the Road Construction Authority for expenditure on road works.

REVENUE AND EXPENDITURE BY OTHER AUTHORITIES

Prior to 1982-83, the major government agency undertaking roadworks, besides the Country Roads Board, was the Westgate Bridge Authority. Responsibility for the bridge was transferred to the Country Roads Board on 1 July 1982. Other agencies undertaking road works included the Forestry Commission, the Melbourne Metropolitan Tramways Board (now part of the Urban Transit Authority) the Urban Land Commission, the Port of Melbourne Authority, the State Electricity Commission, the

Melbourne and Metropolitan Board of Works, the State Rivers and Water Supply Commission, the Rural Finance and Settlement Commission, the Ministry of Tourism, the Road Traffic Authority and the Premier's Department.

NON-ROAD EXPENDITURE

Non-road expenditure in recent years has increased through the direction of a larger proportion of motor vehicle taxation to the Consolidated Fund. In addition, debt servicing, chiefly on loans raised by the former Westgate Bridge Authority, has been significant.

COLLECTION COSTS

Collection costs during the period from 1974-75 to 1978-79 averaged around 9 per cent of gross motor taxation receipts. Since then, collection costs have risen only slightly while motor taxation has doubled, chiefly as a result of the introduction of State fuel taxes which are much cheaper to collect than other forms of motor taxation. Collection costs in 1983-84 represented less than 5 per cent of gross motor taxation receipts.

TABLE 6.1 VICTORIA: COMMONWEALTH ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
Construction											
National roads	17.7	24.4	30.0	30.9	32.3	37.2	45.1	48.4	56.1	82.2	404.3
Rural arterial roads	6.6	6.7	4.4	11.5	12.3	13.2	14.3	25.1	25.8	33.9	153.9
Rural local roads	11.5	7.1	6.3	13.6	14.6	15.1	17.2	18.0	19.3	28.0	150.7
Urban arterial roads	36.3	43.9	40.3	30.0	32.0	32.7	34.4	27.5	37.7	57.5	372.3
Urban local roads	1.7	3.3	3.7	3.7	4.8	4.4	4.1	4.5	7.0	8.7	45.8
Total	73.9	85.4	84.6	89.6	96.0	102.6	115.1	123.6	145.9	210.4	1 127.0
Maintenance											
National roads	1.7	1.9	2.2	3.1	3.3	3.6	3.5	4.5	5.1	6.1	34.9
Rural arterial roads	4.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	5.8
Rural local roads	7.1	6.2	4.8	6.2	6.5	7.5	8.9	10.2	10.4	13.1	80.8
Urban arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	2.4
Urban local roads	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.5	0.7	1.8
Total	12.8	9.6	6.9	9.3	9.8	11.1	12.6	15.0	15.9	22.6	125.7
Total construction and maintenance	86.7	95.0	91.5	98.9	105.8	113.7	127.8	138.5	161.8	233.0	1 252.7
Planning & research	1.2	2.9	2.2	2.4	1.7	1.8	1.7	0.0	0.0	0.0	14.0
Total road expenditure	88.0	97.9	93.7	101.3	107.5	115.5	129.4	138.5	161.8	233.0	1 266.6

Notes 1. See text for interpretation and qualification of figures in the table.
2. Figures may not add to totals due to rounding.

TABLE 6.2 VICTORIA: STATE GOVERNMENT ROAD REVENUE, 1974-75 TO 1983-84 (CURRENT PRICES)
(*\$ million*)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
SRA											
Vehicle registration	75.0	92.7	110.1	138.1	141.2	135.6	128.9	145.5	171.0	171.2	1 309.3
Drivers' licence fees	14.2	16.6	19.0	19.4	27.9	28.5	31.0	25.0	32.0	36.7	250.3
Road maintenance tax or State fuel tax	10.0	10.1	10.0	9.8	9.6	49.9	68.9	88.7	109.5	151.7	518.1
Other	1.4	1.4	1.0	1.7	1.7	1.4	1.6	0.9	11.2	15.1	37.5
Total motor taxation	100.6	120.8	140.1	169.0	180.4	215.5	230.4	260.1	323.7	374.7	2 115.3
<i>Less</i> collection costs	8.4	11.9	13.7	15.5	16.5	17.0	19.6	17.1	17.6	18.9	156.2
Net motor taxation	92.2	108.9	126.4	153.5	163.9	198.5	210.8	243.0	306.1	355.8	1 959.1
Loans	0.3	0.3	0.3	0.3	1.3	2.5	5.5	1.5	10.0	26.5	48.6
Other	6.0	4.7	3.2	3.2	3.5	2.7	3.0	3.7	29.3	48.3	107.5
Other authorities	32.9	34.6	35.2	50.7	49.4	42.9	65.9	82.9	13.2	15.5	423.1
Total road revenue	131.4	148.4	165.1	207.8	218.1	246.6	285.2	331.2	358.6	446.1	2 538.5

Notes: 1. See text for interpretation and qualification of figures in the table.
2. Figures may not add to totals due to rounding.

TABLE 6.3 VICTORIA: STATE GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)

(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	10.3	7.9	1.6	2.0	2.8	5.5	1.6	0.6	0.0	0.0	32.1
Rural arterial roads	15.1	25.2	28.9	23.0	20.9	19.2	17.7	10.7	27.9	44.0	232.5
Rural local roads	2.6	10.0	15.1	15.1	17.1	17.0	20.1	20.6	27.9	37.5	183.0
Urban arterial roads	50.5	39.3	52.2	77.0	63.1	60.7	67.3	87.4	70.8	89.7	658.0
Urban local roads	1.0	1.6	1.3	2.0	1.6	1.6	5.2	5.3	9.1	8.4	37.0
Total	79.5	83.9	99.0	119.0	105.4	104.1	111.8	124.6	135.7	179.6	1 142.5
Maintenance											
National roads	0.0	0.0	0.0	0.0	1.0	1.7	1.8	1.8	3.2	3.1	12.6
Rural arterial roads	14.9	19.8	22.3	20.9	24.1	27.6	27.5	33.5	42.0	46.7	279.2
Rural local roads	7.8	7.7	6.9	8.8	12.4	11.3	11.5	15.8	15.8	16.8	114.9
Urban arterial roads	6.2	5.9	7.9	10.2	13.0	16.4	19.1	22.2	23.4	29.5	153.8
Urban local roads	0.3	0.3	0.3	1.1	1.1	1.0	0.7	0.9	0.7	0.6	7.0
Total	29.3	33.6	37.4	41.1	51.5	57.9	60.6	74.3	85.0	96.7	567.4
Total construction and maintenance	108.8	117.5	136.5	160.1	157.0	162.0	172.4	198.9	220.7	276.3	1 710.0
Planning & research	1.0	1.9	1.3	1.5	2.6	3.7	4.1	4.9	4.8	5.6	31.3
Total road expenditure	109.8	119.3	137.8	161.6	159.6	165.7	176.5	203.8	225.5	281.8	1 741.3

TABLE 6.3 (Cont.) VICTORIA: STATE GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
Non-road expenditure											
Loan repayments	1.1	1.3	1.6	2.7	4.6	13.8	31.9	16.5	3.1	3.1	79.6
Interest payments	8.2	11.1	13.6	17.0	20.3	23.0	24.5	27.0	27.7	28.4	200.7
Other	13.9	19.1	20.2	22.6	28.9	46.6	57.6	64.7	79.0	119.8	472.2
Total	16.7	23.1	31.5	35.4	42.3	53.7	83.4	113.9	109.7	151.3	660.9

Notes 1. See text for interpretation and qualification of figures in the table.
2. Figures may not add to totals due to rounding.

TABLE 6.4 VICTORIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(*\$ million*)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural local roads	22.0	15.9	19.8	21.3	24.2	22.6	29.1	30.0	32.5	32.5	249.9
Urban arterial roads	2.3	2.4	2.9	3.0	3.4	2.6	2.8	0.0	0.0	0.0	19.3
Urban local roads	16.6	24.8	29.7	30.7	33.4	25.8	30.2	40.1	53.7	54.0	339.0
Total	40.9	43.2	52.5	55.0	61.0	51.0	62.0	70.0	86.2	86.5	608.1
Maintenance											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural local roads	18.7	13.5	16.9	18.2	20.6	40.6	50.2	38.0	48.5	50.8	315.9
Urban arterial roads	1.5	1.6	1.9	2.0	2.3	3.1	3.8	0.0	0.0	0.0	16.2
Urban local roads	14.2	21.2	25.3	26.1	28.5	40.0	53.0	69.4	83.9	93.9	455.5
Total	34.4	36.3	44.2	46.2	51.3	83.7	107.0	107.4	132.4	144.7	787.6
Total construction and maintenance	75.2	79.5	96.6	101.2	112.3	134.6	169.0	177.4	218.5	231.1	1 395.5
Planning & research	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total road expenditure	75.2	79.5	96.6	101.2	112.3	134.6	169.0	177.4	218.5	231.1	1 395.5

TABLE 6.4 (Cont.) VICTORIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Pro rata expenditure on general administration	27.9	33.4	37.8	37.9	39.6	47.5	54.7	71.2	68.5	71.2	489.7
Non-road expenditure attributable to roads											
Pro rata expenditure on											
Loan repayments	7.5	7.7	9.2	9.3	10.3	12.2	14.7	17.3	18.4	15.6	122.2
Interest payments	9.1	10.2	13.2	14.2	16.0	18.5	22.9	27.1	29.1	25.8	186.1
Total	16.6	17.9	22.4	23.5	26.3	30.7	37.6	44.4	47.5	41.4	308.3
Road works funded by private contributions	29.8	37.7	41.2	33.5	32.5	7.2	21.5	25.8	37.1	23.1	289.4

Notes 1. See text for interpretation and qualification of figures in the table.
2. Figures may not add to totals due to rounding.

TABLE 6.5 VICTORIA: TOTAL ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(*\$ million*)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	28.0	32.3	31.5	32.9	35.1	42.7	46.7	49.0	56.1	82.2	436.5
Rural arterial roads	21.7	31.9	33.4	34.5	33.2	32.5	32.0	35.8	53.7	77.9	386.4
Rural local roads	36.1	33.0	41.2	49.9	55.9	54.7	66.4	68.6	79.7	98.1	583.6
Urban arterial roads	89.1	85.6	95.3	110.0	98.5	96.0	104.5	114.9	108.5	147.2	1 049.5
Urban local roads	19.3	29.7	34.7	36.4	39.8	31.7	39.4	49.9	69.8	71.1	421.8
Total	194.2	212.4	236.1	263.6	262.4	257.6	289.0	318.2	367.6	476.5	2 877.6
Maintenance											
National roads	1.7	1.9	2.2	3.1	4.3	5.3	5.3	6.3	8.2	9.2	47.5
Rural arterial roads	18.9	21.3	22.3	20.9	24.1	27.6	27.5	33.5	42.0	47.0	285.1
Rural local roads	33.7	27.4	28.5	33.2	39.5	59.4	70.5	64.0	74.7	80.7	511.6
Urban arterial roads	7.7	7.5	9.9	12.2	15.2	19.5	22.9	22.2	23.4	31.9	172.4
Urban local roads	14.5	21.5	25.7	27.2	29.6	41.0	54.0	70.6	85.1	95.2	464.3
Total	76.5	79.5	88.5	96.6	112.7	152.7	180.2	196.7	233.3	264.0	1 480.7
Total construction and maintenance	270.7	291.9	324.6	360.2	375.1	410.3	469.2	514.8	601.0	740.4	4 358.2
Planning and research	2.2	4.8	3.5	3.9	4.3	5.5	5.8	4.9	4.8	5.6	45.3
Total road expenditure	272.9	296.7	328.1	364.1	379.4	415.9	474.9	519.7	605.7	745.9	4 403.4

Notes 1. See text for interpretation and qualification of figures in the table.
2. Figures may not add to totals due to rounding.

TABLE 6.6 VICTORIA: COMMONWEALTH ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)

(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
Construction											
National roads	49.8	59.3	64.2	60.4	58.4	58.0	60.9	57.9	59.7	82.2	610.8
Rural arterial roads	18.5	16.2	9.5	22.5	22.3	20.6	19.3	30.0	27.5	33.9	220.3
Rural local roads	32.4	17.3	13.4	26.5	26.4	23.6	23.3	21.6	20.5	28.0	232.9
Urban arterial roads	102.0	106.6	86.2	58.5	57.9	51.0	46.5	32.9	40.1	57.5	639.3
Urban local roads	4.8	8.0	8.0	7.3	8.7	6.8	5.5	5.4	7.4	8.7	70.5
Total	207.5	207.4	181.2	175.1	173.6	160.0	155.5	148.0	155.1	210.4	1 773.7
Maintenance											
National roads	4.8	4.6	4.6	6.1	6.0	5.6	4.7	5.4	5.4	6.1	53.2
Rural arterial roads	11.2	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	15.2
Rural local roads	20.1	15.1	10.2	12.0	11.7	11.8	12.0	12.2	11.0	13.1	129.1
Urban arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	2.4
Urban local roads	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.5	0.7	2.0
Total	36.0	23.3	14.8	18.1	17.8	17.3	17.1	18.0	16.9	22.6	201.9
Total construction and maintenance	243.5	230.7	196.0	193.3	191.4	177.4	172.6	165.8	172.0	233.0	1 975.5
Planning and research	3.5	7.1	4.7	4.7	3.1	2.9	2.3	0.0	0.0	0.0	28.2
Total road expenditure	247.0	237.8	200.7	198.0	194.5	180.2	174.9	165.8	172.0	233.0	2 003.7

- Notes
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert figures from current prices to constant prices.
 3. Figures may not add to total due to rounding.

TABLE 6.7 VICTORIA: STATE GOVERNMENT ROAD REVENUE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
SRA											
Vehicle registration	179.7	192.7	206.0	239.9	227.4	196.5	169.4	173.6	184.2	171.2	1 940.5
Drivers' licence fees	34.9	34.6	35.6	33.7	44.9	41.3	40.7	29.8	34.5	36.7	365.7
Road maintenance tax or State fuel tax	24.1	21.1	18.7	17.1	15.4	72.2	90.6	105.8	117.9	151.7	634.4
Other	3.4	2.9	1.9	3.0	2.7	2.1	2.1	1.1	12.0	15.1	46.4
Total motor taxation	240.9	251.1	262.3	293.6	290.4	312.3	302.8	310.3	348.6	374.7	2 986.9
<i>Less</i> collection costs	20.1	24.7	25.7	26.9	26.6	24.6	25.8	20.4	19.0	18.9	232.6
Net motor taxation	220.8	226.4	236.6	266.6	263.9	287.6	277.0	289.9	329.6	355.8	2 754.3
Loans	0.7	0.7	0.6	0.6	2.1	3.6	7.2	1.8	10.8	26.5	54.6
Other	14.4	9.7	6.0	5.6	5.6	3.9	4.0	4.4	31.6	48.3	133.3
Other authorities	78.8	71.8	65.8	88.1	79.6	62.2	86.5	98.9	14.3	15.5	661.5
Total road revenue	314.8	308.6	309.1	360.9	351.1	357.3	374.7	395.1	386.2	446.1	3 603.9

- Notes
1. See text for interpretation and qualification of figures in the table.
 2. The ABS Implicit Price Deflator of Gross Domestic Product (ABS 1985) was used to convert figures from current prices to constant prices.
 3. Figures may not add to totals due to rounding.

TABLE 6.8 VICTORIA: STATE GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)

(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	28.8	19.1	3.3	4.0	5.0	8.6	2.1	0.7	0.0	0.0	71.6
Rural arterial roads	42.4	61.2	62.0	44.8	37.7	30.0	23.9	12.8	29.6	44.0	388.5
Rural local roads	7.3	24.2	32.4	29.5	30.9	26.5	27.2	24.7	29.7	37.5	269.7
Urban arterial roads	141.8	95.4	111.8	150.4	114.2	94.7	90.9	104.6	75.2	89.7	1 068.7
Urban local roads	2.9	3.8	2.7	3.9	2.9	2.5	7.0	6.3	9.7	8.4	50.0
Total	223.2	203.6	212.1	232.6	190.7	162.3	151.1	149.2	144.1	179.6	1 848.5
Maintenance											
National roads	0.0	0.0	0.0	0.0	1.8	2.7	2.5	2.2	3.4	3.1	15.5
Rural arterial roads	41.9	48.0	47.7	40.9	43.5	43.0	37.2	40.1	44.7	46.7	433.7
Rural local roads	22.0	18.6	14.8	17.3	22.5	17.6	15.5	18.9	16.8	16.8	180.8
Urban arterial roads	17.5	14.3	17.0	19.9	23.5	25.6	25.8	26.6	24.9	29.5	224.4
Urban local roads	0.9	0.6	0.7	2.2	2.0	1.5	0.9	1.1	0.8	0.6	11.3
Total	82.3	81.6	80.2	80.3	93.2	90.4	81.8	88.9	90.3	96.7	865.7
Total construction and maintenance	305.4	285.2	292.3	312.9	283.9	252.7	232.9	238.1	234.6	276.3	2 714.3
Planning and research	2.8	4.5	2.9	3.0	4.7	5.8	5.5	5.9	5.1	5.6	45.6
Total road expenditure	308.2	289.7	295.2	315.8	288.6	258.5	238.5	244.0	239.7	281.8	2 759.9

TABLE 6.8 (Cont.) VICTORIA: STATE GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
Non-road expenditure											
Loan repayments	2.6	2.6	3.0	4.6	7.3	20.0	41.8	19.6	3.3	3.1	108.0
Interest payments	20.0	23.4	25.7	29.2	32.5	33.3	32.1	32.1	29.7	28.4	286.3
Other	33.9	40.2	38.2	39.0	46.2	67.4	75.5	76.9	84.5	119.8	621.5
Total	40.8	48.6	59.4	61.0	67.6	77.8	109.4	135.5	117.4	151.3	868.7

- Notes
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert figures from current prices to constant prices.
 3. The ABS Implicit Price Deflator of Gross National Expenditure (ABS 1985) was used to convert non-road expenditure figures from current prices to constant prices.
 4. Figures may not add to totals due to rounding.

TABLE 6.9 VICTORIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(*\$ million*)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural local roads	61.8	38.7	42.5	41.5	43.8	35.2	39.3	35.9	34.6	32.5	405.8
Urban arterial roads	6.4	5.8	6.2	5.9	6.1	4.1	3.7	0.0	0.0	0.0	38.2
Urban local roads	46.6	60.3	63.7	59.9	60.4	40.2	40.8	48.0	57.1	54.0	531.0
Total	114.7	104.8	112.4	107.4	110.3	79.5	83.8	83.8	91.6	86.5	974.8
Maintenance											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural local roads	52.6	32.8	36.2	35.5	37.3	63.3	67.8	45.5	51.6	50.8	473.2
Urban arterial roads	4.2	3.9	4.1	4.0	4.1	4.9	5.2	0.0	0.0	0.0	30.2
Urban local roads	39.7	51.5	54.3	50.9	51.5	62.5	71.6	83.1	89.2	93.9	648.1
Total	96.5	88.2	94.6	90.4	92.9	130.6	144.5	128.6	140.7	144.7	1 151.5
Total construction and maintenance	211.3	193.0	207.0	197.7	203.2	210.0	228.3	212.4	232.3	231.1	2 126.2
Planning and research	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total road expenditure	211.3	193.0	207.0	197.7	203.2	210.0	228.3	212.4	232.3	231.1	2 126.2

TABLE 6.9 (Cont.) VICTORIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
Pro rata expenditure on general administration	68.3	70.3	71.4	65.4	63.3	68.7	71.7	84.7	73.3	71.2	708.3
Non-road expenditure attributable to roads											
Pro rata expenditure on											
Loan repayments	18.4	16.2	17.4	16.0	16.5	17.7	19.3	20.6	19.7	15.6	177.3
Interest payments	22.3	21.5	24.9	24.5	25.6	26.8	30.0	32.2	31.1	25.8	264.7
Total	40.6	37.7	42.3	40.5	42.1	44.4	49.3	52.8	50.8	41.4	442.0
Road works funded by private contributions	83.7	91.5	88.3	65.5	58.8	11.2	29.1	30.9	39.4	23.1	521.4

- Notes
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert road expenditure figures and the figures for road works funded by private contributions from current prices to constant prices.
 3. The ABS Implicit Price Deflator of Gross National Expenditure (ABS 1985) was used to convert figures for those items of expenditure not fully attributable to roads from current prices to constant prices.
 4. Figures may not add to totals due to rounding.

TABLE 6.10 VICTORIA: TOTAL ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)

(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
Construction											
National roads	78.6	78.4	67.5	64.3	63.4	66.6	63.0	58.7	59.7	82.2	682.4
Rural arterial roads	60.8	77.4	71.4	67.3	60.0	50.7	43.2	42.9	57.1	77.9	608.7
Rural local roads	101.5	80.1	88.3	97.5	101.1	85.3	89.8	82.1	84.7	98.1	908.4
Urban arterial roads	250.2	207.7	204.2	214.9	178.2	149.8	141.2	137.5	115.3	147.2	1 746.2
Urban local roads	54.2	72.1	74.3	71.1	72.0	49.5	53.3	59.7	74.1	71.1	651.5
Total	545.4	515.8	505.7	515.1	474.6	401.8	390.5	380.9	390.8	476.5	4 597.0
Maintenance											
National roads	4.8	4.6	4.6	6.1	7.8	8.3	7.1	7.5	8.7	9.2	68.7
Rural arterial roads	53.1	51.7	47.7	40.9	43.5	43.0	37.2	40.1	44.7	47.0	448.9
Rural local roads	94.6	66.5	61.1	64.8	71.5	92.6	95.3	76.6	79.4	80.7	783.1
Urban arterial roads	21.7	18.2	21.1	23.8	27.5	30.4	30.9	26.6	24.9	31.9	257.1
Urban local roads	40.6	52.1	55.0	53.1	53.5	64.0	72.9	84.5	90.5	95.2	661.5
Total	214.8	193.0	189.5	188.8	203.9	238.3	243.4	235.5	248.0	264.0	2 219.1
Total construction and maintenance	760.2	708.8	695.3	703.8	678.5	640.1	633.9	616.2	638.0	740.4	6 816.0
Planning and research	6.3	11.6	7.6	7.7	7.8	8.6	7.8	5.9	5.1	5.6	73.8
Total road expenditure	766.4	720.4	702.8	711.5	686.3	648.8	641.6	622.1	643.9	745.9	6 889.7

- Notes
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert figures from current prices to constant prices.
 3. Figures may not add to totals due to rounding.

CHAPTER 7 QUEENSLAND

Details of road expenditure by the three levels of government in Queensland and State road revenue collections are shown in Tables 7.1 to 7.10.

REVENUE

The Main Roads Department is the major road construction and maintenance authority in Queensland and the main collection agency for motor vehicle taxation. The Department of Transport collects some motor vehicle taxation but does not have any role in road construction or maintenance.

The main operating fund of the Main Roads Department is the Main Roads Fund, established under authority of the *Main Roads Act* 1920-1983. All vehicle registration fees, payments from Consolidated Revenue, loan funds and a major part of Commonwealth roads grants are paid into the fund.

There are a number of other funds within the Main Roads Department which also receive motor vehicle taxation or other revenue earmarked for roadworks. These include:

- . Traffic Engineering Trust Fund
- . Road Maintenance Account
- . Commonwealth Aid Local Authority Roads Fund.

The Traffic Engineering Trust Fund receives 20 per cent of Traffic Improvement Fees; a fixed annual fee per vehicle paid with vehicle registration fees. The balance is paid into Consolidated Revenue. This revenue is spent on the provision of traffic facilities.

The Road Maintenance Account received all road maintenance charges collected by the Department of Transport until 1979 when they were abolished. About one-third of these net receipts was paid to local government authorities for maintenance of heavily trafficked roads, while the remainder was transferred to the Main Roads Fund.

The Commonwealth Aid Local Authority Roads Fund receives a portion of Commonwealth roads grants to Queensland. This amount is paid to local authorities for roadworks on most categories of roads.

Loans from the State Treasury have formed a source of revenue for roadworks in recent years. In 1979-80, they represented almost 20 per cent of the Main Roads Department's revenue from State sources. However, by 1983-84 this had fallen to only 6 per cent.

The main sources of road transport income of the Department of Transport are fees for the issue of drivers' licences collected under the Traffic Act and permit fees for goods and passenger-carrying vehicles collected under various State transport Acts. Until 1976-77 permit fees for goods vehicles were the major source of income, but because goods permit fees were reduced in 1975 and 1976 and abolished in 1977 the relative importance of fees for permits has declined.

It is significant to note that in all States except Queensland, registration revenue collections have been declining in real terms since 1978-79. In these States an increasing reliance has been placed on revenue generated from fuel franchise schemes. In the absence of a fuel franchise scheme in Queensland, registration fees have been revised periodically to compensate for the effects of inflation.

EXPENDITURE

While the Main Roads Department is the chief road construction authority, road work or road financing by other State agencies has represented a substantial 18 per cent of total State road expenditure in 1983-84.

The main agency funding road expenditure besides the Main Roads Department is the State Treasury. The expenditure takes the form of grants to local government authorities for roadworks.

Annual charges are made to local authorities for benefits arising from the expenditure incurred by the Main Roads Department on the construction and maintenance of declared roads in their respective areas. Currently, local authorities are required to meet the following proportion of expenditure:

- | | |
|------------------------|---|
| . main roads and urban | |
| sub-arterial roads; | 10 per cent on maintenance
nil on permanent works |
| . secondary roads; | 10 per cent on maintenance
15 per cent on permanent works. |

Local authorities are required to reimburse to the Main Roads Department the charges for ordinary maintenance during the year following that in which the expenditure was incurred. In the case of special maintenance works, the amounts may be reimbursed with interest to the Main Roads Department over a period not exceeding 10 years.

The amounts charged to local authorities for permanent works, however, are deemed to be loans from the Treasury, repayable with interest over a 30-year term. Benefits accrue to the Main Roads Department by the principal sum of such loans being offset against the loan indebtedness of the Main Roads Department to the Treasury.

Other agencies undertaking roadworks include the Co-ordinator General's Department, Forestry Commission, Water Resources Commission, Port of Brisbane Authority, the Departments of Lands, Mines, and Harbours and Marine, the Brisbane Forest Park Authority and the National Parks and Wildlife service.

NON-ROAD EXPENDITURE

The main items of non-road expenditure are debt servicing and the 80 per cent of Traffic Improvement fees paid into Consolidated Revenue.

COLLECTION COSTS

Identified collection costs are those incurred by the Main Roads Department and the Department of Transport. Collection costs have declined from 17 per cent of gross motor taxation in 1974-75 to 9 per cent in 1983-84.

TABLE 7.1 QUEENSLAND: COMMONWEALTH ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
Construction											
National roads	17.8	25.2	29.2	33.5	34.8	38.1	42.1	41.5	50.0	72.9	385.1
Rural arterial roads	20.9	19.5	18.7	22.8	25.0	26.7	29.5	31.1	42.5	59.6	296.2
Rural local roads	14.4	15.0	17.3	19.5	19.5	19.5	23.9	26.3	30.8	40.0	226.3
Urban arterial roads	19.1	19.7	17.7	11.2	12.2	13.5	14.6	16.8	19.7	27.1	171.5
Urban local roads	1.1	2.0	2.3	3.9	4.2	4.6	3.6	0.2	0.3	0.1	22.2
Total	73.2	81.5	85.3	90.9	95.6	102.3	113.8	115.9	143.2	199.6	1 101.2
Maintenance											
National roads	5.0	6.1	7.4	8.5	10.8	10.9	14.3	18.5	22.3	34.4	138.2
Rural arterial roads	2.5	1.7	1.3	0.9	1.0	0.8	0.6	0.6	0.3	3.4	13.1
Rural local roads	4.0	3.8	2.2	2.1	2.1	3.1	3.0	5.6	5.7	7.8	39.4
Urban arterial roads	1.1	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.1	2.1
Urban local roads	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.5
Total	12.7	12.0	11.5	11.5	13.9	14.8	18.5	24.6	28.3	45.6	193.3
Total construction and maintenance	85.9	93.5	96.7	102.4	109.5	117.1	132.2	140.6	171.5	245.2	1 294.6
Planning & research	0.6	1.1	1.2	1.4	1.0	1.1	1.0	0.0	0.0	0.0	7.2
Total road expenditure	86.5	94.6	97.9	103.8	110.4	118.1	133.2	140.6	171.5	245.2	1 301.8

Notes 1. See text for interpretation and qualification of figures in the table.
2. Figures may not add to totals due to rounding.

TABLE 7.2 QUEENSLAND: STATE GOVERNMENT ROAD REVENUE, 1974-75 TO 1983-84 (CURRENT PRICES)

(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
SRA											
Vehicle registration	33.7	48.5	54.3	58.8	73.9	77.2	83.0	131.8	141.1	148.8	851.0
Drivers' licence fees	1.9	3.9	5.4	5.6	7.6	8.4	10.2	15.3	17.7	19.8	95.7
Road maintenance tax or State fuel tax	5.1	5.0	5.3	5.4	5.5	1.4	0.2	0.1	0.1	0.0	28.1
Other	7.1	6.8	6.4	4.2	3.7	4.0	5.4	2.5	3.0	3.2	46.3
Total motor taxation	47.7	64.3	71.4	74.1	90.6	91.0	98.7	149.7	161.9	171.9	1 021.4
<i>Less</i> collection costs	8.1	10.1	11.2	11.4	11.8	11.1	13.3	14.5	16.6	15.3	123.4
Net motor taxation	39.6	54.2	60.2	62.7	78.8	79.9	85.5	135.2	145.3	156.6	897.9
Loans	5.9	2.2	13.8	12.2	7.0	17.6	21.2	13.1	19.5	12.8	125.4
Other	2.1	1.5	0.5	1.1	1.3	1.1	2.7	2.5	1.3	2.8	16.9
Other authorities	13.2	16.0	21.3	28.8	25.1	30.1	38.7	34.8	33.7	32.9	274.5
Total road revenue	60.9	73.9	95.8	104.8	112.1	128.8	148.1	185.7	199.8	205.1	1 315.0

Notes 1. See text for interpretation and qualification of figures in the table.
 2. Figures may not add to totals due to rounding.

TABLE 7.3 QUEENSLAND: STATE GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(*\$ million*)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	0.0	0.0	0.5	4.7	1.6	3.8	5.8	6.5	5.9	4.9	33.8
Rural arterial roads	20.2	23.1	39.7	31.2	27.6	33.5	30.0	50.4	55.1	47.7	358.5
Rural local roads	7.2	7.7	8.7	11.9	10.8	13.9	25.6	34.6	26.1	25.3	171.8
Urban arterial roads	4.5	2.8	6.9	13.5	22.0	21.9	15.4	17.6	19.9	18.8	143.2
Urban local roads	1.1	0.8	1.7	2.1	2.0	2.6	3.8	3.4	3.3	3.4	24.3
Total	33.0	34.4	57.5	63.4	64.0	75.7	80.6	112.5	110.4	100.0	731.4
Maintenance											
National roads	0.0	0.0	0.1	1.0	1.4	1.5	1.7	2.0	2.6	1.0	11.2
Rural arterial roads	16.8	20.6	20.8	19.2	21.3	23.7	27.4	35.3	40.0	50.4	275.4
Rural local roads	2.9	2.7	6.7	6.7	9.4	8.9	12.8	14.9	13.8	18.7	97.5
Urban arterial roads	3.3	4.2	4.9	5.1	7.2	6.1	6.9	8.2	8.7	8.7	63.3
Urban local roads	0.1	0.1	0.1	0.1	0.1	0.1	2.0	0.1	0.0	0.1	2.7
Total	23.0	27.5	32.5	32.1	39.3	40.1	50.7	60.5	65.1	78.8	449.6
Total construction and maintenance	55.9	61.9	90.0	95.4	103.2	115.8	131.3	173.0	175.5	178.7	1 180.8
Planning & research	0.3	0.4	0.5	0.6	0.7	0.8	1.0	1.3	1.8	1.7	9.0
Total road expenditure	56.2	62.3	90.5	96.0	103.9	116.5	132.2	174.2	177.3	180.5	1 189.6

TABLE 7.3 (Cont.) QUEENSLAND: STATE GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(*\$ million*)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Non-road expenditure											
Loan repayments	0.7	0.8	0.7	0.8	0.9	0.9	1.1	0.9	0.4	0.6	7.7
Interest payments	-0.1	0.2	0.1	1.4	1.9	2.3	3.8	5.9	8.5	8.1	32.0
Other	5.4	6.1	5.8	4.5	6.0	6.7	8.1	13.0	15.1	14.4	85.1
Total	6.0	7.1	6.6	6.7	8.8	9.9	13.1	19.9	24.0	23.1	125.1

Notes 1. See text for interpretation and qualification of figures in the table.
2. Figures may not add to totals due to rounding.

TABLE 7.4 QUEENSLAND: LOCAL GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
Construction											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural local roads	21.7	20.7	20.6	22.3	24.0	44.4	40.5	36.1	48.9	56.1	335.3
Urban arterial roads	2.0	2.3	2.2	2.4	2.5	3.7	3.4	0.0	0.0	0.0	18.5
Urban local roads	13.8	19.1	18.2	19.0	19.6	29.6	27.0	37.2	41.3	47.9	272.7
Total	37.5	42.2	40.9	43.7	46.1	77.7	70.9	73.3	90.2	104.0	626.5
Maintenance											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural local roads	17.7	17.0	16.8	18.3	19.7	16.1	26.9	32.6	35.3	44.8	245.2
Urban arterial roads	1.0	1.1	1.1	1.2	1.3	1.1	1.7	0.0	0.0	0.0	8.5
Urban local roads	11.3	15.7	14.9	15.6	16.0	13.9	23.3	35.8	43.8	46.3	236.5
Total	30.0	33.8	32.8	35.0	36.9	31.1	51.9	68.4	79.1	91.1	490.1
Total construction and maintenance	67.5	75.9	73.7	78.7	83.1	108.8	122.8	141.7	169.4	195.1	1 116.8
Planning & research	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total road expenditure	67.5	75.9	73.7	78.7	83.1	108.8	122.8	141.7	169.4	195.1	1 116.8

TABLE 7.4 (Cont.) QUEENSLAND: LOCAL GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(*\$ million*)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Pro rata expenditure on general administration	13.8	18.7	23.4	26.6	26.7	22.9	24.6	27.4	36.4	27.7	248.2
Non-road expenditure attributable to roads											
Pro rata expenditure on											
Loan repayments	7.0	8.0	8.6	9.1	10.2	11.9	12.8	14.2	15.3	14.6	111.7
Interest payments	8.3	11.0	12.8	15.0	17.3	19.5	22.7	27.0	33.3	35.0	201.9
Total	15.3	19.0	21.4	24.1	27.5	31.4	35.5	41.2	48.6	49.6	313.6
Road works funded by private contributions	12.7	10.0	13.2	8.9	12.6	2.7	2.6	7.1	6.7	10.0	86.5

Notes 1. See text for interpretation and qualification of figures in the table.
2. Figures may not add to totals due to rounding.

TABLE 7.5 QUEENSLAND: TOTAL ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
Construction											
National roads	17.8	25.2	29.8	38.2	36.4	41.9	48.0	48.0	55.9	77.7	418.8
Rural arterial roads	41.1	42.6	58.4	54.0	52.6	60.2	59.4	81.5	97.6	107.3	654.7
Rural local roads	43.3	43.5	46.6	53.8	54.4	77.8	90.0	97.0	105.8	121.4	733.4
Urban arterial roads	25.7	24.8	26.8	27.1	36.6	39.1	33.4	34.4	39.6	45.8	333.2
Urban local roads	16.0	22.0	22.1	25.0	25.8	36.8	34.5	40.8	44.9	51.4	319.2
Total	143.7	158.0	183.7	198.0	205.7	255.7	265.2	301.7	343.8	403.6	2 459.1
Maintenance											
National roads	5.0	6.1	7.5	9.5	12.2	12.4	16.0	20.5	24.9	35.3	149.4
Rural arterial roads	19.3	22.3	22.1	20.1	22.3	24.5	28.0	35.9	40.3	53.7	288.6
Rural local roads	24.7	23.5	25.8	27.1	31.2	28.1	42.8	53.1	54.8	71.3	382.1
Urban arterial roads	5.4	5.8	6.5	6.3	8.5	7.2	8.6	8.2	8.7	8.8	73.9
Urban local roads	11.3	15.7	14.9	15.6	16.2	14.0	25.8	35.9	43.8	46.4	239.6
Total	65.7	73.3	76.8	78.6	90.1	86.0	121.1	153.5	172.6	215.5	1 133.1
Total construction and maintenance	209.3	231.3	260.4	276.5	295.7	341.7	386.3	455.3	516.5	619.1	3 592.2
Planning and research	0.9	1.5	1.7	2.0	1.7	1.8	2.0	1.3	1.8	1.7	16.2
Total road expenditure	210.2	232.8	262.1	278.5	297.4	343.5	388.2	456.5	518.2	620.8	3 608.1

Notes 1. See text for interpretation and qualification of figures in the table.
2. Figures may not add to totals due to rounding.

TABLE 7.6 QUEENSLAND: COMMONWEALTH ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)

(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
Construction											
National roads	49.9	61.3	62.6	65.4	62.9	59.4	56.9	49.7	53.2	72.9	594.1
Rural arterial roads	58.7	47.3	40.1	44.5	45.2	41.7	39.8	37.2	45.2	59.6	459.3
Rural local roads	40.4	36.5	37.1	38.2	35.3	30.4	32.3	31.5	32.7	40.0	354.4
Urban arterial roads	53.7	47.9	37.9	21.9	22.0	21.0	19.8	20.1	20.9	27.1	292.2
Urban local roads	3.0	4.9	4.9	7.6	7.6	7.1	4.9	0.2	0.3	0.1	40.6
Total	205.6	197.8	182.6	177.6	172.9	159.6	153.7	138.7	152.2	199.6	1 740.4
Maintenance											
National roads	14.1	14.7	15.9	16.7	19.6	17.0	19.4	22.1	23.7	34.4	197.5
Rural arterial roads	7.1	4.1	2.9	1.7	1.7	1.3	0.9	0.7	0.3	3.4	24.1
Rural local roads	11.3	9.2	4.8	4.1	3.8	4.8	4.1	6.7	6.1	7.8	62.7
Urban arterial roads	3.1	1.1	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	5.3
Urban local roads	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.6
Total	35.6	29.2	24.5	22.4	25.1	23.0	25.0	29.5	30.1	45.6	290.1
Total construction and maintenance	241.3	227.0	207.1	200.1	198.0	182.6	178.6	168.3	182.3	245.2	2 030.6
Planning and research	1.6	2.6	2.5	2.7	1.8	1.7	1.3	0.0	0.0	0.0	14.1
Total road expenditure	242.8	229.6	209.7	202.8	199.8	184.3	179.9	168.3	182.3	245.2	2 044.7

- Notes
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert figures from current prices to constant prices.
 3. Figures may not add to totals due to rounding.

TABLE 7.7 QUEENSLAND: STATE GOVERNMENT ROAD REVENUE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
SRA											
Vehicle registration	80.6	100.9	101.7	102.2	118.9	111.8	109.1	157.2	151.9	148.8	1 183.1
Drivers' licence fees	4.5	8.2	10.1	9.7	12.2	12.2	13.4	18.3	19.1	19.8	127.3
Road maintenance tax											
or State fuel tax	12.2	10.4	10.0	9.5	8.8	2.1	0.2	0.1	0.1	0.0	53.4
Other	16.9	14.2	11.9	7.4	5.9	5.8	7.1	3.0	3.2	3.2	78.6
Total motor taxation	114.3	133.7	133.7	128.7	145.9	131.9	129.7	178.6	174.4	171.9	1 442.8
<i>Less</i> collection costs	19.4	21.0	21.0	19.8	19.0	16.1	17.5	17.3	17.9	15.3	184.3
Net motor taxation	94.8	112.7	112.6	108.9	126.8	115.8	112.4	161.3	156.5	156.6	1 258.3
Loans	14.2	4.6	25.7	21.2	11.3	25.6	27.9	15.7	21.0	12.8	179.9
Other	5.0	3.1	0.8	2.0	2.0	1.6	3.6	3.0	1.4	2.8	25.3
Other authorities	31.6	33.2	39.9	50.0	40.4	43.6	50.9	41.5	36.3	32.9	400.2
Total road revenue	145.9	153.7	179.3	182.0	180.5	186.6	194.6	221.5	215.2	205.1	1 864.4

- Notes
1. See text for interpretation and qualification of figures in the table.
 2. The ABS Implicit Price Deflator of Gross Domestic Product (ABS 1985) was used to convert figures from current prices to constant prices.
 3. Figures may not add to totals due to rounding.

TABLE 7.8 QUEENSLAND: STATE GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(*\$ million*)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	0.0	0.0	1.1	9.2	2.9	5.9	7.9	7.8	6.3	4.9	46.0
Rural arterial roads	56.7	56.1	85.0	61.0	49.9	52.3	40.5	60.3	58.6	47.7	568.1
Rural local roads	20.2	18.7	18.6	23.3	19.5	21.7	34.5	41.4	27.7	25.3	251.0
Urban arterial roads	12.6	6.8	14.8	26.4	39.8	34.2	20.8	21.1	21.2	18.8	216.3
Urban local roads	3.1	1.9	3.6	4.1	3.6	4.1	5.2	4.1	3.6	3.4	36.6
Total	92.7	83.5	123.2	123.9	115.8	118.1	108.8	134.7	117.4	100.0	1 117.9
Maintenance											
National roads	0.0	0.0	0.2	1.9	2.4	2.4	2.2	2.4	2.8	1.0	15.4
Rural arterial roads	47.2	50.0	44.6	37.5	38.5	37.0	37.0	42.3	42.5	50.4	426.9
Rural local roads	8.1	6.6	14.4	13.1	17.0	13.9	17.3	17.8	14.7	18.7	141.5
Urban arterial roads	9.3	10.2	10.5	10.0	13.0	9.5	9.3	9.8	9.3	8.7	99.6
Urban local roads	0.2	0.2	0.2	0.1	0.3	0.1	2.7	0.1	0.0	0.1	3.9
Total	64.6	66.8	69.6	62.7	71.1	62.6	68.6	72.4	69.2	78.8	686.3
Total construction and maintenance	157.0	150.3	192.8	186.4	186.7	180.7	177.4	207.1	186.6	178.7	1 803.6
Planning and research	0.8	1.0	1.0	1.2	1.3	1.2	1.4	1.6	1.9	1.7	12.9
Total road expenditure	157.8	151.3	193.9	187.6	188.0	181.7	178.6	208.5	188.5	180.5	1 816.2

TABLE 7.8 (Cont.) QUEENSLAND: STATE GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Non-road expenditure											
Loan repayments	1.7	1.6	1.4	1.4	1.5	1.2	1.4	1.1	0.4	0.6	12.3
Interest payments	-0.2	0.4	0.2	2.4	3.0	3.4	5.0	7.0	9.1	8.1	38.2
Other	13.2	12.9	11.0	7.8	9.6	9.7	10.6	15.5	16.2	14.4	120.7
Total	14.7	15.0	12.5	11.6	14.1	14.3	17.2	23.7	25.6	23.1	171.6

- Notes*
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert figures from current prices to constant prices.
 3. The ABS Implicit Price Deflator of Gross National Expenditure (ABS 1985) was used to convert non-road expenditure figures from current prices to constant prices.
 4. Figures may not add to totals due to rounding.

TABLE 7.9 QUEENSLAND: LOCAL GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural local roads	60.8	50.4	44.0	43.6	43.5	69.2	54.7	43.2	52.0	56.1	517.6
Urban arterial roads	5.7	5.5	4.7	4.6	4.5	5.8	4.6	0.0	0.0	0.0	35.5
Urban local roads	38.7	46.5	38.9	37.2	35.4	46.2	36.5	44.5	43.9	47.9	415.7
Total	105.2	102.4	87.7	85.4	83.4	121.2	95.8	87.7	95.9	104.0	968.8
Maintenance											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural local roads	49.8	41.2	36.1	35.7	35.6	25.1	36.3	39.0	37.5	44.8	381.1
Urban arterial roads	2.8	2.8	2.4	2.3	2.3	1.7	2.3	0.0	0.0	0.0	16.5
Urban local roads	31.7	38.0	31.8	30.4	29.0	21.7	31.5	42.9	46.6	46.3	349.8
Total	84.3	82.0	70.3	68.4	66.8	48.5	70.1	81.9	84.1	91.1	747.5
Total construction and maintenance	189.5	184.4	158.0	153.8	150.3	169.8	165.9	169.6	180.1	195.1	1 716.4
Planning and research	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total road expenditure	189.5	184.4	158.0	153.8	150.3	169.8	165.9	169.6	180.1	195.1	1 716.4

TABLE 7.9 (Cont.) QUEENSLAND: LOCAL GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
Pro rata expenditure on general administration	33.8	39.4	44.2	45.9	42.7	33.1	32.3	32.6	39.0	27.7	370.6
Non-road expenditure attributable to roads											
Pro rata expenditure on											
Loan repayments	17.1	16.9	16.3	15.7	16.3	17.2	16.8	16.9	16.4	14.6	164.1
Interest payments	20.3	23.2	24.2	25.9	27.7	28.2	29.8	32.1	35.6	35.0	281.9
Total	37.5	40.0	40.4	41.6	44.0	45.4	46.5	49.0	52.0	49.6	446.0
Road works funded by private contributions	35.7	24.3	28.3	17.4	22.8	4.2	3.5	8.5	7.1	10.0	161.7

- Notes
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert road expenditure figures and the figures for road works funded by private contributions from current prices to constant prices.
 3. The ABS Implicit Price Deflator of Gross National Expenditure (ABS 1985) was used to convert figures for those items of expenditure not fully attributable to roads from current prices to constant prices.
 4. Figures may not add to totals due to rounding.

TABLE 7.10 QUEENSLAND: TOTAL ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1984 PRICES)

(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
Construction											
National roads	49.9	61.3	63.8	74.6	65.8	65.4	64.8	57.5	59.4	77.7	640.1
Rural arterial roads	115.4	103.4	125.1	105.5	95.1	94.0	80.3	97.6	103.8	107.3	1 027.3
Rural local roads	121.5	105.5	99.8	105.1	98.4	121.3	121.6	116.1	112.5	121.4	1 123.0
Urban arterial roads	72.0	60.2	57.4	52.9	66.3	61.0	45.1	41.2	42.1	45.8	544.0
Urban local roads	44.8	53.3	47.4	48.9	46.6	57.4	46.6	48.8	47.8	51.4	493.0
Total	403.5	383.7	393.5	386.9	372.1	398.9	385.3	361.1	365.5	403.6	3 827.1
Maintenance											
National roads	14.1	14.7	16.1	18.6	22.0	19.4	21.6	24.5	26.5	35.3	212.8
Rural arterial roads	54.3	54.2	47.4	39.2	40.3	38.3	37.9	43.0	42.8	53.7	450.9
Rural local roads	69.2	57.0	55.2	52.9	56.4	43.8	57.8	63.6	58.3	71.3	585.3
Urban arterial roads	15.2	14.1	13.9	12.3	15.3	11.2	11.6	9.8	9.3	8.8	121.4
Urban local roads	31.8	38.2	32.0	30.5	29.2	21.8	34.8	43.0	46.6	46.4	354.3
Total	184.5	177.9	164.4	153.5	163.0	134.1	163.6	183.7	183.4	215.5	1 723.8
Total construction and maintenance	587.7	561.6	557.9	540.3	535.0	533.1	521.9	545.0	549.0	619.1	5 550.5
Planning and research	2.4	3.6	3.5	3.9	3.1	2.8	2.7	1.6	1.9	1.7	27.0
Total road expenditure	590.2	565.2	561.5	544.2	538.0	535.8	524.4	546.4	550.9	620.8	5 577.3

- Notes
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert figures from current prices to constant prices.
 3. Figures may not add to totals due to rounding.

CHAPTER 8 WESTERN AUSTRALIA

Details of road expenditure by the three levels of government in Western Australia and State road revenue collections are shown in Tables 8.1 to 8.10.

REVENUE AND EXPENDITURE

There are a number of State agencies in Western Australia responsible for administering State legislation relating to roads and the collection and expenditure of road related revenue. These include the Main Roads Department, the Police Department (previously the Road Traffic Authority which was abolished in 1981) and the Transport Commission.

The main sources of road revenue, vehicle registration fees together with drivers' licence fees and certain other fees, are collected by the Police Department. The major part of road related revenue is paid into the Main Roads Trust Account. However, drivers' licence fees are paid into Consolidated Revenue and subsequently passed to the National Safety Council and Police Department where they are spent on driver education and similiar schemes.

Apart from the motor vehicle licence, renewal and transfer fees collected by the Police Department, all other motor vehicle charges are collected by the Transport Commission. These charges relate to the regulation of omnibuses and commercial goods vehicles. The most important of these was the road maintenance charge which was replaced by a fuel franchise licensing scheme on 1 July 1979. However, while the fees under the schemes in other States are largely based on value of fuel sold, the Western Australian fee is based on quantity sold.

Apart from the charges noted above, the main revenues of the Transport Commission are from various Government assisted road transport services. Finance is provided from Consolidated Revenue for subsidising various transport services and to enable concession travel into and out of remote areas by students and pensioners. Subsidised services include the movement of grains and fertilisers, the air

transport of perishable goods to remote areas and some regular country transport services.

The Main Roads Trust Fund is the only operating account of the Main Roads Department, which is the major road construction and maintenance agency for the State. The Main Roads Department also operates the Railway Crossing Protection Fund. This fund is financed by appropriations from the Main Roads Trust Fund of one-half of the fees for transfer of motor vehicle licences issued in the Perth Statistical Division and the whole of such fees for other areas. This revenue is used to finance safety improvements at level crossings throughout the State and is included as road expenditure in this Paper.

The only other State agencies which have undertaken significant roadworks during the period are the State Housing Commission and the Forests Department. In addition, the Metropolitan Regional Planning Authority spends some of its funds on land acquisition for new roads and road widening. These road expenditures are included in the statistics presented in the tables.

NON-ROAD EXPENDITURE

As noted earlier, certain components of some revenue charges are specifically earmarked for non-road related purposes. These are the vehicle licence fees paid to the Transport commission, and drivers' licence and miscellaneous registration fees paid into Consolidated Revenue. Debt servicing charges in Western Australia are small.

COLLECTION COSTS

It has not been possible to obtain an accurate estimate of collection costs incurred by each of the revenue collecting agencies. All motor vehicle licence revenue is paid to the Main Roads Department in full, without deducting collection costs. Therefore, collection costs form part of the expenditure of the Police Department.

TABLE 8.1 WESTERN AUSTRALIA: COMMONWEALTH ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)

(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	8.4	12.7	11.8	18.9	19.1	20.5	24.3	19.1	25.6	34.9	195.2
Rural arterial roads	12.1	9.9	8.4	10.0	10.5	11.5	12.0	13.2	16.2	22.6	126.4
Rural local roads	7.1	8.2	9.6	11.0	12.0	13.2	13.7	14.2	12.2	20.8	122.1
Urban arterial roads	18.4	23.0	21.4	11.5	12.4	13.3	14.3	15.5	20.6	29.7	180.0
Urban local roads	0.5	1.1	1.4	2.4	2.6	2.8	3.1	3.3	3.5	4.8	25.5
Total	46.5	54.9	52.6	53.9	56.6	61.3	67.5	65.3	78.1	112.7	649.3
Maintenance											
National roads	2.1	3.1	2.1	4.6	4.4	5.1	5.1	11.0	13.4	16.6	67.5
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.5	0.2	0.7	1.7
Rural local roads	2.9	3.5	3.2	4.3	3.9	4.3	5.5	7.3	9.4	11.1	55.3
Urban arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Urban local roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	5.0	6.5	5.3	8.9	8.3	9.4	11.0	18.8	23.0	28.4	124.6
Total construction and maintenance	51.5	61.4	57.9	62.8	64.9	70.7	78.4	84.1	101.1	141.1	773.9
Planning & research	0.6	0.9	0.9	0.7	0.6	0.7	0.6	0.0	0.0	0.0	5.0
Total road expenditure	52.1	62.4	58.7	63.5	65.5	71.3	79.0	84.1	101.1	141.1	778.8

- Notes* 1. See text for interpretation and qualification of figures in the table.
 2. Figures may not add to totals due to rounding.

TABLE 8.2 WESTERN AUSTRALIA: STATE GOVERNMENT ROAD REVENUE, 1974-75 TO 1983-84 (CURRENT PRICES)
(*\$ million*)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
SRA											
Vehicle registration	22.7	28.2	31.4	39.7	43.8	50.1	50.7	57.0	63.0	72.5	459.1
Drivers' licence fees	1.3	2.2	1.6	1.7	3.0	5.0	5.5	9.5	9.6	11.7	51.2
Road maintenance tax or State fuel tax	4.2	4.5	4.6	5.2	6.2	16.3	24.4	29.0	33.9	41.3	169.6
Other	2.0	8.3	8.4	9.1	10.9	2.7	3.3	4.3	5.1	3.8	57.9
Total motor taxation	30.2	43.2	46.0	55.7	63.9	74.0	84.0	99.8	111.6	129.3	737.8
<i>Less</i> collection costs	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.3	0.9
Net motor taxation	30.2	43.2	46.0	55.7	63.9	74.0	83.8	99.6	111.4	129.1	736.7
Loans	0.0	0.5	1.0	0.8	1.0	0.6	1.8	0.2	1.5	1.8	9.2
Other	0.3	2.3	0.5	3.0	2.9	8.7	8.1	8.3	8.5	3.3	45.7
Other authorities	4.3	5.4	5.3	5.8	4.0	7.6	15.3	7.3	9.3	4.6	68.9
Total road revenue	34.7	51.3	52.8	65.3	71.9	90.8	109.0	115.4	130.7	138.8	860.6

Notes 1. See text for interpretation and qualification of figures in the table.
2. Figures may not add to totals due to rounding.

TABLE 8.3 WESTERN AUSTRALIA: STATE GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)

(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	0.3	0.8	0.6	3.8	4.8	0.8	7.5	0.7	0.3	1.0	20.6
Rural arterial roads	5.0	7.3	12.0	12.5	15.3	24.7	25.3	16.7	22.1	20.7	161.5
Rural local roads	8.5	11.1	13.5	4.9	5.5	6.0	7.7	11.4	12.4	8.3	89.2
Urban arterial roads	3.3	2.0	5.6	15.4	19.7	25.2	21.8	31.1	35.6	31.3	190.9
Urban local roads	1.6	1.2	1.5	1.5	0.8	1.3	1.4	1.8	2.5	3.7	17.2
Total	18.7	22.3	33.2	37.9	46.1	57.9	63.8	61.7	72.9	64.9	479.5
Maintenance											
National roads	0.0	0.0	0.0	0.0	0.1	0.6	0.8	0.0	0.0	0.2	1.7
Rural arterial roads	5.3	7.2	10.7	10.5	12.8	16.2	16.6	21.8	25.0	26.0	152.2
Rural local roads	1.2	1.4	2.2	2.8	3.5	3.8	2.5	1.3	2.5	2.9	23.9
Urban arterial roads	1.3	1.6	1.8	1.7	3.8	3.4	2.8	3.3	3.5	8.3	31.4
Urban local roads	1.0	1.2	1.3	0.1	0.1	0.1	0.1	0.1	0.1	0.1	4.0
Total	8.8	11.4	15.9	15.1	20.3	24.0	22.8	26.5	31.1	37.5	213.2
Total construction and maintenance	27.4	33.7	49.1	53.0	66.4	81.9	86.5	88.2	104.0	102.3	692.7
Planning & research	0.4	0.9	0.8	0.8	1.0	0.9	1.2	1.3	1.7	1.3	10.1
Total road expenditure	27.8	34.6	49.9	53.8	67.4	82.8	87.7	89.5	105.7	103.6	702.8

TABLE 8.3 (Cont.) WESTERN AUSTRALIA: STATE GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Non-road expenditure											
Loan repayments	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.3	0.3	0.3	1.5
Interest payments	0.3	0.3	0.4	0.5	0.6	0.6	0.8	1.0	1.1	1.3	6.8
Other	5.5	7.3	7.4	8.2	9.8	10.5	13.8	23.5	26.0	31.1	143.1
Total	5.8	7.6	7.8	8.8	10.4	11.3	14.8	24.7	27.4	32.7	151.4

Notes 1. See text for interpretation and qualification of figures in the table.
2. Figures may not add to totals due to rounding.

TABLE 8.4 WESTERN AUSTRALIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)

(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural local roads	6.6	8.0	9.1	10.0	11.7	5.6	5.4	15.4	21.5	14.3	107.6
Urban arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Urban local roads	6.9	9.0	10.7	12.2	14.9	15.1	14.7	19.3	15.9	17.3	136.1
Total	13.5	17.0	19.8	22.1	26.7	20.7	20.1	34.6	37.4	31.6	243.6
Maintenance											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural local roads	4.4	5.3	6.1	6.6	7.8	12.2	14.7	8.5	11.9	12.4	89.9
Urban arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Urban local roads	4.6	6.0	7.1	8.1	10.0	8.4	10.1	13.4	13.7	16.4	97.8
Total	9.0	11.3	13.2	14.8	17.8	20.6	24.8	21.8	25.6	28.8	187.6
Total construction and maintenance	22.5	28.3	33.1	36.9	44.5	41.3	44.9	56.5	63.0	60.4	431.3
Planning & research	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total road expenditure	22.5	28.3	33.1	36.9	44.5	41.3	44.9	56.5	63.0	60.4	431.3

TABLE 8.4 (Cont.) WESTERN AUSTRALIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Pro rata expenditure on general administration	4.9	5.6	6.5	9.3	12.2	11.9	12.9	15.2	17.0	15.0	110.5
Non-road expenditure attributable to roads											
Pro rata expenditure on											
Loan repayments	3.9	3.9	4.5	5.1	6.1	6.3	7.0	8.8	9.3	9.0	63.9
Interest payments	3.4	4.1	5.1	5.9	7.7	7.1	8.1	9.8	12.0	11.2	74.4
Total	7.3	8.0	9.6	11.0	13.8	13.4	15.1	18.6	21.3	20.2	138.3
Road works funded by private contributions	5.7	5.7	6.4	6.0	5.0	1.2	3.0	3.4	2.5	2.8	41.8

Notes 1. See text for interpretation and qualification of figures in the table.
2. Figures may not add to totals due to rounding.

TABLE 8.5 WESTERN AUSTRALIA: TOTAL ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)

(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
Construction											
National roads	8.7	13.5	12.4	22.7	23.9	21.3	31.8	19.8	25.9	35.9	215.9
Rural arterial roads	17.2	17.2	20.4	22.5	25.8	36.2	37.3	29.9	38.4	43.2	287.9
Rural local roads	22.2	27.3	32.3	25.8	29.3	24.8	26.8	41.0	46.1	43.4	318.9
Urban arterial roads	21.7	25.0	27.0	26.9	32.1	38.5	36.1	46.6	56.1	60.9	370.9
Urban local roads	9.0	11.3	13.6	16.1	18.3	19.2	19.2	24.4	22.0	25.7	178.8
Total	78.7	94.2	105.7	113.9	129.4	139.9	151.3	161.6	188.4	209.2	1 372.3
Maintenance											
National roads	2.1	3.1	2.1	4.6	4.5	5.7	5.9	11.0	13.4	16.8	69.2
Rural arterial roads	5.3	7.2	10.7	10.5	12.8	16.2	16.9	22.3	25.2	26.7	153.9
Rural local roads	8.5	10.2	11.4	13.7	15.2	20.2	22.7	17.1	23.7	26.4	169.1
Urban arterial roads	1.3	1.6	1.8	1.7	3.8	3.4	2.8	3.3	3.5	8.3	31.4
Urban local roads	5.6	7.2	8.4	8.2	10.1	8.5	10.2	13.5	13.8	16.5	101.9
Total	22.7	29.2	34.4	38.7	46.4	53.9	58.5	67.1	79.7	94.7	525.4
Total construction and maintenance	101.4	123.4	140.1	152.7	175.8	193.8	209.9	228.8	268.2	303.8	1 897.8
Planning and research	1.0	1.8	1.6	1.5	1.5	1.6	1.8	1.3	1.7	1.3	15.2
Total road expenditure	102.4	125.3	141.7	154.2	177.3	195.4	211.6	230.1	269.8	305.1	1 912.9

Notes 1. See text for interpretation and qualification of figures in the table.
 2. Figures may not add to totals due to rounding.

TABLE 8.6 WESTERN AUSTRALIA: COMMONWEALTH ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	23.5	30.8	25.3	36.9	34.5	32.0	32.8	22.9	27.2	34.9	300.8
Rural arterial roads	34.1	24.0	18.0	19.5	19.0	17.9	16.2	15.8	17.3	22.6	204.4
Rural local roads	19.9	20.0	20.5	21.5	21.8	20.6	18.5	17.0	13.0	20.8	193.7
Urban arterial roads	51.6	55.8	45.8	22.6	22.3	20.7	19.4	18.6	21.9	29.7	308.3
Urban local roads	1.4	2.7	3.0	4.8	4.7	4.4	4.2	4.0	3.7	4.8	37.6
Total	130.5	133.3	112.7	105.2	102.3	95.6	91.2	78.2	83.0	112.7	1 044.7
Maintenance											
National roads	5.8	7.5	4.5	9.0	7.9	8.0	6.9	13.2	14.3	16.6	93.7
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.6	0.2	0.7	2.0
Rural local roads	8.1	8.4	6.8	8.4	7.1	6.6	7.5	8.7	9.9	11.1	82.8
Urban arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Urban local roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	14.0	15.9	11.3	17.4	15.1	14.6	14.8	22.5	24.5	28.4	178.4
Total construction and maintenance	144.5	149.2	124.0	122.6	117.4	110.2	106.0	100.7	107.5	141.1	1 223.1
Planning and research	1.8	2.3	1.8	1.5	1.1	1.1	0.8	0.0	0.0	0.0	10.3
Total road expenditure	146.2	151.5	125.8	124.1	118.4	111.3	106.7	100.7	107.5	141.1	1 233.3

- Notes*
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert figures from current prices to constant prices.
 3. Figures may not add to totals due to rounding.

TABLE 8.7 WESTERN AUSTRALIA: STATE GOVERNMENT ROAD REVENUE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(*\$ million*)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
SRA											
Vehicle registration	54.4	58.6	58.8	68.9	70.6	72.6	66.6	68.0	67.9	72.5	658.8
Drivers' licence fees	3.0	4.7	3.0	3.0	4.8	7.3	7.2	11.4	10.3	11.7	66.4
Road maintenance tax											
or State fuel tax	10.0	9.3	8.7	9.0	10.1	23.6	32.1	34.6	36.5	41.3	215.1
Other	4.7	17.2	15.7	15.9	17.6	3.9	4.3	5.1	5.5	3.8	93.8
Total motor taxation	72.2	89.7	86.1	96.8	101.9	107.4	110.3	119.1	120.2	129.3	1 033.2
<i>Less</i> collection costs	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.3	0.3	1.0
Net motor taxation	72.2	89.7	86.1	96.8	101.9	107.4	110.1	118.8	119.9	129.1	1 032.0
Loans	0.0	1.0	1.9	1.4	1.6	0.9	2.4	0.2	1.6	1.8	12.8
Other	0.6	4.7	1.0	5.2	4.7	12.6	10.6	9.9	9.1	3.3	61.6
Other authorities	10.2	11.1	9.9	10.1	6.5	11.0	20.1	8.7	10.1	4.6	102.3
Total road revenue	83.0	106.6	98.9	113.4	115.8	131.6	143.2	137.7	140.7	138.8	1 209.6

- Notes*
1. See text for interpretation and qualification of figures in the table.
 2. The ABS Implicit Price Deflator of Gross Domestic Product (ABS 1985) was used to convert figures from current prices to constant prices.
 3. Figures may not add to totals due to rounding.

TABLE 8.8 WESTERN AUSTRALIA: STATE GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
Construction											
National roads	0.9	1.8	1.3	7.4	8.7	1.2	10.2	0.8	0.4	1.0	33.8
Rural arterial roads	14.1	17.8	25.6	24.4	27.7	38.5	34.1	20.0	23.5	20.7	246.4
Rural local roads	23.8	26.9	29.0	9.5	10.0	9.4	10.4	13.7	13.2	8.3	154.0
Urban arterial roads	9.3	4.8	12.1	30.0	35.7	39.3	29.5	37.2	37.8	31.3	266.9
Urban local roads	4.4	2.9	3.2	2.9	1.4	2.0	1.9	2.2	2.7	3.7	27.2
Total	52.5	54.1	71.2	74.1	83.5	90.3	86.1	73.9	77.5	64.9	728.1
Maintenance											
National roads	0.0	0.0	0.0	0.0	0.2	0.9	1.1	0.0	0.0	0.2	2.4
Rural arterial roads	15.0	17.6	22.9	20.5	23.2	25.3	22.4	26.1	26.5	26.0	225.5
Rural local roads	3.3	3.4	4.6	5.5	6.2	5.9	3.3	1.6	2.7	2.9	39.3
Urban arterial roads	3.6	3.8	3.8	3.4	6.8	5.4	3.8	4.0	3.7	8.3	46.4
Urban local roads	2.9	2.8	2.7	0.1	0.2	0.1	0.1	0.1	0.1	0.1	9.3
Total	24.6	27.6	34.1	29.5	36.7	37.4	30.8	31.7	33.1	37.5	322.8
Total construction and maintenance	77.1	81.8	105.2	103.6	120.1	127.8	116.9	105.6	110.6	102.3	1 050.9
Planning and research	1.1	2.2	1.6	1.5	1.7	1.4	1.6	1.6	1.8	1.3	15.8
Total road expenditure	78.2	83.9	106.8	105.1	121.9	129.2	118.5	107.1	112.4	103.6	1 066.7

TABLE 8.8 (Cont.) WESTERN AUSTRALIA: STATE GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Non-road expenditure											
Loan repayments	0.1	0.1	0.1	0.1	0.2	0.2	0.3	0.3	0.3	0.3	2.0
Interest payments	0.7	0.6	0.7	0.8	0.9	0.9	1.0	1.2	1.2	1.3	9.3
Other	13.5	15.3	13.9	14.2	15.6	15.2	18.1	28.0	27.8	31.1	192.7
Total	14.3	16.1	14.8	15.2	16.7	16.4	19.4	29.4	29.3	32.7	204.1

- Notes*
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert figures from current prices to constant prices.
 3. The ABS Implicit Price Deflator of Gross National Expenditure (ABS 1985) was used to convert non-road expenditure figures from current prices to constant prices.
 4. Figures may not add to totals due to rounding.

TABLE 8.9 WESTERN AUSTRALIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural local roads	18.6	19.4	19.6	19.5	21.2	8.7	7.3	18.4	22.8	14.3	169.8
Urban arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Urban local roads	19.4	21.9	22.9	23.8	27.0	23.6	19.9	23.1	16.9	17.3	215.7
Total	37.9	41.3	42.5	43.3	48.3	32.3	27.2	41.4	39.8	31.6	385.4
Maintenance											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural local roads	12.4	12.9	13.0	13.0	14.2	19.0	19.9	10.2	12.6	12.4	139.5
Urban arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Urban local roads	12.9	14.6	15.3	15.9	18.0	13.1	13.7	16.0	14.6	16.4	150.4
Total	25.3	27.5	28.3	28.8	32.2	32.1	33.5	26.1	27.2	28.8	289.7
Total construction and maintenance	63.2	68.8	70.8	72.1	80.4	64.4	60.7	67.6	67.0	60.4	675.4
Planning and research	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total road expenditure	63.2	68.8	70.8	72.1	80.4	64.4	60.7	67.6	67.0	60.4	675.4

TABLE 8.9 (Cont.) WESTERN AUSTRALIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(*\$ million*)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Pro rata expenditure on general administration	12.0	11.8	12.3	16.0	19.5	17.2	16.9	18.1	18.2	15.0	157.0
Non-road expenditure attributable to roads											
Pro rata expenditure on											
Loan repayments	9.6	8.2	8.5	8.8	9.8	9.1	9.2	10.5	10.0	9.0	92.5
Interest payments	8.3	8.6	9.6	10.2	12.3	10.3	10.6	11.7	12.8	11.2	105.7
Total	17.9	16.9	18.1	19.0	22.1	19.4	19.8	22.1	22.8	20.2	198.2
Road works funded by private contributions	16.0	13.9	13.8	11.7	9.1	1.9	4.1	4.1	2.7	2.8	80.0

- Notes*
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert road expenditure figures and the figures for road works funded by private contributions from current prices to constant prices.
 3. The ABS Implicit Price Deflator of Gross National Expenditure (ABS 1985) was used to convert figures for those items of expenditure not fully attributable to roads from current prices to constant prices.
 4. Figures may not add to totals due to rounding.

TABLE 8.10 WESTERN AUSTRALIA: TOTAL ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
Construction											
National roads	24.4	32.7	26.6	44.3	43.2	33.2	43.0	23.7	27.5	35.9	334.5
Rural arterial roads	48.2	41.8	43.6	43.9	46.7	56.4	50.4	35.8	40.8	43.2	450.8
Rural local roads	62.3	66.2	69.1	50.5	53.0	38.6	36.2	49.1	49.0	43.4	517.4
Urban arterial roads	60.9	60.6	57.9	52.5	58.0	60.0	48.8	55.8	59.7	60.9	575.2
Urban local roads	25.1	27.5	29.2	31.4	33.1	29.9	26.0	29.2	23.4	25.7	280.5
Total	220.9	228.7	226.4	222.6	234.1	218.2	204.4	193.4	200.3	209.2	2 158.2
Maintenance											
National roads	5.8	7.5	4.5	9.0	8.1	8.9	8.0	13.2	14.3	16.8	96.1
Rural arterial roads	15.0	17.6	22.9	20.5	23.2	25.3	22.9	26.7	26.8	26.7	227.5
Rural local roads	23.8	24.8	24.5	26.8	27.5	31.5	30.7	20.5	25.2	26.4	261.6
Urban arterial roads	3.6	3.8	3.8	3.4	6.8	5.4	3.8	4.0	3.7	8.3	46.4
Urban local roads	15.8	17.4	18.0	16.0	18.3	13.2	13.8	16.1	14.7	16.5	159.7
Total	63.9	71.0	73.7	75.7	83.9	84.1	79.1	80.3	84.7	94.7	791.0
Total construction and maintenance	284.8	299.7	300.1	298.3	318.0	302.3	283.5	273.9	285.1	303.8	2 949.4
Planning and research	2.9	4.4	3.4	3.0	2.8	2.5	2.4	1.6	1.8	1.3	26.1
Total road expenditure	287.6	304.1	303.5	301.3	320.7	304.8	285.9	275.4	286.8	305.1	2 975.4

- Notes
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert figures from current prices to constant prices.
 3. Figures may not add to totals due to rounding.

CHAPTER 9 SOUTH AUSTRALIA

Details of road expenditure by the three levels of government in South Australia and State road revenue collections are shown in Tables 9.1 to 9.10.

REVENUE

In South Australia, the main collecting agencies for road related revenue for the period 1974-75 to 1983-84 were the Department of Transport, the Treasury and the Highways Department.

The Motor Registration Division of the Department of Transport collects fees for the registration of motor vehicles and the licensing of drivers. Receipts, less cost of collection, are credited under the Highways Act to the Highways Fund. This fund is also credited with interest on, and repayments of, advances made to local government authorities for roadworks and purchase of machinery, contributions from those authorities towards street lighting costs, contributions from the State Transport Authority for road maintenance and lighting, and sundry minor receipts. From time to time, the Highways Department also receives loan funds from the State Treasury. However, these were not significant during the decade.

South Australia abolished most forms of road regulation during the period 1963-68. However, until 30 June 1979, as in other States, road maintenance charges were imposed on commercial vehicles (in South Australia those vehicles over 8 tonnes). The Highways Department collected these charges pursuant to the Road Maintenance (Contribution) Act. Receipts under this Act were paid into a special account at the State Treasury, and were applied only to the maintenance of public roads.

From 1 October 1979, the South Australian State Treasury has collected licence fees under the Business Franchise (Petroleum Products) Act, 1979. Like the Victorian scheme, it provides for a fixed monthly fee and an *ad valorem* tax on wholesalers plus a fixed annual fee on retailers of petroleum products. Until 1982-83, total collections under the Act less administration (collection) costs, were credited to

the Highways Fund. In 1983-84, the amount credited was fixed at the same amount as in 1983 although total collections increased substantially.

EXPENDITURE

The construction and maintenance of roads is largely carried out by the Highways Department. The Highways Department also provides grants to local government authorities for roadworks and operates a vehicular ferry, the MV Troubridge, which plies between Port Adelaide, Kingscote (Kangaroo Island) and Port Lincoln. Two other State agencies, the South Australian Housing Trust and the Department of Marine and Harbours, also undertake public roadworks in developing residential and port areas respectively. Both these agencies obtain State loan funds, with the Housing Trust also recouping road expenditure from home sales and rents.

NON-ROAD EXPENDITURE

An amount of gross motor vehicle registration receipts, prescribed by regulation, is paid annually to the Police Department for expenditure on traffic and road safety services. In 1983, this amount was increased from 9.8 per cent to 12 per cent. As well, one-sixth of gross drivers' licence fee collections was appropriated from the Highways Fund to the Road Safety Council to provide for road safety services. Non-road expenditure also includes debt servicing charges and motor vehicle taxation receipts retained in the Consolidated Revenue Fund.

COLLECTION COSTS

Collection costs are deducted before motor vehicle revenue is credited to the Highways Fund. As a proportion of gross motor vehicle taxation, they have ranged from 14.7 per cent in 1978-79 down to 10.9 per cent in 1983-84 due in large part to the increasing share of fuel taxation receipts in total motor taxation.

TABLE 9.1 SOUTH AUSTRALIA: COMMONWEALTH ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)

(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	15.5	21.1	19.4	17.0	17.6	19.6	21.1	23.2	26.9	39.8	221.1
Rural arterial roads	1.3	1.9	3.4	7.3	8.4	8.4	9.0	6.8	8.2	14.5	69.1
Rural local roads	2.3	2.7	2.6	3.5	3.9	3.6	4.3	3.7	4.9	8.0	39.5
Urban arterial roads	7.8	8.7	7.9	4.8	5.1	5.5	6.3	9.9	13.6	16.7	86.4
Urban local roads	0.5	1.4	1.1	2.3	2.5	2.8	2.4	2.7	2.9	3.8	22.3
Total	27.3	35.7	34.4	34.9	37.6	39.9	43.2	46.4	56.4	82.7	438.5
Maintenance											
National roads	1.4	2.2	1.5	2.0	2.1	2.3	3.9	4.1	5.7	7.5	32.6
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural local roads	2.6	2.9	2.9	3.5	3.5	4.4	4.5	5.7	5.8	6.6	42.5
Urban arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Urban local roads	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.3	0.2	0.2	0.9
Total	4.0	5.1	4.4	5.5	5.6	6.7	8.6	10.1	11.7	14.4	76.0
Total construction and maintenance	31.3	40.8	38.8	40.4	43.2	46.6	51.7	56.4	68.1	97.1	514.4
Planning & research	0.8	0.7	0.9	0.7	0.5	0.5	0.5	0.0	0.0	0.0	4.6
Total road expenditure	32.1	41.5	39.7	41.1	43.7	47.1	52.2	56.4	68.1	97.1	519.0

- Notes* 1. See text for interpretation and qualification of figures in the table.
 2. Figures may not add to totals due to rounding.

TABLE 9.2 SOUTH AUSTRALIA: STATE GOVERNMENT ROAD REVENUE, 1974-75 TO 1983-84 (CURRENT PRICES)
(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
SRA											
Vehicle registration	26.6	29.0	38.4	42.1	45.6	38.4	40.3	44.4	51.0	53.1	409.1
Drivers' licence fees	2.9	3.1	7.4	4.5	4.0	4.7	4.1	5.3	7.6	6.9	50.4
Road maintenance tax or State fuel tax	4.1	4.2	4.7	4.8	4.8	15.3	20.3	23.8	25.8	38.6	146.4
Other	0.8	0.8	1.2	1.3	1.2	1.5	1.7	1.8	2.0	2.2	14.4
Total motor taxation	34.3	37.2	51.7	52.7	55.6	59.9	66.3	75.4	86.4	100.7	620.3
<i>Less</i> collection costs	4.2	5.2	6.5	7.7	8.2	8.4	9.1	9.9	10.3	11.0	80.4
Net motor taxation	30.1	32.0	45.2	45.1	47.4	51.5	57.2	65.5	76.1	89.7	539.9
Loans	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	5.5	6.5
Other	0.4	3.0	0.7	1.1	0.9	1.1	2.7	1.6	1.1	1.8	14.5
Other authorities	1.2	1.6	1.9	2.4	2.4	2.2	2.2	1.8	2.3	3.4	21.4
Total road revenue	31.7	36.6	47.8	48.6	51.8	54.8	62.2	68.9	79.6	100.4	582.3

Notes 1. See text for interpretation and qualification of figures in the table.
2. Figures may not add to totals due to rounding.

TABLE 9.3 SOUTH AUSTRALIA: STATE GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)

(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	1.5	4.8	10.4	5.1	8.6	3.9	6.1	4.6	4.5	2.2	51.7
Rural arterial roads	4.2	5.5	6.2	4.7	4.2	5.4	2.8	5.7	7.1	10.2	56.0
Rural local roads	0.4	0.5	2.9	2.0	0.8	0.9	1.4	2.2	2.1	1.9	15.0
Urban arterial roads	6.1	2.9	4.5	8.1	10.4	11.8	16.1	7.4	10.7	11.8	89.8
Urban local roads	2.6	1.8	2.7	3.2	3.0	2.8	3.0	2.9	3.5	4.7	30.2
Total	14.8	15.3	26.7	23.1	27.0	24.7	29.5	22.8	27.9	30.8	242.6
Maintenance											
National roads	1.0	0.9	2.1	2.2	2.7	2.4	1.0	0.7	1.0	0.2	14.1
Rural arterial roads	9.2	9.5	8.9	10.7	11.9	13.4	15.0	19.8	22.4	24.8	145.5
Rural local roads	0.5	0.3	1.8	1.3	1.1	1.4	2.0	2.7	3.3	3.2	17.6
Urban arterial roads	3.1	3.2	3.4	3.9	4.8	5.3	6.3	8.6	10.3	11.3	60.3
Urban local roads	0.4	0.4	0.2	0.2	0.2	0.2	0.0	0.1	0.1	0.1	1.7
Total	14.2	14.2	16.4	18.3	20.6	22.7	24.3	32.0	37.2	39.6	239.5
Total construction and maintenance	28.9	29.5	43.0	41.4	47.6	47.4	53.8	54.8	65.1	70.4	481.8
Planning & research	0.5	0.9	1.3	1.5	1.8	1.2	1.5	0.4	0.3	0.4	9.8
Total road expenditure	29.4	30.4	44.3	42.9	49.4	48.6	55.3	55.2	65.3	70.7	491.5

TABLE 9.3 (Cont.) SOUTH AUSTRALIA: STATE GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Non-road expenditure											
Loan repayments	0.2	0.2	0.2	0.2	0.2	0.2	0.2	1.0	1.2	0.3	3.7
Interest payments	0.5	0.5	0.6	0.6	0.6	0.6	0.6	0.9	0.7	0.7	6.5
Other	2.1	2.2	2.8	3.1	3.3	3.5	4.6	5.9	8.2	24.2	59.9
Total	2.8	2.9	3.6	3.9	4.1	4.3	5.5	7.9	10.1	25.1	70.2

Notes 1. See text for interpretation and qualification of figures in the table.
2. Figures may not add to totals due to rounding.

TABLE 9.4 SOUTH AUSTRALIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)

(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.0	0.0	0.3	0.3	0.3	0.2	0.3	0.0	0.0	0.0	1.4
Rural local roads	8.0	5.8	6.3	7.8	7.7	6.5	8.6	9.4	10.5	11.4	81.9
Urban arterial roads	0.3	0.2	0.6	0.7	1.4	1.2	1.3	0.0	0.0	0.0	5.6
Urban local roads	6.5	8.3	9.9	12.2	13.2	11.4	12.3	15.3	17.0	16.3	122.3
Total	14.8	14.3	17.0	20.9	22.4	19.2	22.4	24.7	27.5	27.7	210.9
Maintenance											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	1.0
Rural local roads	5.8	4.8	5.3	6.6	6.5	10.3	10.8	13.1	22.1	16.4	101.7
Urban arterial roads	0.2	0.1	0.3	0.4	0.7	0.8	1.0	0.0	0.0	0.0	3.5
Urban local roads	4.7	6.8	8.4	10.4	11.2	12.7	15.7	18.4	21.3	23.6	133.3
Total	10.7	11.7	14.2	17.6	18.6	24.0	27.7	31.5	43.4	40.0	239.4
Total construction and maintenance	25.4	26.0	31.2	38.5	41.1	43.3	50.1	56.3	70.9	67.7	450.4
Planning & research	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total road expenditure	25.4	26.0	31.2	38.5	41.1	43.3	50.1	56.3	70.9	67.7	450.4

TABLE 9.4 (Cont.) SOUTH AUSTRALIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Pro rata expenditure on general administration	4.1	4.6	5.1	5.9	6.9	9.7	10.2	11.3	15.3	12.5	85.6
Non-road expenditure attributable to roads											
Pro rata expenditure on											
Loan repayments	2.1	2.2	2.2	2.5	3.0	3.4	3.6	3.7	5.2	4.1	32.0
Interest payments	2.2	2.4	2.5	2.7	3.3	4.5	5.2	5.4	7.8	6.1	42.1
Total	4.3	4.6	4.7	5.2	6.3	7.9	8.8	9.1	13.0	10.2	74.1
Road works funded by private contributions	1.2	1.4	1.9	2.3	2.2	1.2	1.2	1.4	1.6	1.4	15.8

Notes 1. See text for interpretation and qualification of figures in the table.
2. Figures may not add to totals due to rounding.

TABLE 9.5 SOUTH AUSTRALIA: TOTAL ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)

(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
Construction											
National roads	17.0	25.9	29.8	22.2	26.2	23.5	27.3	27.8	31.4	41.9	272.8
Rural arterial roads	5.5	7.4	9.9	12.3	12.9	14.0	12.1	12.5	15.2	24.7	126.5
Rural local roads	10.7	8.9	11.8	13.3	12.4	11.0	14.3	15.3	17.5	21.3	136.5
Urban arterial roads	14.2	11.8	13.0	13.6	16.9	18.4	23.7	17.3	24.4	28.5	181.8
Urban local roads	9.6	11.5	13.7	17.7	18.6	16.9	17.7	20.9	23.4	24.8	174.8
Total	56.9	65.3	78.1	79.0	87.0	83.8	95.1	93.9	111.9	141.2	892.1
Maintenance											
National roads	2.4	3.1	3.6	4.2	4.8	4.7	4.8	4.8	6.7	7.7	46.7
Rural arterial roads	9.2	9.5	9.1	10.9	12.1	13.6	15.2	19.8	22.4	24.8	146.5
Rural local roads	8.9	8.0	10.0	11.4	11.1	16.1	17.3	21.5	31.2	26.3	161.8
Urban arterial roads	3.4	3.3	3.7	4.3	5.5	6.2	7.3	8.6	10.3	11.3	63.8
Urban local roads	5.1	7.2	8.6	10.6	11.4	12.9	15.9	18.8	21.6	23.9	135.8
Total	28.8	31.0	35.0	41.4	44.9	53.4	60.6	73.6	92.3	93.9	554.8
Total construction and maintenance	85.6	96.3	113.0	120.4	131.9	137.2	155.6	167.5	204.1	235.2	1 446.7
Planning and research	1.4	1.6	2.2	2.2	2.3	1.7	2.0	0.4	0.3	0.4	14.4
Total road expenditure	87.0	97.9	115.3	122.5	134.2	138.9	157.6	167.9	204.3	235.5	1 461.0

Notes 1. See text for interpretation and qualification of figures in the table.
 2. Figures may not add to totals due to rounding.

TABLE 9.6 SOUTH AUSTRALIA: COMMONWEALTH ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
Construction											
National roads	43.5	51.2	41.5	33.3	31.8	30.5	28.6	27.8	28.6	39.8	356.4
Rural arterial roads	3.5	4.5	7.4	14.3	15.3	13.1	12.1	8.1	8.7	14.5	101.4
Rural local roads	6.5	6.4	5.6	6.8	7.1	5.7	5.8	4.4	5.2	8.0	61.6
Urban arterial roads	21.8	21.2	16.9	9.4	9.3	8.6	8.6	11.9	14.5	16.7	138.8
Urban local roads	1.4	3.3	2.4	4.5	4.5	4.3	3.3	3.2	3.0	3.8	33.8
Total	76.7	86.6	73.8	68.3	68.0	62.2	58.3	55.5	60.0	82.7	692.1
Maintenance											
National roads	3.8	5.4	3.1	3.9	3.8	3.6	5.2	4.9	6.1	7.5	47.3
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural local roads	7.3	7.0	6.2	6.8	6.4	6.9	6.1	6.8	6.2	6.6	66.4
Urban arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Urban local roads	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.4	0.2	0.2	1.0
Total	11.1	12.4	9.3	10.7	10.2	10.4	11.6	12.1	12.4	14.4	114.7
Total construction and maintenance	87.9	99.0	83.1	79.0	78.2	72.7	69.9	67.5	72.4	97.1	806.7
Planning and research	2.4	1.8	2.0	1.4	0.9	0.8	0.6	0.0	0.0	0.0	9.7
Total road expenditure	90.2	100.8	85.1	80.4	79.1	73.4	70.5	67.5	72.4	97.1	816.4

- Notes
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert figures from current prices to constant prices.
 3. Figures may not add to totals due to rounding.

TABLE 9.7 SOUTH AUSTRALIA: STATE GOVERNMENT ROAD REVENUE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
SRA											
Vehicle registration	63.6	60.4	71.9	73.2	73.5	55.7	53.0	53.0	54.9	53.1	612.3
Drivers' licence fees	7.0	6.4	13.9	7.7	6.4	6.9	5.4	6.3	8.2	6.9	75.0
Road maintenance tax or State fuel tax	9.7	8.8	8.8	8.4	7.7	22.1	26.7	28.4	27.8	38.6	187.0
Other	1.9	1.7	2.2	2.3	2.0	2.1	2.2	2.2	2.2	2.2	20.8
Total motor taxation	82.1	77.3	96.8	91.6	89.6	86.8	87.1	89.9	93.1	100.7	895.1
<i>Less</i> collection costs	10.0	10.8	12.2	13.3	13.2	12.2	11.9	11.8	11.1	11.0	117.4
Net motor taxation	72.1	66.5	84.6	78.3	76.4	74.6	75.2	78.2	82.0	89.7	777.6
Loans	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	5.5	7.1
Other	1.1	6.2	1.3	2.0	1.5	1.6	3.6	1.9	1.2	1.8	22.1
Other authorities	2.9	3.4	3.5	4.1	3.9	3.1	2.9	2.2	2.5	3.4	31.8
Total road revenue	76.0	76.1	89.4	84.4	83.3	79.4	81.7	82.2	85.7	100.4	838.6

- Notes*
1. See text for interpretation and qualification of figures in the table.
 2. The ABS Implicit Price Deflator of Gross Domestic Product (ABS 1985) was used to convert figures from current prices to constant prices.
 3. Figures may not add to totals due to rounding.

TABLE 9.8 SOUTH AUSTRALIA: STATE GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
Construction											
National roads	4.2	11.7	22.3	10.0	15.6	6.1	8.3	5.5	4.8	2.2	90.6
Rural arterial roads	11.8	13.4	13.3	9.2	7.6	8.4	3.8	6.8	7.5	10.2	92.0
Rural local roads	1.2	1.1	6.2	4.0	1.4	1.4	1.9	2.6	2.2	1.9	23.8
Urban arterial roads	17.1	6.9	9.7	15.9	18.8	18.3	21.8	8.9	11.4	11.8	140.5
Urban local roads	7.3	4.3	5.9	6.2	5.4	4.3	4.1	3.5	3.8	4.7	49.4
Total	41.6	37.1	57.3	45.2	48.8	38.5	39.9	27.3	29.7	30.8	396.1
Maintenance											
National roads	2.8	2.2	4.5	4.3	4.8	3.8	1.3	0.8	1.0	0.2	25.8
Rural arterial roads	25.8	23.0	19.0	20.9	21.6	20.9	20.3	23.7	23.8	24.8	223.7
Rural local roads	1.5	0.8	3.9	2.6	1.9	2.1	2.7	3.2	3.6	3.2	25.4
Urban arterial roads	8.8	7.7	7.3	7.7	8.7	8.3	8.5	10.3	11.0	11.3	89.6
Urban local roads	1.0	0.9	0.5	0.3	0.3	0.2	0.1	0.1	0.1	0.1	3.4
Total	39.9	34.4	35.1	35.8	37.3	35.4	32.9	38.3	39.5	39.6	368.2
Total construction and maintenance	81.1	71.6	92.2	81.0	86.1	73.9	72.7	65.6	69.2	70.4	763.6
Planning and research	1.5	2.2	2.8	3.0	3.3	1.9	2.0	0.5	0.3	0.4	17.7
Total road expenditure	82.6	73.8	95.0	83.7	89.4	75.8	74.7	66.1	69.5	70.7	781.2

TABLE 9.8 (Cont.) SOUTH AUSTRALIA: STATE GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Non-road expenditure											
Loan repayments	0.4	0.3	0.3	0.3	0.3	0.3	0.3	1.2	1.3	0.3	4.9
Interest payments	1.3	1.1	1.1	1.1	1.0	0.9	0.8	1.1	0.8	0.7	9.8
Other	5.2	4.5	5.4	5.4	5.3	5.0	6.0	7.0	8.7	24.2	76.8
Total	6.9	6.0	6.8	6.8	6.6	6.2	7.2	9.4	10.8	25.1	91.8

- Notes*
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert figures from current prices to constant prices.
 3. The ABS Implicit Price Deflator of Gross National Expenditure (ABS 1985) was used to convert non-road expenditure figures from current prices to constant prices.
 4. Figures may not add to totals due to rounding.

TABLE 9.9 SOUTH AUSTRALIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.0	0.0	0.6	0.6	0.5	0.3	0.4	0.0	0.0	0.0	2.5
Rural local roads	22.3	14.1	13.5	15.2	13.9	10.1	11.6	11.3	11.2	11.4	134.6
Urban arterial roads	0.8	0.5	1.3	1.4	2.4	1.8	1.7	0.0	0.0	0.0	10.0
Urban local roads	18.3	20.2	21.1	23.9	23.8	17.8	16.6	18.3	18.0	16.3	194.3
Total	41.5	34.8	36.3	40.9	40.5	30.0	30.3	29.6	29.2	27.7	340.8
Maintenance											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.0	0.0	0.4	0.4	0.4	0.3	0.3	0.0	0.0	0.0	1.8
Rural local roads	16.2	11.6	11.4	12.9	11.8	16.1	14.6	15.7	23.5	16.4	150.1
Urban arterial roads	0.6	0.2	0.6	0.7	1.3	1.3	1.4	0.0	0.0	0.0	6.1
Urban local roads	13.2	16.5	18.0	20.4	20.3	19.8	21.2	22.0	22.7	23.6	197.7
Total	30.0	28.3	30.5	34.3	33.7	37.5	37.4	37.7	46.1	40.0	355.6
Total construction and maintenance	71.4	63.2	66.8	75.2	74.3	67.5	67.7	67.4	75.4	67.7	696.5
Planning and research	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total road expenditure	71.4	63.2	66.8	75.2	74.3	67.5	67.7	67.4	75.4	67.7	696.5

TABLE 9.9 (Cont.) SOUTH AUSTRALIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Pro rata expenditure on general administration	10.0	9.7	9.6	10.2	11.0	14.0	13.4	13.4	16.4	12.5	120.3
Non-road expenditure attributable to roads											
Pro rata expenditure on											
Loan repayments	5.1	4.6	4.2	4.3	4.8	4.9	4.7	4.4	5.6	4.1	46.7
Interest payments	5.4	5.1	4.7	4.7	5.3	6.5	6.8	6.4	8.4	6.1	59.3
Total	10.5	9.7	8.9	9.0	10.1	11.4	11.5	10.8	13.9	10.2	106.0
Road works funded by private contributions	3.5	3.4	4.1	4.4	4.0	1.9	1.6	1.7	1.7	1.4	27.6

- Notes*
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert road expenditure figures and the figures for road works funded by private contributions from current prices to constant prices.
 3. The ABS Implicit Price Deflator of Gross National Expenditure (ABS 1985) was used to convert figures for those items of expenditure not fully attributable to roads from current prices to constant prices.
 4. Figures may not add to totals due to rounding.

TABLE 9.10 SOUTH AUSTRALIA: TOTAL ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
Construction											
National roads	47.7	62.8	63.7	43.3	47.5	36.6	36.8	33.3	33.4	41.9	447.0
Rural arterial roads	15.3	17.9	21.3	24.1	23.4	21.8	16.4	15.0	16.2	24.7	195.9
Rural local roads	30.0	21.6	25.2	26.0	22.4	17.2	19.3	18.3	18.6	21.3	220.0
Urban arterial roads	39.7	28.6	27.9	26.6	30.5	28.8	32.1	20.7	25.9	28.5	289.3
Urban local roads	26.9	27.9	29.4	34.6	33.7	26.4	23.9	25.0	24.8	24.8	277.4
Total	159.7	158.5	167.4	154.4	157.3	130.7	128.4	112.4	118.9	141.2	1 428.9
Maintenance											
National roads	6.6	7.6	7.6	8.2	8.7	7.4	6.5	5.8	7.1	7.7	73.1
Rural arterial roads	25.8	23.0	19.4	21.3	21.9	21.2	20.5	23.7	23.8	24.8	225.5
Rural local roads	24.9	19.4	21.5	22.3	20.1	25.1	23.4	25.7	33.2	26.3	241.9
Urban arterial roads	9.4	7.9	7.9	8.4	10.0	9.6	9.9	10.3	11.0	11.3	95.6
Urban local roads	14.2	17.4	18.5	20.7	20.6	20.0	21.3	22.5	23.0	23.9	202.1
Total	81.0	75.2	74.9	80.8	81.3	83.3	81.8	88.1	98.1	93.9	838.4
Total construction and maintenance	240.4	233.7	242.1	235.2	238.6	214.0	210.2	200.5	217.0	235.2	2 266.8
Planning and research	3.9	4.0	4.8	4.3	4.1	2.7	2.7	0.5	0.3	0.4	27.5
Total road expenditure	244.3	237.7	246.9	239.3	242.7	216.7	212.9	201.0	217.2	235.5	2 294.1

- Notes 1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert figures from current prices to constant prices.
 3. Figures may not add to totals due to rounding.

CHAPTER 10 TASMANIA

Details of road expenditure by the three levels of government in Tasmania and State road revenue collections are shown in Tables 10.1 to 10.10.

REVENUE

In Tasmania there are two main agencies involved in road revenue collection, the Tasmanian Transport Commission and the Police Department. Road related taxes and charges are collected under the *Roads and Jetties Act 1935*, the *Motor Vehicles Tax Act 1917*, and the *Traffic Act 1925*.

Fees collected by the Police Department (all motor vehicle fees collected outside major towns) are paid to the Registrar of Motor Vehicles. This revenue, together with the major portion of fees collected by the Transport Commission (comprising a motor tax levied on motor vehicles on a power-to-weight basis, registration fees and drivers' licence fees, a fire levy, number plate fees, some public vehicle fees and other minor miscellaneous fees and charges) is paid to Treasury. Some public vehicle fees are retained by the Transport Commission, and are included as general revenue in the Trading and Profit and Loss Account.

On 1 December 1981, the Tasmanian Government introduced a business fuel franchise licence scheme. The operation of this scheme is similar to that in most of other States. Under the *Petroleum Products Business Franchise Licences Act 1981*, a flat annual licence fee is payable by retailers while wholesalers pay a monthly licence fee plus a fee based on the value of the motor spirit and automotive distillate sold.

Treasury credits the State Highways Trust Fund with the proceeds from motor tax, 90 per cent of the fuel franchise licence fees and some of the public vehicle fees. This fund also receives Commonwealth road grants and small amounts from other sources, including contributions by municipal councils towards maintenance of local roads. The latter contributions are accounted for under local government expenditure.

The State Highways Trust Fund provides funds to the Department of Main Roads for construction and maintenance of roads, including the costs of administration of works relating to State highways. Other monies which are associated with the provision of roads include:

- . payments made to the Department of Main Roads by other agencies,
- . substantial loan funds and grants from Consolidated Revenue to the Department of Main Roads for administration of works relating to roads other than State highways,
- . buildings and facilities, and
- . miscellaneous expenditure.

In addition to the Department of Main Roads, loan funds are made available to the Forestry Commission and Hydro-Electric Commission for works on roads controlled by them. Both agencies also maintain roads out of their general revenues. Capital repayments and interest payments are generally met by the State Treasury, and thus the loans are more in the nature of grants. Figures for debt servicing are not available for all years, and for these reasons debt servicing data has been omitted from Tables 10.3 and 10.8.

EXPENDITURE

The Department of Main Roads is the main body responsible for roadworks. Involvement of the Transport Commission is limited to traffic control, traffic facilities and traffic engineering. The Forestry and Hydro-Electric Commissions' expenditure on roads are substantial, and are funded both from loan funds and internally generated funds.

NON-ROAD EXPENDITURE

The main non-road expenditure of road related charges are those licence and registration fees paid to Treasury but not paid out to the State Highway Trust Fund. As noted above, debt servicing charges are not shown for Tasmania.

COLLECTION COSTS

The Transport Commission is reimbursed by Treasury for the costs incurred by its Traffic Branch, including both administration and traffic engineering. However, collection costs of motor taxes are not separately identified. The Police Department includes in its departmental revenues a portion of 'traffic fees'. This amount is equal to the assessed cost of police traffic services and the various

motor fee collections in the previous year. The annual cost of motor fee collections, reported as \$60 000, has remained unchanged since 1969-70, and can only be considered to be a nominal figure. No costs are shown in the public accounts for the collection of the fuel franchise fees.

TABLE 10.1 TASMANIA: COMMONWEALTH ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	5.7	7.8	9.8	8.8	9.2	10.1	11.3	12.4	15.1	12.3	102.4
Rural arterial roads	3.0	2.7	2.6	3.1	3.6	3.6	3.8	3.5	8.7	14.1	48.8
Rural local roads	3.2	1.8	2.3	2.8	2.8	3.2	3.4	3.3	5.8	7.2	35.7
Urban arterial roads	6.0	16.5	18.6	9.5	3.0	3.8	12.2	21.0	25.4	8.7	124.6
Urban local roads	0.1	0.3	0.3	1.0	1.1	1.2	1.3	1.4	1.7	1.9	10.3
Total	18.0	29.1	33.6	25.2	19.7	21.8	32.0	41.6	56.8	44.2	321.9
Maintenance											
National roads	0.5	0.7	0.6	0.9	1.0	1.2	1.6	1.4	1.9	2.7	12.3
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4
Rural local roads	1.7	2.6	1.9	2.3	2.6	2.6	2.8	3.1	2.5	2.6	24.7
Urban arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3
Urban local roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.4	0.0	0.7
Total	2.2	3.3	2.5	3.2	3.6	3.8	4.4	4.8	4.8	5.9	38.4
Total construction and maintenance	20.1	32.4	36.1	28.4	23.3	25.6	36.4	46.5	61.6	50.2	360.4
Planning & research	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	1.4
Total road expenditure	20.3	32.6	36.3	28.6	23.4	25.8	36.6	46.5	61.6	50.2	361.7

Notes 1. See text for interpretation and qualification of figures in the table.
2. Figures may not add to totals due to rounding.

TABLE 10.2 TASMANIA: STATE GOVERNMENT ROAD REVENUE, 1974-75 TO 1983-84 (CURRENT PRICES)

(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
SRA											
Vehicle registration	7.6	10.1	12.6	14.9	16.8	17.2	21.2	21.8	20.3	21.1	163.6
Drivers' licence fees	1.0	1.4	1.7	1.8	2.3	1.5	2.2	2.8	2.1	2.2	19.0
Road maintenance tax or State fuel tax	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.9	10.9	13.2	28.0
Other	0.8	1.0	1.4	1.5	2.2	2.6	2.2	4.1	3.5	3.9	23.4
Total motor taxation	9.4	12.5	15.6	18.3	21.3	21.3	25.7	32.6	36.9	40.4	234.0
<i>Less</i> collection costs	2.6	3.1	3.8	4.1	4.3	4.8	5.2	5.9	6.4	6.7	47.0
Net motor taxation	6.8	9.4	11.8	14.1	17.0	16.5	20.5	26.7	30.5	33.7	187.0
Loans	0.6	1.0	5.5	3.9	5.2	4.9	4.1	3.4	4.5	4.7	37.6
Other	1.0	1.3	1.3	2.5	1.7	2.1	2.5	2.7	2.5	2.5	20.1
Other authorities	1.4	1.8	7.0	7.7	8.6	10.2	9.4	6.8	8.2	15.7	76.8
Total road revenue	9.8	13.5	25.6	28.1	32.4	33.7	36.5	39.6	45.6	56.6	321.4

- Notes* 1. See text for interpretation and qualification of figures in the table.
2. Figures may not add to totals due to rounding.

TABLE 10.3 TASMANIA: STATE GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(*\$ million*)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	0.5	0.0	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.6	1.8
Rural arterial roads	1.3	2.1	3.1	4.8	5.7	5.8	6.1	15.5	15.2	12.6	72.0
Rural local roads	1.7	3.2	7.1	7.1	8.4	9.5	8.6	4.1	5.4	14.7	69.8
Urban arterial roads	1.0	1.5	5.7	5.6	7.1	6.4	8.2	3.4	5.4	10.7	55.0
Urban local roads	0.3	0.3	0.6	0.5	0.2	0.2	0.2	0.0	0.0	0.0	2.4
Total	4.8	7.0	17.1	18.0	21.4	21.9	23.1	23.0	26.0	38.6	201.0
Maintenance											
National roads	0.1	0.0	0.2	0.2	0.1	0.2	0.0	0.0	0.5	0.0	1.2
Rural arterial roads	2.6	3.4	3.7	3.9	4.9	5.4	5.7	7.3	8.5	7.6	52.9
Rural local roads	1.1	0.6	2.2	2.7	2.7	2.9	3.3	3.6	5.2	5.6	30.0
Urban arterial roads	0.7	1.0	1.1	2.0	1.4	1.8	1.8	1.7	1.7	2.1	15.4
Urban local roads	0.2	0.1	0.1	0.3	0.2	0.2	0.2	0.0	0.0	0.6	1.8
Total	4.7	5.0	7.2	9.0	9.4	10.5	11.1	12.6	15.9	15.9	101.4
Total construction and maintenance	9.5	12.1	24.3	27.1	30.8	32.4	34.2	35.6	42.0	54.5	302.5
Planning & research	0.2	0.2	0.3	0.5	0.6	0.4	0.5	0.0	0.0	0.0	2.6
Total road expenditure	9.7	12.3	24.6	27.6	31.4	32.8	34.7	35.6	42.0	54.5	305.2

TABLE 10.3 (Cont.) TASMANIA: STATE GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Non-road expenditure											
Loan repayments	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Interest payments	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.2	3.1	5.1
Total	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.2	3.1	5.1

Notes 1. See text for interpretation and qualification of figures in the table.
2. Figures may not add to totals due to rounding.

TABLE 10.4 TASMANIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural local roads	3.0	2.9	4.4	5.1	5.8	5.2	3.6	1.7	1.8	2.3	35.7
Urban arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Urban local roads	1.6	2.0	3.1	3.7	4.2	3.3	2.3	4.5	5.2	5.2	35.1
Total	4.6	4.9	7.4	8.7	9.9	8.6	6.0	6.1	7.0	7.5	70.6
Maintenance											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural local roads	5.0	5.6	4.8	5.3	5.8	5.9	7.5	6.5	6.9	9.3	62.6
Urban arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Urban local roads	2.7	3.9	3.3	3.8	4.2	4.5	5.6	7.8	8.7	7.9	52.4
Total	7.8	9.4	8.1	9.1	9.9	10.3	13.1	14.4	15.6	17.2	115.0
Total construction and maintenance	12.3	14.3	15.5	17.8	19.9	18.9	19.1	20.5	22.6	24.7	185.5
Planning & research	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total road expenditure	12.3	14.3	15.5	17.8	19.9	18.9	19.1	20.5	22.6	24.7	185.5

TABLE 10.4 (Cont.) TASMANIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(*\$ million*)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Pro rata expenditure on general administration	2.3	2.9	3.5	4.0	3.8	5.0	6.2	7.9	7.3	8.5	51.4
Non-road expenditure attributable to roads											
Pro rata expenditure on											
Loan repayments	1.2	1.2	1.4	1.7	2.0	2.2	2.4	2.6	2.2	1.9	18.8
Interest payments	1.5	1.7	2.3	2.6	3.0	3.4	3.5	4.0	3.6	3.3	28.9
Total	2.7	2.9	3.7	4.3	5.0	5.6	5.9	6.6	5.8	5.2	47.7
Road works funded by private contributions	0.0	0.0	0.0	0.0	0.0	0.8	1.2	1.2	1.1	1.8	6.1

Notes 1. See text for interpretation and qualification of figures in the table.
2. Figures may not add to totals due to rounding.

TABLE 10.5 TASMANIA: TOTAL ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
Construction											
National roads	6.2	7.8	10.4	8.9	9.2	10.1	11.3	12.4	15.1	12.9	104.2
Rural arterial roads	4.3	4.8	5.7	7.9	9.3	9.3	9.9	19.0	23.9	26.7	120.8
Rural local roads	7.8	7.8	13.8	14.9	16.9	17.9	15.7	9.1	13.0	24.3	141.2
Urban arterial roads	7.0	17.9	24.3	15.1	10.1	10.2	20.4	24.4	30.8	19.4	179.6
Urban local roads	2.0	2.5	4.0	5.2	5.5	4.7	3.8	5.9	7.0	7.1	47.9
Total	27.3	40.9	58.1	51.9	51.0	52.3	61.1	70.7	89.8	90.3	593.4
Maintenance											
National roads	0.5	0.7	0.8	1.1	1.1	1.3	1.6	1.4	2.3	2.7	13.5
Rural arterial roads	2.6	3.4	3.7	3.9	4.9	5.4	5.7	7.3	8.5	8.0	53.3
Rural local roads	7.8	8.8	8.9	10.3	11.2	11.4	13.7	13.2	14.6	17.5	117.3
Urban arterial roads	0.7	1.0	1.1	2.0	1.4	1.8	1.8	1.7	1.7	2.4	15.7
Urban local roads	2.9	4.0	3.4	4.1	4.4	4.7	5.8	8.1	9.1	8.5	54.9
Total	14.6	17.7	17.8	21.3	22.9	24.6	28.6	31.8	36.3	39.1	254.7
Total construction and maintenance	41.9	58.7	75.9	73.3	73.9	76.9	89.7	102.6	126.2	129.4	848.4
Planning and research	0.4	0.4	0.5	0.7	0.8	0.6	0.6	0.2	0.0	0.0	4.2
Total road expenditure	42.3	59.1	76.4	74.0	74.7	77.5	90.3	102.6	126.2	129.4	852.4

Notes 1. See text for interpretation and qualification of figures in the table.
2. Figures may not add to totals due to rounding.

TABLE 10.6 TASMANIA: COMMONWEALTH ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
Construction											
National roads	16.0	19.0	21.0	17.2	16.6	15.7	15.2	14.8	16.1	12.3	163.9
Rural arterial roads	8.5	6.5	5.5	6.1	6.5	5.5	5.2	4.2	9.3	14.1	71.5
Rural local roads	8.9	4.3	4.9	5.4	5.0	5.0	4.7	4.0	6.2	7.2	55.4
Urban arterial roads	16.7	39.9	39.8	18.5	5.5	6.0	16.5	25.1	27.0	8.7	203.7
Urban local roads	0.3	0.6	0.7	2.0	2.0	1.8	1.7	1.7	1.9	1.9	14.6
Total	50.4	70.6	71.9	49.2	35.6	34.0	43.3	49.8	60.4	44.2	509.3
Maintenance											
National roads	1.3	1.7	1.2	1.8	1.8	1.8	2.1	1.7	2.0	2.7	18.1
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4
Rural local roads	4.8	6.3	4.2	4.5	4.7	4.1	3.8	3.7	2.7	2.6	41.2
Urban arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3
Urban local roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.0	0.8
Total	6.0	8.0	5.4	6.2	6.5	5.9	5.9	5.8	5.1	5.9	60.7
Total construction and maintenance	56.4	78.6	77.3	55.5	42.1	39.9	49.2	55.7	65.5	50.2	570.2
Planning and research	0.5	0.5	0.5	0.4	0.3	0.3	0.2	0.0	0.0	0.0	2.7
Total road expenditure	56.9	79.1	77.7	55.9	42.4	40.2	49.4	55.7	65.5	50.2	572.8

- Notes
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert figures from current prices to constant prices.
 3. Figures may not add to totals due to rounding.

TABLE 10.7 TASMANIA: STATE GOVERNMENT ROAD REVENUE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
SRA											
Vehicle registration	18.2	21.0	23.6	25.9	27.1	24.9	27.9	26.0	21.9	21.1	237.4
Drivers' licence fees	2.4	2.9	3.2	3.1	3.7	2.2	2.9	3.3	2.3	2.2	28.2
Road maintenance tax or State fuel tax	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.7	11.7	13.2	29.6
Other	2.0	2.0	2.7	2.6	3.5	3.8	2.9	4.9	3.8	3.9	32.2
Total motor taxation	22.6	26.0	29.2	31.7	34.3	30.9	33.7	38.9	39.7	40.4	327.4
Less collection costs	6.2	6.5	7.1	7.2	7.0	7.0	6.8	7.0	6.9	6.7	68.4
Net motor taxation	16.3	19.5	22.1	24.5	27.4	23.9	26.9	31.9	32.9	33.7	259.0
Loans	1.4	2.1	10.2	6.7	8.3	7.1	5.4	4.1	4.8	4.7	54.7
Other	2.4	2.8	2.5	4.3	2.7	3.0	3.3	3.2	2.7	2.5	29.4
Other authorities	3.4	3.8	13.1	13.3	13.9	14.8	12.3	8.1	8.8	15.7	107.1
Total road revenue	23.5	28.1	47.9	48.8	52.2	48.8	48.0	47.2	49.1	56.6	450.2

- Notes
1. See text for interpretation and qualification of figures in the table.
 2. The ABS Implicit Price Deflator of Gross Domestic Product (ABS 1985) was used to convert figures from current prices to constant prices.
 3. Figures may not add to totals due to rounding.

TABLE 10.8 TASMANIA: STATE GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)

(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	1.4	0.0	1.3	0.2	0.0	0.0	0.0	0.0	0.0	0.6	3.5
Rural arterial roads	3.5	5.1	6.7	9.3	10.3	9.0	8.2	18.6	16.2	12.6	99.4
Rural local roads	4.9	7.7	15.2	13.8	15.2	14.9	11.6	4.9	5.7	14.7	108.6
Urban arterial roads	2.9	3.6	12.2	11.0	12.8	9.9	11.1	4.1	5.7	10.7	84.0
Urban local roads	0.8	0.7	1.3	0.9	0.4	0.4	0.3	0.0	0.0	0.0	4.9
Total	13.5	17.0	36.7	35.2	38.7	34.2	31.2	27.5	27.6	38.6	300.3
Maintenance											
National roads	0.3	0.0	0.4	0.3	0.2	0.2	0.0	0.0	0.5	0.0	1.9
Rural arterial roads	7.2	8.2	7.8	7.6	8.9	8.5	7.7	8.7	9.0	7.6	81.3
Rural local roads	3.0	1.4	4.6	5.3	5.0	4.6	4.5	4.3	5.5	5.6	43.9
Urban arterial roads	2.1	2.3	2.3	4.0	2.6	2.8	2.5	2.0	1.8	2.1	24.5
Urban local roads	0.5	0.2	0.3	0.5	0.3	0.3	0.3	0.0	0.0	0.6	3.0
Total	13.1	12.2	15.4	17.6	17.0	16.3	15.0	15.1	16.9	15.9	154.7
Total construction and maintenance	26.7	29.3	52.1	52.9	55.7	50.5	46.2	42.6	44.7	54.5	455.2
Planning and research	0.6	0.5	0.6	1.0	1.0	0.6	0.6	0.0	0.0	0.0	5.0
Total road expenditure	27.2	29.8	52.8	53.9	56.7	51.1	46.9	42.6	44.7	54.5	460.2

TABLE 10.8 (Cont.) TASMANIA: STATE GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Non-road expenditure											
Loan repayments	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Interest payments	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	1.3	3.1	5.8
Total	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	1.3	3.1	5.8

- Notes*
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert figures from current prices to constant prices.
 3. The ABS Implicit Price Deflator of Gross National Expenditure (ABS 1985) was used to convert non-road expenditure figures from current prices to constant prices.
 4. Figures may not add to totals due to rounding.

TABLE 10.9 TASMANIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(*\$ million*)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural local roads	8.3	7.0	9.4	9.9	10.4	8.2	4.9	2.0	1.9	2.3	64.3
Urban arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Urban local roads	4.5	4.9	6.6	7.2	7.6	5.2	3.1	5.4	5.6	5.2	55.2
Total	12.8	11.8	15.9	17.1	18.0	13.4	8.0	7.3	7.4	7.5	119.1
Maintenance											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural local roads	14.0	13.6	10.3	10.4	10.5	9.2	10.1	7.8	7.4	9.3	102.6
Urban arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Urban local roads	7.6	9.5	7.1	7.4	7.6	7.0	7.6	9.3	9.2	7.9	80.2
Total	21.8	22.9	17.2	17.7	18.0	16.1	17.7	17.2	16.6	17.2	182.4
Total construction and maintenance	34.5	34.7	33.2	34.8	35.9	29.5	25.8	24.5	24.0	24.7	301.6
Planning and research	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total road expenditure	34.5	34.7	33.2	34.8	35.9	29.5	25.8	24.5	24.0	24.7	301.6

TABLE 10.9 (Cont.) TASMANIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
Pro rata expenditure on general administration	5.6	6.1	6.6	6.9	6.1	7.2	8.1	9.4	7.8	8.5	72.4
Non-road expenditure attributable to roads											
Pro rata expenditure on											
Loan repayments	2.9	2.5	2.6	2.9	3.2	3.2	3.2	3.1	2.4	1.9	27.9
Interest payments	3.7	3.6	4.3	4.5	4.8	4.9	4.6	4.8	3.9	3.3	42.3
Total	6.6	6.1	7.0	7.4	8.0	8.1	7.7	7.9	6.2	5.2	70.2
Road works funded by private contributions	0.0	0.0	0.0	0.0	0.0	1.3	1.6	1.4	1.2	1.8	7.3

- Notes
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert figures from current prices to constant prices.
 3. The ABS Implicit Price Deflator of Gross National Expenditure (ABS 1985) was used to convert non-road expenditure figures from current prices to constant prices.
 4. Figures may not add to totals due to rounding.

TABLE 10.10 TASMANIA: TOTAL ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)

(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	17.4	19.0	22.3	17.4	16.6	15.7	15.2	14.8	16.1	12.9	167.4
Rural arterial roads	12.0	11.6	12.2	15.4	16.9	14.5	13.4	22.7	25.4	26.7	170.9
Rural local roads	22.0	18.9	29.5	29.1	30.6	28.0	21.2	10.9	13.8	24.3	228.2
Urban arterial roads	19.7	43.5	52.0	29.5	18.2	15.9	27.6	29.2	32.7	19.4	287.7
Urban local roads	5.6	6.2	8.6	10.1	10.0	7.4	5.2	7.1	7.4	7.1	74.7
Total	76.7	99.4	124.5	101.5	92.2	81.6	82.5	84.6	95.4	90.3	928.8
Maintenance											
National roads	1.5	1.7	1.6	2.1	2.0	2.1	2.1	1.7	2.5	2.7	20.0
Rural arterial roads	7.2	8.2	7.8	7.6	8.9	8.5	7.7	8.7	9.0	8.0	81.7
Rural local roads	21.8	21.3	19.1	20.1	20.2	17.8	18.5	15.8	15.6	17.5	187.7
Urban arterial roads	2.1	2.3	2.3	4.0	2.6	2.8	2.5	2.0	1.8	2.4	24.8
Urban local roads	8.1	9.7	7.3	7.9	7.9	7.3	7.9	9.7	9.6	8.5	84.0
Total	40.9	43.1	38.1	41.6	41.5	38.3	38.7	38.1	38.6	39.1	397.9
Total construction and maintenance	117.6	142.5	162.6	143.1	133.7	119.9	121.2	122.8	134.1	129.4	1 327.0
Planning and research	1.1	1.0	1.1	1.4	1.3	0.9	0.8	0.0	0.0	0.0	7.7
Total road expenditure	118.7	143.6	163.7	144.6	135.1	120.8	122.0	122.8	134.1	129.4	1 334.7

- Notes*
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert figures from current prices to constant prices.
 3. Figures may not add to totals due to rounding.

CHAPTER 11 NORTHERN TERRITORY AND THE AUSTRALIAN CAPITAL TERRITORY

Details of the road expenditure by the three levels of government in the Northern Territory and shown in Tables 11.1 to 11.10, and details of Commonwealth Government road expenditure in the Australian Capital Territory are shown in Tables 11.11 to 11.14.

REVENUE

Since all road expenditure in the Australian Capital Territory and expenditure in the Northern Territory prior to 1978-79 (except for minor amounts provided by local government authorities) was financed by the Commonwealth Government there are no figures corresponding to State road revenue for the two Territories.

In 1978-79, the Northern Territory achieved self-government and responsibility for roads transferred to the Northern Territory Government. However, since then, the Northern Territory Government has not attempted to tie its road expenditure level to its road revenue. Road revenue is relatively small (about \$2 million in 1978-79) compared with road expenditure.

EXPENDITURE

Since 1978-79, the Northern Territory Department of Transport and Works has administered the Northern Territory road program. For that year, almost all road expenditure was attributed to the Northern Territory Government since Commonwealth Government assistance for roads in the Territory was subsumed into a 'global allocation' of general purpose funds. In 1979-80, however, the Commonwealth Government provided a specific grant for roads to the Territory under similar conditions to those applying under the legislation providing Commonwealth roads assistance to the States. From 1980-81, road grants to the Northern Territory have been included in the legislation applying to other Australian States.

Until recently there were only four local government authorities in the Northern Territory; Darwin, Alice Springs, Katherine and Tennant Creek. This has left the Northern Territory Government responsible

for a large share of local road expenditure in the Territory. Before 1972-73, when Darwin was reclassified as an urban area, all local road expenditure in the Northern Territory was classified as rural.

ACCURACY OF FIGURES

Considerable difficulty was experienced in obtaining consistent expenditure data for Northern Territory roads. This is particularly true for the years 1970-71 to 1977-78, when the responsibility for Northern Territory roadworks rested in turn with several Commonwealth Government agencies. Accordingly, there is some concern about the level of accuracy of these figures.

There is considerable disagreement among a number of different sources of road expenditure information for the Australian Capital Territory, particularly regarding the allocation of expenditure to road categories. Consequently, expenditure figures for particular categories are not likely to be very accurate.

TABLE 11.1 NORTHERN TERRITORY: COMMONWEALTH ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)

(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	4.0	4.2	4.5	7.7	0.0	5.6	10.0	11.4	14.4	6.3	68.0
Rural arterial roads	0.1	0.1	0.2	0.3	0.0	1.1	1.0	0.9	2.6	3.6	9.9
Rural local roads	0.8	0.8	1.3	1.4	0.0	3.3	5.0	4.1	6.6	6.1	29.4
Urban arterial roads	0.9	0.9	0.7	0.7	0.0	1.2	1.0	2.3	1.3	2.2	11.1
Urban local roads	3.2	3.2	5.9	5.7	0.0	2.5	0.0	0.4	0.3	0.4	21.6
Total	9.0	9.2	12.6	15.8	0.0	13.6	17.0	19.1	25.1	18.6	140.0
Maintenance											
National roads	5.0	2.6	3.6	3.3	0.0	3.2	2.3	1.9	2.7	0.6	25.1
Rural arterial roads	0.8	3.0	2.2	1.9	0.0	0.0	0.0	0.0	0.1	0.4	8.3
Rural local roads	2.0	6.9	5.0	4.4	0.0	2.2	1.9	1.6	1.2	3.4	28.6
Urban arterial roads	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.2	0.2	1.1	1.7
Urban local roads	0.1	0.2	0.1	0.1	0.0	0.0	0.0	0.2	0.4	0.0	1.1
Total	7.9	12.8	11.0	9.8	0.0	5.4	4.2	3.9	4.5	5.5	64.9
Total construction and maintenance	16.9	22.0	23.6	25.6	0.0	19.0	21.1	23.0	29.6	24.2	204.9
Planning & research	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total road expenditure	16.9	22.0	23.6	25.6	0.0	19.0	21.1	23.0	29.6	24.2	204.9

Notes 1. See text for interpretation and qualification of figures in the table.
 2. Figures may not add to totals due to rounding.

TABLE 11.2 NORTHERN TERRITORY: STATE GOVERNMENT ROAD REVENUE, 1974-75 TO 1983-84 (CURRENT PRICES)
(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
SRA											
Vehicle registration	0.0	0.0	0.0	0.0	1.8	2.7	2.7	3.4	3.3	3.8	17.7
Drivers' licence fees	0.0	0.0	0.0	0.0	0.3	0.4	0.4	0.5	0.5	0.5	2.6
Road maintenance tax or State fuel tax	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total motor taxation	0.0	0.0	0.0	0.0	2.1	3.1	3.1	3.8	3.8	4.3	20.2
<i>Less</i> collection costs	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Net motor taxation	0.0	0.0	0.0	0.0	2.1	3.1	3.1	3.8	3.8	4.3	20.2
Loans	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	0.0	0.0	0.0	0.0	34.2	28.5	30.8	34.1	27.5	24.1	179.2
Other authorities	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total road revenue	0.0	0.0	0.0	0.0	36.3	31.6	33.9	37.9	31.3	28.4	199.4

Notes 1. See text for interpretation and qualification of figures in the table.
2. Figures may not add to totals due to rounding.

TABLE 11.3 NORTHERN TERRITORY: STATE GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(*\$ million*)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	0.0	0.0	0.0	0.0	9.8	9.7	1.6	9.9	4.6	10.4	46.0
Rural arterial roads	0.0	0.0	0.0	0.0	0.2	1.8	1.1	0.7	1.1	1.9	6.8
Rural local roads	0.0	0.0	0.0	0.0	3.9	5.6	2.6	13.6	11.5	5.6	42.8
Urban arterial roads	0.0	0.0	0.0	0.0	1.0	2.0	5.9	3.8	1.7	0.5	14.9
Urban local roads	0.0	0.0	0.0	0.0	8.2	3.5	8.5	1.4	0.1	0.6	22.3
Total	0.0	0.0	0.0	0.0	23.1	22.6	19.7	29.3	18.8	19.0	132.5
Maintenance											
National roads	0.0	0.0	0.0	0.0	3.8	1.0	4.3	1.8	2.8	4.8	18.6
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	3.1	2.8	2.1	3.0	3.0	14.1
Rural local roads	0.0	0.0	0.0	0.0	7.1	3.5	6.2	4.0	4.9	1.6	27.2
Urban arterial roads	0.0	0.0	0.0	0.0	0.5	0.5	0.6	0.7	1.8	0.0	4.2
Urban local roads	0.0	0.0	0.0	0.0	1.4	0.7	0.2	0.0	0.0	0.0	2.3
Total	0.0	0.0	0.0	0.0	12.9	8.8	14.2	8.6	12.5	9.5	66.4
Total construction and maintenance	0.0	0.0	0.0	0.0	36.0	31.4	33.9	37.9	31.3	28.4	198.9
Planning & research	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.4
Total road expenditure	0.0	0.0	0.0	0.0	36.3	31.6	33.9	37.9	31.3	28.4	199.3

TABLE 11.3 (Cont.) NORTHERN TERRITORY: STATE GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Non-road expenditure											
Loan repayments	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Interest payments	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

- Notes* 1. See text for interpretation and qualification of figures in the table.
2. Figures may not add to totals due to rounding.

TABLE 11.4 NORTHERN TERRITORY: LOCAL GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)

(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural local roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	1.9	0.3	2.5
Urban arterial roads	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Urban local roads	0.4	0.9	1.4	1.5	0.4	0.3	-0.5	-0.1	-1.1	1.1	4.3
Total	0.4	0.9	1.5	1.6	0.4	0.3	-0.5	0.2	0.8	1.4	7.0
Maintenance											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural local roads	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.4	1.2	3.1	5.4
Urban arterial roads	0.1	0.2	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.7
Urban local roads	0.6	0.6	0.8	0.9	0.2	1.2	1.0	2.1	2.5	0.2	10.1
Total	0.7	0.8	1.0	1.1	0.2	1.6	1.3	2.5	3.7	3.3	16.2
Total construction and maintenance	1.1	1.7	2.5	2.7	0.6	2.0	0.7	2.7	4.6	4.8	23.4
Planning & research	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total road expenditure	1.1	1.7	2.5	2.7	0.6	2.0	0.7	2.7	4.6	4.8	23.4

TABLE 11.4 (Cont.) NORTHERN TERRITORY: LOCAL GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
Pro rata expenditure on general administration	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.9	1.2	1.1	4.1
Non-road expenditure attributable to roads											
Pro rata expenditure on											
Loan repayments	0.0	0.0	0.0	0.0	0.0	0.1	0.7	0.9	0.2	0.1	2.0
Interest payments	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.5	0.5	1.6
Total	0.0	0.0	0.0	0.0	0.0	0.3	0.9	1.1	0.7	0.6	3.6
Road works funded by private contributions	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.1	0.2	0.9

Notes 1. See text for interpretation and qualification of figures in the table.
2. Figures may not add to totals due to rounding.

TABLE 11.5 NORTHERN TERRITORY: TOTAL ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)

(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	4.0	4.2	4.5	7.7	9.8	15.3	11.6	21.3	19.0	16.7	114.0
Rural arterial roads	0.1	0.1	0.2	0.3	0.2	2.9	2.1	1.6	3.7	5.6	16.7
Rural local roads	0.8	0.8	1.3	1.4	3.9	8.9	7.6	18.0	19.9	12.0	74.6
Urban arterial roads	0.9	0.9	0.8	0.8	1.0	3.2	6.9	6.1	2.9	2.7	26.2
Urban local roads	3.6	4.1	7.3	7.2	8.6	6.4	8.0	1.7	-0.8	2.1	48.2
Total	9.4	10.1	14.1	17.4	23.5	36.6	36.2	48.6	44.6	39.0	279.5
Maintenance											
National roads	5.0	2.6	3.6	3.3	3.8	4.2	6.6	3.7	5.5	5.5	43.8
Rural arterial roads	0.8	3.0	2.2	1.9	0.0	3.1	2.8	2.1	3.1	3.4	22.5
Rural local roads	2.0	6.9	5.0	4.4	7.1	6.1	8.3	6.0	7.2	8.2	61.2
Urban arterial roads	0.1	0.3	0.3	0.1	0.7	0.5	0.6	0.9	1.9	1.1	6.6
Urban local roads	0.7	0.8	0.9	1.0	1.6	1.9	1.2	2.3	2.9	0.2	13.5
Total	8.6	13.6	12.0	10.9	13.1	15.7	19.6	15.0	20.7	18.3	147.5
Total construction and maintenance	18.0	23.7	26.1	28.3	36.6	52.4	55.8	63.6	65.4	57.4	427.2
Planning and research	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.4
Total road expenditure	18.0	23.7	26.1	28.3	36.9	52.5	55.8	63.6	65.4	57.4	427.6

- Notes* 1. See text for interpretation and qualification of figures in the table.
 2. Figures may not add to totals due to rounding.

TABLE 11.6 NORTHERN TERRITORY: COMMONWEALTH ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(*\$ million*)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	11.2	10.2	9.6	15.1	0.0	8.7	13.5	13.7	15.3	6.3	103.6
Rural arterial roads	0.3	0.2	0.4	0.6	0.0	1.7	1.4	1.1	2.8	3.6	12.0
Rural local roads	2.3	1.9	2.8	2.7	0.0	5.1	6.8	4.9	7.0	6.1	39.6
Urban arterial roads	2.5	2.2	1.5	1.4	0.0	1.8	1.3	2.8	1.4	2.2	17.0
Urban local roads	9.0	7.8	12.6	11.1	0.0	4.0	0.0	0.5	0.3	0.4	45.7
Total	25.3	22.3	27.0	30.9	0.0	21.3	22.9	22.9	26.6	18.6	217.8
Maintenance											
National roads	14.0	6.3	7.7	6.5	0.0	5.0	3.1	2.3	2.8	0.6	48.3
Rural arterial roads	2.3	7.3	4.7	3.7	0.0	0.0	0.0	0.0	0.1	0.4	18.4
Rural local roads	5.6	16.8	10.7	8.6	0.0	3.4	2.5	1.9	1.2	3.4	54.2
Urban arterial roads	0.0	0.2	0.2	0.2	0.0	0.0	0.0	0.2	0.2	1.1	2.1
Urban local roads	0.3	0.5	0.2	0.2	0.0	0.0	0.0	0.2	0.4	0.0	1.9
Total	22.2	31.1	23.6	19.2	0.0	8.4	5.6	4.7	4.8	5.5	124.9
Total construction and maintenance	47.5	53.4	50.6	50.0	0.0	29.6	28.5	27.5	31.4	24.2	342.7
Planning and research	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total road expenditure	47.5	53.4	50.6	50.0	0.0	29.6	28.5	27.5	31.4	24.2	342.7

- Notes*
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert figures from current prices to constant prices.
 3. Figures may not add to totals due to rounding.

TABLE 11.7 NORTHERN TERRITORY: STATE GOVERNMENT ROAD REVENUE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

<i>Categories</i>	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	<i>Total</i>
SRA											
Vehicle registration	0.0	0.0	0.0	0.0	2.9	3.9	3.6	4.0	3.6	3.8	21.7
Drivers' licence fees	0.0	0.0	0.0	0.0	0.5	0.6	0.5	0.6	0.5	0.5	3.2
Road maintenance tax or State fuel tax	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total motor taxation	0.0	0.0	0.0	0.0	3.4	4.5	4.1	4.6	4.1	4.3	24.9
<i>Less</i> collection costs	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Net motor taxation	0.0	0.0	0.0	0.0	3.4	4.5	4.1	4.6	4.1	4.3	24.9
Loans	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	0.0	0.0	0.0	0.0	55.1	41.3	40.5	40.7	29.6	24.1	231.3
Other authorities	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total road revenue	0.0	0.0	0.0	0.0	58.4	45.8	44.5	45.2	33.7	28.4	256.1

- Notes*
1. See text for interpretation and qualification of figures in the table.
 2. The ABS Implicit Price Deflator of Gross Domestic Product (ABS 1985) was used to convert figures from current prices to constant prices.
 3. Figures may not add to totals due to rounding.

TABLE 11.8 NORTHERN TERRITORY: STATE GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	0.0	0.0	0.0	0.0	17.7	15.1	2.2	11.9	4.9	10.4	62.2
Rural arterial roads	0.0	0.0	0.0	0.0	0.3	2.9	1.5	0.8	1.1	1.9	8.6
Rural local roads	0.0	0.0	0.0	0.0	7.1	8.8	3.5	16.3	12.2	5.6	53.4
Urban arterial roads	0.0	0.0	0.0	0.0	1.7	3.2	8.0	4.6	1.8	0.5	19.7
Urban local roads	0.0	0.0	0.0	0.0	14.9	5.4	11.5	1.7	0.1	0.6	34.1
Total	0.0	0.0	0.0	0.0	41.8	35.3	26.7	35.1	19.9	19.0	177.8
Maintenance											
National roads	0.0	0.0	0.0	0.0	7.0	1.5	5.9	2.2	3.0	4.8	24.3
Rural arterial roads	0.0	0.0	0.0	0.0	0.1	4.9	3.8	2.5	3.2	3.0	17.5
Rural local roads	0.0	0.0	0.0	0.0	12.8	5.4	8.3	4.8	5.2	1.6	38.2
Urban arterial roads	0.0	0.0	0.0	0.0	0.9	0.8	0.9	0.8	1.9	0.0	5.4
Urban local roads	0.0	0.0	0.0	0.0	2.6	1.0	0.3	0.0	0.0	0.0	3.9
Total	0.0	0.0	0.0	0.0	23.4	13.7	19.1	10.3	13.3	9.5	89.2
Total construction and maintenance	0.0	0.0	0.0	0.0	65.2	49.0	45.8	45.4	33.2	28.4	267.0
Planning and research	0.0	0.0	0.0	0.0	0.4	0.3	0.0	0.0	0.0	0.0	0.7
Total road expenditure	0.0	0.0	0.0	0.0	65.6	49.3	45.8	45.4	33.2	28.4	267.7

TABLE 11.8 (Cont.) NORTHERN TERRITORY: STATE GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(*\$ million*)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Non-road expenditure											
Loan repayments	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Interest payments	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

- Notes*
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert figures from current prices to constant prices.
 3. The ABS implicit Price Deflator of Gross National Expenditure (ABS 1985) was used to convert non-road expenditure figures from current prices to constant prices.
 4. Figures may not add to totals due to rounding.

TABLE 11.9 NORTHERN TERRITORY: LOCAL GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(*\$ million*)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural local roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	2.0	0.3	2.7
Urban arterial roads	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Urban local roads	1.1	2.2	3.0	2.9	0.7	0.5	-0.7	-0.1	-1.1	1.1	9.6
Total	1.1	2.2	3.2	3.1	0.7	0.5	-0.7	0.2	0.9	1.4	12.7
Maintenance											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural local roads	0.0	0.0	0.0	0.0	0.0	0.6	0.4	0.5	1.2	3.1	5.9
Urban arterial roads	0.3	0.5	0.4	0.0	0.4	0.0	0.0	0.0	0.0	0.0	1.6
Urban local roads	1.7	1.5	1.7	1.8	0.4	1.9	1.4	2.5	2.7	0.2	15.6
Total	2.0	1.9	2.1	2.2	0.4	2.5	1.7	3.0	3.9	3.3	23.0
Total construction and maintenance	3.1	4.1	5.4	5.3	1.1	3.1	1.0	3.2	4.9	4.8	35.9
Planning and research	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total road expenditure	3.1	4.1	5.4	5.3	1.1	3.1	1.0	3.2	4.9	4.8	35.9

TABLE 11.9 (Cont.) NORTHERN TERRITORY: LOCAL GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Pro rata expenditure on general administration	0.0	0.0	0.0	0.0	0.0	0.9	0.4	1.1	1.3	1.1	4.7
Non-road expenditure attributable to roads											
Pro rata expenditure on											
Loan repayments	0.0	0.0	0.0	0.0	0.0	0.1	0.9	1.1	0.2	0.1	2.4
Interest payments	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.2	0.5	0.5	1.8
Total	0.0	0.0	0.0	0.0	0.0	0.4	1.2	1.3	0.8	0.6	4.3
Road works funded by private contributions	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.1	0.2	1.0

- Notes*
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert road expenditure figures and the figures for road works funded by private contributions from current prices to constant prices.
 3. The ABS Implicit Price Deflator of Gross National Expenditure (ABS 1985) was used to convert non-road expenditure figures from current prices to constant prices.
 4. Figures may not add to totals due to rounding.

TABLE 11.10 NORTHERN TERRITORY: TOTAL ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	11.2	10.2	9.6	15.1	17.7	23.9	15.7	25.5	20.2	16.7	165.7
Rural arterial roads	0.3	0.2	0.4	0.6	0.3	4.5	2.9	1.9	3.9	5.6	20.6
Rural local roads	2.3	1.9	2.8	2.7	7.1	13.9	10.2	21.6	21.1	12.0	95.6
Urban arterial roads	2.5	2.2	1.7	1.6	1.7	5.0	9.3	7.3	3.1	2.7	37.1
Urban local roads	10.1	10.0	15.6	14.1	15.6	9.9	10.8	2.0	-0.8	2.1	89.4
Total	26.4	24.5	30.2	34.0	42.5	57.1	48.9	58.2	47.4	39.0	408.2
Maintenance											
National roads	14.0	6.3	7.7	6.5	7.0	6.5	8.9	4.4	5.8	5.5	72.6
Rural arterial roads	2.3	7.3	4.7	3.7	0.1	4.9	3.8	2.5	3.3	3.4	35.9
Rural local roads	5.6	16.8	10.7	8.6	12.8	9.5	11.3	7.2	7.7	8.2	98.2
Urban arterial roads	0.3	0.7	0.6	0.2	1.3	0.8	0.9	1.1	2.1	1.1	9.0
Urban local roads	2.0	2.0	1.9	2.0	3.0	2.9	1.6	2.8	3.1	0.2	21.3
Total	24.2	33.0	25.7	21.3	23.8	24.6	26.5	18.0	22.0	18.3	237.1
Total construction and maintenance	50.6	57.6	55.9	55.3	66.3	81.7	75.3	76.1	69.5	57.4	645.6
Planning and research	0.0	0.0	0.0	0.0	0.4	0.3	0.0	0.0	0.0	0.0	0.7
Total road expenditure	50.6	57.6	55.9	55.3	66.7	82.0	75.3	76.1	69.5	57.4	646.3

- Notes*
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert figures from current prices to constant prices.
 3. Figures may not add to totals due to rounding.

TABLE 11.11 AUSTRALIAN CAPITAL TERRITORY: COMMONWEALTH ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)

(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Rural local roads	0.0	0.1	0.5	0.0	0.0	0.0	0.0	0.0	0.3	0.5	1.4
Urban arterial roads	12.3	10.1	7.9	25.0	32.1	23.5	11.4	5.0	6.6	6.4	140.2
Urban local roads	9.2	15.6	19.1	12.9	5.5	3.0	2.7	3.1	4.1	4.0	79.2
Total	21.7	25.8	27.5	37.9	37.6	26.5	14.1	8.1	11.0	10.9	221.0
Maintenance											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.8
Rural local roads	0.3	0.4	0.4	0.0	0.0	0.0	0.0	0.5	0.6	0.5	2.7
Urban arterial roads	0.6	0.9	1.2	1.2	1.8	2.8	2.8	3.0	3.8	3.2	21.2
Urban local roads	0.7	1.0	1.0	1.4	1.6	2.2	2.2	3.1	3.9	3.3	20.3
Total	1.7	2.5	2.6	2.7	3.4	4.9	5.1	6.9	8.3	7.0	45.1
Total construction and maintenance	23.4	28.2	30.1	40.6	41.0	31.4	19.2	15.0	19.3	17.9	266.1
Planning & research	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total road expenditure	23.4	28.2	30.1	40.6	41.0	31.4	19.2	15.0	19.3	17.9	266.1

Notes 1. See text for interpretation and qualification of figures in the table.
 2. Figures may not add to totals due to rounding.

TABLE 11.12 AUSTRALIAN CAPITAL TERRITORY: TOTAL ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(*\$ million*)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Rural local roads	0.0	0.1	0.5	0.0	0.0	0.0	0.0	0.0	0.3	0.5	1.4
Urban arterial roads	12.3	10.1	7.9	25.0	32.1	23.5	11.4	5.0	6.6	6.4	140.2
Urban local roads	9.2	15.6	19.1	12.9	5.5	3.0	2.7	3.1	4.1	4.0	79.2
Total	21.7	25.8	27.5	37.9	37.6	26.5	14.1	8.1	11.0	10.9	221.0
Maintenance											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.8
Rural local roads	0.3	0.4	0.4	0.0	0.0	0.0	0.0	0.5	0.6	0.5	2.7
Urban arterial roads	0.6	0.9	1.2	1.2	1.8	2.8	2.8	3.0	3.8	3.2	21.2
Urban local roads	0.7	1.0	1.0	1.4	1.6	2.2	2.2	3.1	3.9	3.3	20.3
Total	1.7	2.5	2.6	2.7	3.4	4.9	5.1	6.9	8.3	7.0	45.1
Total construction and maintenance	23.4	28.2	30.1	40.6	41.0	31.4	19.2	15.0	19.3	17.9	266.1
Planning and research	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total road expenditure	23.4	28.2	30.1	40.6	41.0	31.4	19.2	15.0	19.3	17.9	266.1

Notes 1. See text for interpretation and qualification of figures in the table.
2. Figures may not add to totals due to rounding.

TABLE 11.13 AUSTRALIAN CAPITAL TERRITORY: COMMONWEALTH ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Rural local roads	0.1	0.2	1.1	0.0	0.0	0.0	0.0	0.0	0.3	0.5	2.2
Urban arterial roads	34.5	24.6	16.9	48.8	58.0	36.7	15.4	6.0	7.0	6.4	254.2
Urban local roads	25.8	37.8	41.0	25.3	10.0	4.7	3.7	3.7	4.4	4.0	160.2
Total	60.9	62.6	58.9	74.0	68.0	41.3	19.1	9.7	11.7	10.9	417.0
Maintenance											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.6	0.4	0.2	0.0	0.0	0.0	0.0	0.4	0.0	0.0	1.6
Rural local roads	0.7	1.1	0.9	0.0	0.0	0.0	0.0	0.6	0.6	0.5	4.4
Urban arterial roads	1.5	2.1	2.5	2.4	3.3	4.3	3.8	3.6	4.0	3.2	30.8
Urban local roads	1.9	2.4	2.0	2.8	2.9	3.4	3.0	3.7	4.2	3.3	29.6
Total	4.8	6.0	5.5	5.2	6.2	7.7	6.8	8.3	8.8	7.0	66.4
Total construction and maintenance	65.7	68.5	64.4	79.3	74.1	49.0	25.9	18.0	20.5	17.9	483.4
Planning and research	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total road expenditure	65.7	68.5	64.4	79.3	74.1	49.0	25.9	18.0	20.5	17.9	483.4

- Notes*
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert figures from current prices to constant prices.
 3. Figures may not add to totals due to rounding.

TABLE 11.14 AUSTRALIAN CAPITAL TERRITORY: TOTAL ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(*\$ million*)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Rural local roads	0.1	0.2	1.1	0.0	0.0	0.0	0.0	0.0	0.3	0.5	2.2
Urban arterial roads	34.5	24.6	16.9	48.8	58.0	36.7	15.4	6.0	7.0	6.4	254.2
Urban local roads	25.8	37.8	41.0	25.3	10.0	4.7	3.7	3.7	4.4	4.0	160.2
Total	60.9	62.6	58.9	74.0	68.0	41.3	19.1	9.7	11.7	10.9	417.0
Maintenance											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.6	0.4	0.2	0.0	0.0	0.0	0.0	0.4	0.0	0.0	1.6
Rural local roads	0.7	1.1	0.9	0.0	0.0	0.0	0.0	0.6	0.6	0.5	4.4
Urban arterial roads	1.5	2.1	2.5	2.4	3.3	4.3	3.8	3.6	4.0	3.2	30.8
Urban local roads	1.9	2.4	2.0	2.8	2.9	3.4	3.0	3.7	4.2	3.3	29.6
Total	4.8	6.0	5.5	5.2	6.2	7.7	6.8	8.3	8.8	7.0	66.4
Total construction and maintenance	65.7	68.5	64.4	79.3	74.1	49.0	25.9	18.0	20.5	17.9	483.4
Planning and research	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total road expenditure	65.7	68.5	64.4	79.3	74.1	49.0	25.9	18.0	20.5	17.9	483.4

- Notes*
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert figures from current prices to constant prices.
 3. Figures may not add to totals due to rounding.

APPENDIX I SUMMARY TABLES

TABLE I.1 AUSTRALIA: COMMONWEALTH ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	98.7	143.1	159.0	183.7	180.4	203.9	236.5	244.5	293.4	421.4	2 164.4
Rural arterial roads	57.1	57.7	54.0	73.2	79.6	85.6	92.6	92.5	135.9	197.0	925.0
Rural local roads	57.5	52.3	53.7	72.4	75.7	88.2	100.4	105.8	118.2	167.1	891.3
Urban arterial roads	147.8	168.2	151.9	122.0	128.1	127.2	130.4	150.6	170.8	233.7	1 530.7
Urban local roads	18.5	31.1	38.6	39.6	28.8	29.9	26.6	25.6	31.1	41.8	311.5
Total	379.4	452.5	457.1	490.9	492.5	534.7	586.5	619.2	749.2	1 061.0	5 822.9
Maintenance											
National roads	23.3	24.7	26.1	31.8	31.5	36.3	43.0	55.1	66.3	88.2	426.2
Rural arterial roads	7.5	6.9	4.4	3.6	1.0	0.8	1.0	1.5	0.6	5.2	32.4
Rural local roads	20.6	28.8	27.1	29.8	24.7	24.5	27.6	35.2	36.7	46.3	301.2
Urban arterial roads	1.7	1.4	1.7	1.3	1.8	2.8	2.8	3.3	4.0	7.2	28.0
Urban local roads	0.8	1.2	1.1	1.5	1.6	2.2	3.2	4.2	5.4	4.2	25.2
Total	53.9	63.0	60.4	68.0	60.6	66.5	77.5	99.1	113.0	151.0	813.0
Total construction and maintenance	433.4	515.5	517.5	558.9	553.0	601.3	664.0	718.3	862.2	1 212.0	6 636.0
Planning & research	5.3	8.6	8.1	8.9	6.4	7.0	6.3	0.0	0.0	0.0	50.4
Total road expenditure	438.6	524.1	525.5	567.8	559.4	608.2	670.2	718.3	862.2	1 212.0	6 686.3

Notes 1. See text for interpretation and qualification of figures in the table.
2. Figures may not add to totals due to rounding.

TABLE I.2 AUSTRALIA: STATE GOVERNMENT ROAD REVENUE, 1974-75 TO 1983-84 (CURRENT PRICES)

(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
SRA											
Vehicle registration	280.7	331.4	392.1	457.0	492.9	503.0	550.6	678.5	779.3	848.1	5 313.6
Drivers' licence fees	42.7	52.8	61.4	60.5	73.2	77.6	83.7	94.7	116.4	132.3	795.1
Road maintenance tax or State fuel tax	44.2	44.1	44.5	44.3	45.6	84.1	113.8	145.5	346.7	446.4	1 359.1
Other	22.6	30.8	31.5	31.6	34.0	26.5	29.7	30.1	43.6	49.5	329.9
Total motor taxation	390.1	459.2	529.5	593.5	645.6	691.2	777.8	949.1	1 286.3	1 476.3	7 798.4
<i>Less</i> collection costs	49.4	60.9	70.0	77.5	83.3	86.7	99.1	104.4	111.7	116.8	859.8
Net motor taxation	340.6	398.3	459.4	515.9	562.4	604.4	678.7	844.5	1 174.7	1 359.5	6 938.3
Loans	16.8	25.3	42.5	43.2	66.9	132.6	142.7	113.5	95.9	128.3	807.7
Other	21.6	26.0	24.1	41.5	64.8	58.5	63.5	68.1	92.3	129.7	590.0
Other authorities	67.6	77.1	92.3	116.4	108.5	116.7	161.8	159.0	96.2	96.1	1 091.8
Total road revenue	446.7	526.7	618.5	716.9	802.6	912.3	1 046.6	1 185.2	1 458.9	1 713.6	9 428.1

Notes 1. See text for interpretation and qualification of figures in the table.
 2. Figures may not add to totals due to rounding.

TABLE I.3 AUSTRALIA: STATE GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(*\$ million*)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	13.7	15.0	15.5	18.5	30.8	25.9	26.4	22.6	15.7	19.0	203.0
Rural arterial roads	87.9	110.0	129.3	121.4	131.4	171.4	175.1	204.5	208.9	227.0	1 566.8
Rural local roads	21.8	33.8	58.8	53.0	55.5	67.3	84.6	101.8	101.9	114.2	692.6
Urban arterial roads	91.5	77.1	99.7	169.8	175.2	196.6	218.5	225.5	238.3	273.5	1 765.8
Urban local roads	7.4	9.1	19.6	21.1	25.8	25.5	36.7	23.5	32.6	33.0	234.2
Total	222.3	245.0	322.8	383.8	418.7	486.6	541.3	577.8	597.2	666.6	4461.8
Maintenance											
National roads	1.3	0.9	2.5	3.4	9.1	7.4	9.6	6.3	10.0	9.3	59.7
Rural arterial roads	92.9	100.9	115.6	126.7	134.0	156.6	169.9	193.0	221.7	248.6	1 559.9
Rural local roads	19.3	24.7	30.6	37.4	47.5	41.7	49.6	54.0	56.5	60.9	422.3
Urban arterial roads	33.6	38.5	45.4	54.5	64.1	59.7	66.3	75.9	83.1	107.3	628.4
Urban local roads	2.3	7.2	6.2	5.1	7.8	5.6	6.0	5.5	3.9	5.3	54.9
Total	149.3	172.2	200.1	227.1	262.4	270.9	301.5	335.1	375.2	431.5	2 725.2
Total construction and maintenance	371.3	417.2	522.8	610.9	680.9	757.4	842.7	912.8	972.6	1 098.0	7 186.6
Planning & research	4.4	6.0	6.1	7.6	9.5	10.2	12.7	13.3	13.8	13.4	97.1
Total road expenditure	375.7	423.2	529.0	618.4	690.4	767.6	855.3	926.0	986.4	1 111.4	7 283.3

TABLE I.3 (Cont.) AUSTRALIA: STATE GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)

(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Non-road expenditure											
Loan repayments	4.9	5.6	7.7	9.4	13.8	25.7	45.1	32.9	21.6	23.6	190.2
Interest payments	16.9	21.6	25.8	32.4	40.3	52.1	67.5	87.6	106.2	121.0	571.3
Other	50.7	62.0	62.6	64.1	63.7	74.4	92.0	123.4	315.7	406.7	1 315.2
Total	66.0	80.9	92.2	99.0	106.2	122.5	174.2	249.9	443.4	551.3	1 985.6

Notes 1. See text for interpretation and qualification of figures in the table.
 2. Figures may not add to totals due to rounding.

TABLE I.4 AUSTRALIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(*\$ million*)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.0	0.0	0.3	0.3	0.3	0.2	0.3	0.0	0.0	0.0	1.4
Rural local roads	100.3	110.4	105.7	112.9	121.7	109.8	128.6	185.3	212.5	184.0	1 371.2
Urban arterial roads	6.5	7.7	8.3	8.9	10.2	9.7	11.0	0.0	0.0	0.0	62.3
Urban local roads	84.9	121.3	141.2	154.9	171.6	141.7	177.1	209.2	234.6	244.6	1 681.1
Total	191.8	239.3	255.3	276.9	303.6	261.4	317.2	394.3	447.1	428.6	3 115.5
Maintenance											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	1.0
Rural local roads	86.3	96.7	85.6	97.7	105.1	130.3	177.4	169.4	209.5	238.0	1 396.1
Urban arterial roads	2.8	3.0	4.1	4.4	5.4	5.7	7.6	0.0	0.0	0.0	33.1
Urban local roads	72.7	104.8	113.4	134.9	149.3	133.6	187.5	244.4	277.3	300.3	1 718.1
Total	161.9	204.5	203.3	237.4	259.6	269.7	372.6	413.8	486.8	538.3	3 148.0
Total construction and maintenance	353.8	443.8	458.6	514.3	563.3	531.2	689.9	808.3	934.0	966.9	6 264.0
Planning & research	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total road expenditure	353.8	443.8	458.6	514.3	563.3	531.2	689.9	808.3	934.0	966.9	6 264.0

TABLE I.4 (Cont.) AUSTRALIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
Pro rata expenditure on general administration	79.8	96.7	114.4	128.5	139.1	136.5	164.1	198.0	227.7	210.0	1494.8
Non-road expenditure attributable to roads											
Pro rata expenditure on											
Loan repayments	33.9	36.8	41.3	45.1	50.7	51.2	62.0	71.9	80.4	71.9	545.2
Interest payments	34.7	42.6	52.8	61.5	71.8	74.1	91.9	108.8	128.1	120.4	786.7
Total	68.6	79.4	94.1	106.6	122.5	125.3	153.9	180.7	208.5	192.3	1331.9
Road works funded by private contributions	69.6	80.7	88.5	80.1	85.3	36.3	55.6	67.6	86.2	72.5	722.5

Notes 1. See text for interpretation and qualification of figures in the table.
2. Figures may not add to totals due to rounding.

TABLE 1.5 AUSTRALIA: TOTAL ROAD EXPENDITURE, 1974-75 TO 1983-84 (CURRENT PRICES)
(*\$ million*)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	112.4	158.1	174.5	202.2	211.2	229.8	262.8	267.1	309.1	440.4	2 367.6
Rural arterial roads	144.9	167.7	183.5	194.9	211.2	257.2	268.0	297.0	344.7	423.9	2 493.0
Rural local roads	179.7	196.5	218.1	238.4	252.9	265.3	313.5	392.9	432.6	465.3	2 955.2
Urban arterial roads	245.8	253.0	260.0	300.7	313.5	333.5	359.9	376.1	409.0	507.2	3 358.7
Urban local roads	110.8	161.5	199.3	215.6	226.1	197.1	240.5	258.3	298.3	319.4	2 226.9
Total	793.4	936.8	1 035.2	1 151.6	1 214.7	1 282.7	1 444.9	1 591.3	1 793.4	2 156.1	13 400.1
Maintenance											
National roads	24.6	25.6	28.6	35.2	40.6	43.8	52.6	61.4	76.3	97.5	486.2
Rural arterial roads	100.5	107.8	120.2	130.5	135.2	157.7	171.0	194.5	222.3	253.8	1 593.5
Rural local roads	126.3	150.3	143.3	164.9	177.2	196.5	254.6	258.4	302.8	345.2	2 119.7
Urban arterial roads	38.1	43.0	51.3	60.3	71.3	68.2	76.7	79.2	87.1	114.5	689.7
Urban local roads	75.8	113.2	120.6	141.5	158.6	141.3	196.7	254.0	286.6	309.8	1 798.1
Total	365.1	439.6	463.8	532.5	582.6	607.1	751.6	848.0	975.0	1 120.8	6 686.1
Total construction and maintenance	1 158.4	1 376.5	1 498.9	1 684.1	1 797.2	1 889.8	2 196.6	2 439.4	2 768.8	3 276.9	20 086.6
Planning and research	9.7	14.6	14.2	16.5	15.9	17.2	19.0	13.3	13.8	13.4	147.9
Total road expenditure	1 168.1	1 391.1	1 513.1	1 700.5	1 813.1	1 906.9	2 215.4	2 452.6	2 782.6	3 290.3	20 233.7

Notes 1. See text for interpretation and qualification of figures in the table.
2. Figures may not add to totals due to rounding.

TABLE I.6 AUSTRALIA: COMMONWEALTH ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)

(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
Construction											
National roads	277.0	347.4	340.5	359.0	326.4	318.1	319.5	292.7	311.9	421.4	3 313.7
Rural arterial roads	160.2	140.1	115.6	143.0	143.9	133.5	125.1	110.7	144.4	197.0	1 413.5
Rural local roads	161.6	127.0	115.0	141.5	136.9	137.6	135.6	126.7	125.6	167.1	1 374.5
Urban arterial roads	414.9	408.5	325.5	238.3	231.7	198.5	176.2	180.3	181.6	233.7	2 589.0
Urban local roads	51.8	75.5	82.7	77.4	52.0	46.6	36.0	30.7	33.1	41.8	527.5
Total	1 065.4	1 098.6	979.1	959.2	890.9	834.2	792.3	741.2	796.4	1 061.0	9 218.2
Maintenance											
National roads	65.4	59.9	55.8	62.2	57.0	56.6	58.1	66.0	70.5	88.2	639.7
Rural arterial roads	21.2	16.7	9.4	7.0	1.7	1.3	1.3	1.8	0.6	5.2	66.1
Rural local roads	58.0	70.0	58.1	58.2	44.7	38.2	37.2	42.1	39.0	46.3	491.7
Urban arterial roads	4.7	3.4	3.7	2.6	3.3	4.3	3.8	4.0	4.3	7.2	41.2
Urban local roads	2.2	2.9	2.2	3.0	2.9	3.4	4.3	5.0	5.7	4.2	35.8
Total	151.4	153.0	129.3	132.9	109.5	103.8	104.7	118.7	120.2	151.0	1 274.4
Total construction and maintenance	1 216.8	1 251.5	1 108.4	1 092.1	1 000.4	938.0	897.1	859.8	916.5	1 212.0	10 492.6
Planning and research	14.7	20.8	17.2	17.5	11.6	10.9	8.5	0.0	0.0	0.0	101.2
Total road expenditure	1 231.5	1 272.4	1 125.6	1 109.5	1 012.0	948.8	905.5	859.8	916.5	1 212.0	10 593.6

- Notes
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert figures from current prices to constant prices.
 3. Figures may not add to totals due to rounding.

TABLE I.7 AUSTRALIA: STATE GOVERNMENT ROAD REVENUE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)

(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
<i>SRA</i>											
Vehicle registration	672.4	689.0	734.0	793.9	793.5	728.8	723.5	809.5	839.3	848.1	7 632.0
Drivers' licence fees	102.2	109.7	115.0	105.1	117.8	112.5	109.9	112.9	125.3	132.3	1 142.6
Road maintenance tax or State fuel tax	105.7	91.7	83.2	77.0	73.5	121.8	149.6	173.6	373.4	446.4	1 695.8
Other	54.0	64.0	59.0	55.0	54.8	38.4	39.0	35.9	47.0	49.5	496.5
<i>Total motor taxation</i>	<i>934.3</i>	<i>954.6</i>	<i>991.2</i>	<i>1 030.8</i>	<i>1 039.5</i>	<i>1 001.5</i>	<i>1 022.0</i>	<i>1 132.3</i>	<i>1 385.3</i>	<i>1 476.3</i>	<i>10 967.7</i>
<i>Less collection costs</i>	<i>118.4</i>	<i>126.5</i>	<i>131.1</i>	<i>134.6</i>	<i>134.1</i>	<i>125.6</i>	<i>130.3</i>	<i>124.6</i>	<i>120.3</i>	<i>116.8</i>	<i>1 262.2</i>
<i>Net motor taxation</i>	<i>815.7</i>	<i>828.1</i>	<i>859.9</i>	<i>896.2</i>	<i>905.5</i>	<i>875.8</i>	<i>891.8</i>	<i>1 007.5</i>	<i>1 265.1</i>	<i>1 359.5</i>	<i>9 705.0</i>
Loans	40.3	52.6	79.6	75.0	107.7	192.2	187.5	135.4	103.2	128.3	1 101.9
Other	51.7	54.1	45.2	72.0	104.4	84.7	83.4	81.2	99.4	129.7	805.8
Other authorities	161.8	160.4	172.7	202.2	174.7	169.1	212.7	189.7	103.6	96.1	1 643.0
<i>Total road revenue</i>	<i>1 069.8</i>	<i>1 095.0</i>	<i>1 157.8</i>	<i>1 245.3</i>	<i>1 292.2</i>	<i>1 322.0</i>	<i>1 375.3</i>	<i>1 413.9</i>	<i>1 571.3</i>	<i>1 713.6</i>	<i>13 256.1</i>

- Notes*
1. See text for interpretation and qualification of figures in the table.
 2. The ABS Implicit Price Deflator of Gross Domestic Product (ABS 1985) was used to convert figures from current prices to constant prices.
 3. Figures may not add to totals due to rounding.

TABLE 1.8 AUSTRALIA: STATE GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(*\$ million*)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	38.5	36.4	33.2	36.1	55.7	40.4	35.6	27.0	16.7	19.0	338.6
Rural arterial roads	246.7	267.1	276.9	237.2	237.6	267.4	236.6	244.8	222.0	227.0	2 463.3
Rural local roads	61.2	82.1	125.9	103.6	100.4	105.0	114.2	121.8	108.4	114.2	1 036.7
Urban arterial roads	256.8	187.3	213.6	331.9	317.0	306.7	295.2	270.0	253.3	273.5	2 705.2
Urban local roads	20.9	22.2	41.9	41.2	46.6	39.7	49.6	28.2	34.6	33.0	357.7
Total	624.1	594.9	691.4	749.9	757.4	759.0	731.3	691.6	634.8	666.6	6 900.9
Maintenance											
National roads	3.6	2.2	5.3	6.5	16.4	11.6	13.0	7.5	10.6	9.3	86.0
Rural arterial roads	260.9	245.0	247.5	247.6	242.4	244.4	229.5	231.0	235.7	248.6	2 432.5
Rural local roads	54.3	60.1	65.5	73.1	85.9	65.1	67.1	64.6	60.1	60.9	656.6
Urban arterial roads	94.3	93.5	97.3	106.6	115.9	93.2	89.6	90.9	88.3	107.3	976.8
Urban local roads	6.5	17.6	13.2	10.0	14.1	8.7	8.2	6.5	4.2	5.3	94.1
Total	419.1	418.1	428.7	443.8	474.6	422.5	407.3	401.1	398.8	431.5	4 245.5
Total construction and maintenance	1 042.6	1 012.9	1 119.9	1 193.6	1 231.8	1 181.5	1 138.5	1 092.6	1 033.9	1 098.0	11 145.3
Planning and research	12.4	14.6	13.1	14.8	17.3	16.0	17.2	15.9	14.7	13.4	149.3
Total road expenditure	1 055.0	1 027.5	1 133.1	1 208.3	1 249.0	1 197.4	1 155.6	1 108.4	1 048.5	1 111.4	11 294.1

TABLE I.8 (Cont.) AUSTRALIA: STATE GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Non-road expenditure											
Loan repayments	11.9	11.7	14.5	16.3	22.1	37.2	59.1	39.1	23.1	23.6	258.5
Interest payments	41.3	45.6	48.7	55.9	64.4	75.4	88.5	104.2	113.6	121.0	758.5
Other	124.1	130.6	118.3	110.6	101.8	107.7	120.6	146.8	337.8	406.7	1 704.8
Total	161.6	170.3	174.1	170.8	169.9	177.3	228.3	297.1	474.5	551.3	2 575.1

- Notes*
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert figures from current prices to constant prices.
 3. The ABS Implicit Price Deflator of Gross National expenditure (ABS 1985) was used to convert non-road expenditure figures from current prices to constant prices.
 4. Figures may not add to totals due to rounding.

TABLE I.9 AUSTRALIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)

(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Construction											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.0	0.0	0.6	0.6	0.5	0.3	0.4	0.0	0.0	0.0	2.5
Rural local roads	281.7	268.0	226.3	220.6	220.2	171.2	173.8	221.8	225.9	184.0	2 193.5
Urban arterial roads	18.4	18.7	17.8	17.4	18.4	15.1	14.8	0.0	0.0	0.0	120.6
Urban local roads	238.4	294.4	302.4	302.7	310.4	221.1	239.3	250.4	249.4	244.6	2 653.1
Total	538.5	581.0	546.8	541.1	549.2	407.8	428.6	472.0	475.3	428.6	4 968.8
Maintenance											
National roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rural arterial roads	0.0	0.0	0.4	0.4	0.4	0.3	0.3	0.0	0.0	0.0	1.8
Rural local roads	242.4	234.9	183.4	191.0	190.0	203.3	239.7	202.8	222.7	238.0	2 148.1
Urban arterial roads	7.9	7.4	8.8	8.7	9.7	8.9	10.2	0.0	0.0	0.0	61.7
Urban local roads	204.3	254.4	242.9	263.5	270.1	208.3	253.4	292.5	294.8	300.3	2 584.4
Total	454.7	496.4	435.5	463.9	469.7	420.8	503.4	495.3	517.5	538.3	4 795.4
Total construction and maintenance	993.3	1 077.5	982.4	1 005.0	1 019.0	828.6	932.0	967.5	992.8	966.9	9 765.1
Planning and research	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total road expenditure	993.3	1 077.5	982.4	1 005.0	1 019.0	828.6	932.0	967.5	992.8	966.9	9 765.1

TABLE 1.9 (Cont.) AUSTRALIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)
(\$ million)

<i>Categories</i>	<i>1974-75</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>Total</i>
Pro rata expenditure on general administration	195.4	203.7	216.1	221.7	222.4	197.5	215.1	235.4	243.6	210.0	2 160.9
Non-road expenditure attributable to roads											
Pro rata expenditure on											
Loan repayments	83.0	77.5	78.0	77.8	81.1	74.1	81.3	85.5	86.0	71.9	796.2
Interest payments	85.0	89.7	99.7	106.1	114.8	107.2	120.5	129.4	137.1	120.4	1 109.8
Total	167.9	167.2	177.7	183.9	195.9	181.3	201.8	214.9	223.1	192.3	1 906.0
Road works funded by private contributions	195.5	196.0	189.6	156.5	154.3	56.6	75.1	80.9	91.6	72.5	1 268.8

- Notes*
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert road expenditure figures and the figures for road works funded by private contributions from current prices to constant prices.
 3. The ABS Implicit Price deflator of Gross National Expenditure (ABS 1985) was used to convert figures for those items of expenditure not fully attributable to roads from current prices to constant prices.
 4. Figures may not add to totals due to rounding.

TABLE I.10 AUSTRALIA: TOTAL ROAD EXPENDITURE, 1974-75 TO 1983-84 (CONSTANT 1983-84 PRICES)

(\$ million)

Categories	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	Total
Construction											
National roads	315.5	383.8	373.7	395.0	382.1	358.4	355.1	319.7	328.5	440.4	3 652.2
Rural arterial roads	406.9	407.2	393.2	380.8	382.1	401.2	362.0	355.5	366.5	423.9	3 879.3
Rural local roads	504.5	477.2	467.1	465.8	457.5	413.8	423.6	470.3	459.9	465.3	4 605.0
Urban arterial roads	690.1	614.4	556.8	587.6	567.0	520.3	486.2	450.2	434.8	507.2	5 414.6
Urban local roads	311.1	392.0	426.9	421.3	409.0	307.4	324.9	309.2	317.0	319.4	3 538.2
Total	2 228.0	2 274.5	2 217.3	2 250.2	2 197.5	2 001.0	1 952.1	1 904.8	1 906.4	2 156.1	21 087.9
Maintenance											
National roads	69.0	62.1	61.2	68.7	73.4	68.2	71.0	73.5	81.1	97.5	725.7
Rural arterial roads	282.1	261.6	257.4	254.9	244.5	245.9	231.0	232.8	236.3	253.8	2 500.3
Rural local roads	354.6	364.9	307.0	322.2	320.6	306.6	344.0	309.5	321.9	345.2	3 296.5
Urban arterial roads	106.9	104.3	109.8	117.8	128.9	106.4	103.6	94.8	92.5	114.5	1 079.5
Urban local roads	212.9	274.8	258.4	276.5	287.0	220.4	265.8	304.1	304.7	309.8	2 714.4
Total	1 025.3	1 067.4	993.5	1 040.6	1 053.8	947.1	1 015.4	1 015.1	1 036.4	1 120.8	10 315.4
Total construction and maintenance	3 252.8	3 342.0	3 210.6	3 290.7	3 251.2	2 948.1	2 967.6	2 920.0	2 943.3	3 276.9	31 403.2
Planning and research	27.2	35.4	30.4	32.2	28.8	26.8	25.7	15.9	14.7	13.4	250.5
Total road expenditure	3 279.9	3 377.5	3 241.0	3 322.8	3 279.9	2 974.8	2 993.0	2 935.8	2 957.9	3 290.3	31 652.9

- Notes
1. See text for interpretation and qualification of figures in the table.
 2. The BTE Road Construction Price Index (BTE 1985b) was used to convert figures from current prices to constant prices.
 3. Figures may not add to totals due to rounding.

APPENDIX II CONSTANT PRICE ESTIMATES

The normalisation of current price data into constant prices was achieved through the use of three indices. Table II.1 provides details and compares these indices.

To normalise road expenditure figures to constant prices, the road construction input-price index was used (BTE 1985b). The index used to deflate State road revenue was the ABS implicit price deflator for expenditure on Gross Domestic Product. For items classified as non-road expenditure the ABS implicit price deflator for Gross National Expenditure was used.

TABLE II.1 COMPARISON OF CURRENT PRICE DEFLATORS, 1974-75 TO 1983-84
(1983-84 = 100.0)

Year	<i>BTE road construction index; overall activity</i>	<i>Implicit price deflator</i>	
		<i>Expenditure on gross domestic product</i>	<i>Gross national expenditure</i>
1974-75	35.6	41.8	40.8
1975-76	41.2	48.1	47.5
1976-77	46.7	53.4	52.9
1977-78	51.2	57.6	58.0
1978-79	55.3	62.1	62.5
1979-80	64.1	69.0	69.1
1980-81	74.0	76.1	76.3
1981-82	83.5	83.8	84.1
1982-83	94.1	92.9	93.5
1983-84	100.0	100.0	100.0

Sources ABS (1985). BTE (1985).

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ABBREVIATIONS

ABRD	Australian Bicentennial Road Development
ABS	Australian Bureau of Statistics
ALTP	Australian Land Transport Program
AMIS	Australian Municipal Information System
BTE	Federal Bureau of Transport Economics
NAASRA	National Association of Australian State Road Authorities
NCDC	National Capital Development Commission
SLGFS	Standardised Local Government Finance Statistics



Bureau of Transport Economics

Our Reference:

AUSTRALIAN ROAD FINANCING STATISTICS 1974-75 TO 1983-84

Extended Summary - BTE Information Paper 18

The Bureau of Transport Economics has released an Information Paper containing data on road expenditure for the period 1974-75 to 1983-84. The information is presented for each of the major road categories and by level of government. Information about State government revenues raised in respect of road use is also provided.

The data presented indicate that in 1983-84 Commonwealth road expenditure increased in real terms by about 32 per cent. This was due largely to the increase that year in the amount of fuel excise collected under the Australian Bicentennial Road Development (ABRD) Program from 1 cent to 2 cents per litre. In addition, 1983-84 expenditure included a carry-over of ABRD funds which some States were unable to spend in 1982-83.

State government road expenditure increased in real terms by almost 7 per cent in 1983-84 following a decline from the peak in 1978-79, while local government road expenditure declined by 2.6 per cent in real terms.

Total government road expenditure in Australia increased by 11.4 per cent in real terms in 1983-84. The 1983-84 level of expenditure was almost at the historically high real levels of the mid-1970s.

The Paper also contains an analysis of the trends in roads expenditure by the three levels of government on a State-by-State basis. Shifts in the expenditure allocations of the three levels of government to the various road categories are noted, as are major changes in State government road taxes and other revenue sources. Finally, a comparison is provided of the road expenditure effort of each of the

States and the Northern Territory and of local government authorities in each State.

The production of these time series data was initiated in 1981 for use in modelling intergovernmental financial relations and to assess individual State and local government fiscal efforts in relation to roads. The series is being maintained for use in further research into road financing by the BTE and other organisations.

The data provided in this Paper have been compiled from a number of sources. Commonwealth road expenditure statistics were obtained from data provided by State road authorities to the National Association of State Road Authorities (NAASRA) and from the Commonwealth Budget Papers. Information on State government road expenditure was obtained from the State Auditors General's Reports as well as the data supplied by State road authorities to NAASRA. The statistics on local government road expenditure were derived from the Australian Bureau of Statistics collections, the Australian Municipal Information System (AMIS) for years prior to 1979-80 and the newer Standardised Local Government Finance Statistics (SLGFS) collection from 1979-80 onwards. These information sources were also used in the previous Information Papers.

The statistics presented are subject to revision as additional information becomes available. It is proposed that the data will be updated in the future.

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