

TRANSIT

NEWS AND VIEWS



Volume 13 Number 6 November 1989

The Newsletter of the Public Transport Users' Association Incorporated.
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Conference

Public Transport in Crisis

Chairperson:

Sir Rupert Hamer, K.C.M.G.

Keynote Speaker:

John Whitelegg, President, Transport 2000 International.

Other Speakers Include:

The Hon. Frank Crean

Dame Phyllis Frost, D.B.E.

Councillor Winsome McCaughey

Gordon Trinca, O.B.E., Chairman, Road Trauma Committee

plus

Union and Community Group Representatives

Have your say about Public Transport !
Informal lunch-time session.

9.30 - 4.00 Wednesday November 29th
Regent Hotel, Collins Street.

PTUA, Box 324, Collins Street P.O., Melbourne 3000.

EDITORIAL

Transport in Crisis!

Whilst the Transport Minister and the Met claim to be setting about improving the public transport system, the public perception has been different.

The most controversial issue is the planned scratch ticket system, which allows the Met to abolish conductors from all but the oldest trams and staff from most railway stations. Ticket purchase (except for periodicals) will be inconvenient or costly, and most people would prefer conductors and station staff to remain.

And the Met has been quietly introducing its new Metlink buses, on routes already served by buses, in a bid to put pressure on the private bus operators, at the same time attempting to curtail or close existing services.

People are concerned about the failure of the Met to prevent vandalism and graffiti on the trains and stations. They are afraid to travel by train at night.

The safety of the rail system is another major concern, with the possibility of a serious collision occurring as a result of faulty signal cabling. We have already experienced a collision at Ringwood.

The prospect of a privately owned and operated Very Fast Train is concerning many people in both Melbourne and rural Victoria.

The root cause of these problems is the unwillingness of both Federal and State Governments to fund the operation and invest in the infrastructure of the public transport system, and a determination to cut costs above all other considerations.

But, no matter how economically efficient the public transport system is, unless it is safe and convenient to use, the public won't use it. Deaths and injuries on our roads are rising again. Surely now is the time to encourage more people to use public transport and leave their cars at home.

The keynote speaker at the Conference we have organised for the end of this month will be John Whitelegg, President of Transport 2000 International, who will give us an overseas perspective, and some lessons from Europe.

The Conference will give representatives of groups who use public transport an opportunity to air their views and put pressure on Government for a change of direction. It is the culmination of, and a fitting end to, a year of intense activity.

New Members

We welcome the following new members:

Mr P. Alexander	Hawthorn
Dr S. Bloch	Kew
Ms H. Braund	Hawthorn
Mr W. Chalmers	Fawkner
Mrs B. Exner	Noble Park
Ms N. M. Finch	Albert Park
Mr G. Hilling	Watsonia North
Ms E. Kasa	Mornington
Mrs M. D. Kewish	Noble Park
Ms J. Lacey	North Melbourne
Mr J. R. Lowe	Carnegie
Mrs V. Lowe	Carnegie
Ms E. T. Morton	Glen Iris
Mrs B. O'Hara	Oakleigh
Prahran Mechanics' Institute	Windsor
Sr. L. M. Robinson	Toorak
Mr N. L. Rosengren	Ivanhoe

Council for 1989-90

Council Executives	
President	Ray Walford
Vice President	Wendy Moore
Secretary	Paul Mees
Treasurer	David Bowd
Public Relations	Patrick O'Connor
Council Members	
	Peter Brownbill
	Jon Cervini
	Graeme Gibson
	Steve Howard
	Sybille Kalbitzer
	Jon Saul
	Hugh Waldron
	Gerard Warren
	Bernard Weston

Offers of Assistance

Thanks to all those members who returned the form in the September issue of TN&V. If you haven't returned yours, please do so by 1st December. If you have mislaid your copy, just write to the Secretary indicating the areas in which you can help.

Transit News and Views is edited by Ray Walford.

NEWS DIGEST

Upfield Update

The Government's light rail proposal has created widespread hostility in local communities. The Cities of Melbourne, Brunswick and Broadmeadows have strongly opposed conversion of the line and called for an independent review similar to that proposed for the Eastern Freeway extension. The PTUA has supported this call. Coburg, despite local opposition, has supported light rail.

PTUA members have been involved in the recently established Coburg Transport Group, which supports the retention of the train and tram services. PTUA officers attended a successful meeting in Fawkner, called by the local Progress Association, at which all present opposed the Government's plans.

The PTUA has, jointly with the Conservation Council of Victoria, approached trade unions and local councils seeking funding to employ a full-time campaign worker to co-ordinate the considerable local support that now exists for the retention and upgrading of the train and tram lines. If our requests are successful, the Upfield campaign will move into high gear early in 1990.

It now appears that the Government is "rushing" the work on the light rail conversion, in the hope that early completion will stifle opposition. The line is rumoured to be due to close in June or July 1990.

Bus Blues Continue...

Industrial turmoil resulting from the dispute between the Transport Minister and private bus operators continued during October and into November. Meanwhile, two more bus routes have appeared, unannounced, in the Southland area. As with route 634 (discussed in our September issue of TN&V), the new services duplicate existing routes, and seem to have been introduced mainly to provide work for Quince's, the Met's preferred private operator.

On 29th October, the Met rerouted its Brighton and Gardenvale to City services (routes 601 and 602) from Swanston Street to Queen Street. The change, which was introduced (as always) without consulting passengers, inconveniences the majority of patrons, who have destinations near Swanston Street. In off-peak periods, at night and on weekends, the Queen Street area of Melbourne is as dead as the wastes of Antarctica! The PTUA has protested to the Met and to local MP's.

605 Bus Petition

The PTUA's petition to save the Kooyong Road/Alexandra Avenue bus service has now over 1500 signatures. However, more are needed, and members who can obtain signatures are requested to write to the Secretary for petition forms.

Eastern Freeway

The Association has expressed interest in making a submission to the Panel reviewing the proposed extension to the Eastern Freeway. We will be arguing that public transport offers the best solution to the region's traffic problems. A preliminary meeting was held with the panel's research officer on 6th November, and we raised the possibility of applying for funding to help with our submission. Again, the assistance of members will be most welcome. Please send ideas or offers of assistance to the Secretary.

Paul Mees

More Progress in Queensland

Queensland's profitable rail system expects to haul a record 70 million tonnes of coal this financial year. To accommodate the extra tonnage, Queensland Railways will duplicate 17km of electrified track between Gladstone and Rockhampton. QR reports that its recently completed main line electrification program is creating big savings through fuel cost reductions (\$16 m. per annum) and faster journey times (saving up to 40% on crew costs).

Steve Duke

Federal Allocations to the States for Road and Rail Investment

The following table explains why our railways are in such a parlous state. The figures, in millions of Dollars per year, are derived from Federal Budget Papers, and the Victorian Ministry of Transport's "Road & Rail Funding 1967-68 to 1983-84; Situation Analysis" (June 1985).

Year	Rail (excluding ANR)	Road (excluding ACT)
1969-70	20	193
1970-71	8	219
1971-72	6	246
1972-73	3	280
1973-74	33	321
1974-75	62	370
1975-76	34	436
1976-77	58	434
1977-78	51	478
1978-79	42	508
1979-80	47	565
1980-81	60	635
1981-82	61	703
1982-83	65	880
1983-84	11	1211
1984-85	7	1248
1985-86	7	1253
1986-87	5	1248
1987-88	3	1250
1988-89	0	1228
1989-90	0	1333

Ray Walford

Annual General Meeting

The 13th Annual General Meeting of the PTUA was held on October 18th, 1989; about 60 members attended. The meeting was chaired by former PTUA President Charles Sowerwine.

Our guest speaker, Roger Pescott (Shadow Minister for Transport) spoke of the obligations of Government to provide safe, reliable and efficient public transport. He said the Liberal Party's transport policy is undergoing revision. Mr Pescott put safety as the paramount requirement, and referred to the N.S.W. Government's policy of reviewing the infrastructure and spending the money necessary to correct deficiencies. He said that the Met's employees received no training for handling disasters, and that the Met's own plans were not followed at the Ringwood train crash. He spoke in favour of driver-only operation of buses and trams, having experienced them in Brussels. He also claimed that Government buses cost 30-50% more to run than private buses. After his speech, Mr Pescott took a number of questions from members.

The President spoke about prospect for the year ahead, and mentioned the co-operative approach now taken by the PTUA with other groups, such as the Conservation Council.

The Secretary spoke about the achievements of the past year.

The Treasurer gave the annual financial report. Expenditure exceeded income for the year; we need to keep these in balance. Membership is rising again, the first time it has risen significantly for many years, and this is a welcome trend.

Nine nominations were received for ordinary Council member, and one nomination each for the five executive positions. To streamline the procedure, two candidates for ordinary Council member were asked to withdraw their nomination (only seven are required) on the understanding that they would be co-opted onto Council by the new Council. The candidates names were then read out, and the meeting asked to vote by affirmation. There was no dissent.

The members then debated a draft position paper on the Very Fast Train, drawn up by Paul Mees. After some amendments and discussion, the meeting agreed by an overwhelming majority (3 against) to accept the draft as the foundation of PTUA policy.

Finally, members were invited to write to the newsletter with their views about keeping or replacing the old (W-class) trams.

Ray Walford

Odds and Ends

Paris pushes out the motorists

More than 100,000 street parking places in central Paris are to be cancelled as part of a plan to hand over much of the city to public transport and pedestrians.

The mayor of Paris, Mr Jacques Chirac, announced his programme to end traffic jams at the same time as receiving preliminary government approval for a network of underground motorway tunnels.

Mr Chirac has given in to pressure from the green movement and the increasing exasperation of Parisians whose patience was severely tested by traffic problems during the bicentenary celebrations.

As a result, nearly 200 miles (300 km) of road in the city centre are to be declared a red zone in which parking will be forbidden. The extra space will be used for public transport lanes or pedestrian areas.

Guardian Weekly, Oct 22 1989

Talking Trams

A deathly silence descended on passengers travelling along Gisborne Street in a route 42 tram recently. The silence was broken by a burst of applause from amused travellers, who had been treated by tram driver, and PTUA Councillor, Hugh Waldron to an entertaining history of Melbourne's first electrified tram from Box Hill to Doncaster, and an invitation to attend the centenary celebrations.

Erica Cervini

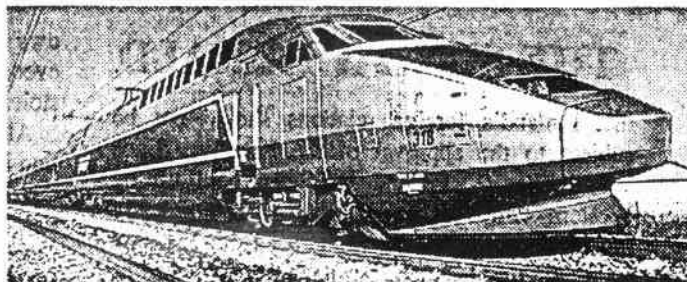
Modern Railways Wanted

Rob Spragg would like to borrow, hire or buy copies of "Modern Railways" for March and April 1989. If you can assist, please call Rob at (a.h.).

Very Fast Train

The PTUA has endorsed the ACF/ARU joint submission to the Senate Inquiry into the Very Fast Train, which calls for a full public inquiry into the proposed train and associated land developments.

We will also respond this month to the Victorian Government's draft terms of reference for its own Public Review.



The French Train de Grande Vitesse: a technology junkie's delight.

LETTERS LETTERS LETTERS

A recipe for disaster

Not only will we have to scratch our own tickets, but now we must staff our own stations! The following notice appeared recently at unattended Toorak Station, which has four platforms:

Dandenong + Cheltenham trains depart from platform 4 until about 3.20. Please check (platform) as train approaches.

This quaint instruction highlights a very serious and potentially dangerous situation. Hundreds of schoolchildren congregate at the station during the afternoon peak, and the unannounced (because there are no staff) arrival of trains on platforms other than those advertised has led to students scampering across rail tracks in the path of on-coming trains.

Obviously, there is potential for a disaster here. Toorak Station would not be alone: many other unattended stations are used by schoolchildren. Does the Met care?

Erica Cervini

[Erica highlighted this problem in an interview with 3AW's Neil Mitchell on 1st November: Editor]

Tram Safety

Dear Sir,

In the past I have advised my daughter to travel by tram if she is returning home alone after dark as I considered that the presence of a conductor would make tram travel safer than that by train. If the MTA goes ahead with its plan to abolish conductors no-one will feel safe travelling by public transport, particularly at night. No system of roving inspectors or radio communication can be as effective as the presence of a conductor on the spot to prevent or deal with trouble on public transport. If people don't feel safe using the system patronage will decline and then what use will it be for the MTA to claim to provide more for our dollar if they don't receive our dollar?

Mrs Kitty L. Syer

Notice

The Australian Conservation Foundation, Friends of the Earth, and Movement against Uranium Mining are holding a public meeting on Energy, Greenhouse and the Economy. Speakers are Amory Lovins (International Energy Advisor), Ian Lowe (Commission for the Future) and Deni Greene (Energy Analyst). Collingwood Town Hall, Thursday November 30th., 8 p.m.

Book Review

Bushwalking by Public Transport 1

This book is a guide to bushwalks in Victoria that can be reached by public transport, and as such it is a welcome addition. The authors are both experienced bushwalkers and public transport users.

Twenty-seven walks are described, and each one has a clear map. Most maps include the all-important public transport facility (bus stop or railway station), but there are some omissions. The walks range from suburban to remote country locations, and some are illustrated by photographs which give an indication of the terrain. The book also contains useful general information and tips for bushwalkers.

Finding your way round the book is not quite as easy as following the directions for a walk. Although the book is divided into chapters dealing with groups of similar walks, there is no overall list of the walks, nor any map to show them all in context. Choosing a walk requires a lot of reading through the detail. I would have preferred a map and list of all the walks at the beginning or end of the book, and a more detailed map and list at the start of each chapter. Perhaps the authors will consider this for their next edition.

Advertisement

BUSHWALKING BY PUBLIC TRANSPORT 1

By Mark Learmonth and John Embury

This unique book contains

- an introduction to bushwalking.
- an introduction to public transport walking.
- 27 day walks, many with variations. The difficulty of the walks ranges from easy to challenging. Each walk has its own clear map.
- 5 longer, multi-day walks.

All walks are specifically designed to co-ordinate with Met and V/Line services. They are suitable for visitors to Melbourne and to all of us who would like to try walking which is not dependent on car travel, or who cannot or choose not to drive.

The book is now available at Met shops, bushwalking gear shops, bookshops and selected newsagents.

Purchasing enquiries are welcomed by the distributors, Book House Kingfisher (584 7788) and Algona Publications (862 2858).

The recommended retail price is \$12.50.

FROM THE PAPERS Surprise new bus services

"IT'S the Met teaching us a lesson," is how a local bus proprietor described two new bus services which suddenly began operating through this city last week.

Quince Scenicrulers begin these services on September 4, unannounced and unadvertised.

They run past the Moorabbin Hospital, Monash Medical Centre, Heatherton Hospital, the Kingston Centre and Monash University on the way to Mitcham and Lilydale.

Encroach

The angry bus proprietors point out these Quince services, "run over the top" of six other bus lines working sectors along the same routes. They say it is another example of the Met using its preferred operator in its war with the rest of the bus proprietors.

Route 631 runs from Southland via Argus St, Friendship Square, Heatherton Hospital and the Kingston Centre, to Clayton, Monash Medical Centre, Monash University, to Glen Waverley, Vermont South and Mitcham, every 30 minutes.

Route 634 now runs from Middle Brighton along Centre Rd, Bentleigh, past Moorabbin Hospital to Clayton, Monash Medical Centre, Monash University, Mulgrave, Rowville, Ferntree Gully, Croydon to Lilydale, every 20 minutes.

By GEORGE COOTE

The Met said it didn't have sufficient staff to provide a press release. Quince's said it was "too busy" to organise publicity.

A commuter, Ron Stevens, of South Clarinda, alerted *Moorabbin Standard* to the news that the buses were running: "It is an excellent service, but is it any wonder public transport is in dire straits when they keep these routes secret?"

Spokesman for the Bus Proprietors Association, Kevin Norris, said it was no surprise to him that the services started secretly.

According to documents obtained under the Freedom of Information Act, the government had undertaken to cover the capital cost of 60 new coaches delivered to Quinces this time last year.

The Met had undertaken to pay the \$9 million capital cost for the coaches, and operating costs for two million kilometres last year, three million this year, and four million kilometres next year.

According to these documents, the contract was signed on June 28 last year under direction of the Minister, Jim Kennan.

Mr Norris said: "Running these two new routes over the top of our members is part of a frantic government effort to justify that contract."

graffiti

By SHANE BURKE

GRAFFITI artists would be forced to clean up their work on trains if the Public Transport Users' Association and the Liberal Party have their way.

Both called on the Transport Minister, Mr Kennan, to follow the lead of the South Australian Government, which is considering a radical proposal to give courts the power to order graffiti artists to clean up their vandalism.

The SA plan, introduced in Parliament last week, also would make parents of children under the age of 15 pay for the loss and damage to public property.

A Public Transport Users' Association spokesman, Patrick O'Connor, said last night making young vandals clean up their work would be the most effective way to wipe out graffiti.

And the Liberal transport spokesman, Roger Pescott, said

repeat offenders should pay hefty fines and face imprisonment.

"It is about time people were taught the hard way to show respect for property," he said.

Mr O'Connor said making parents liable for damage would force them to be more responsible for their children.

"The train-travelling public has had to put up with this vile vandalism for too long, and it only seems to be getting worse."

"Transit police might catch the young vandals, but few parents take any action and they go out and destroy more trains."

"The whole idea makes wonderful sense to me and it would be a pity if the Government did not do the same."

Mr Pescott called on the Government to bring in legislation in time for summer school holidays.

Bonus for critics of light-rail

THE National Trust has put pressure on the State Government by classifying the Upfield line.

The move has focused even more attention on the line.

Some of the people who previously did not oppose the line or who barely showed a flicker of interest in it may now have had their imaginations captured by the line's historical significance.

The National Trust has acknowledged that Government departments do not always abide by Trust classifications.

However, the Government would surely bring only more public acrimony on itself if it was to ignore the Trust's classification.

The Government should not sit back and ignore the classification.

It should announce immediately exactly what it plans to do about it.

The Trust's classification should not be seen as merely another attempt to throw a spanner in the works as far as light-rail goes.

There is little doubt that the buildings along the line are of historic value.

They were built in the late-1800s to provide transport for the northern suburbs.

The line's buildings are acknowledged as the biggest group of hand-operated gates and gate-keeper cabins in Victoria.

Ironically, the outdated equipment that is still being used on the line — the equipment that the Government's critics are pointing to as evidence that the line desperately needs upgrading — is what is most treasured by the trust.

The report by the National Trust points out that while most suburban lines have been modified and updated the Upfield Line retains a "unique collection of hand and wheel operated railway gates and their associated buildings and installations".

The original stations on the line are built of brick in late-Victorian Gothic style.

The Trust classified the line as insurance — to ensure the line would not be sacrificed for the benefit of light-rail.

It is not a purposeful move by the Trust to foil the Met's light-rail plans, but, coincidentally, it is to the good fortune of light-rail's critics.



New Met ticket scheme runs into trouble

By HUGO KELLY, transport reporter

The Government's new public transport ticket system is running behind schedule, according to internal documents, and an independent financial assessment has raised questions about its funding.

The assessment indicates that the Public Transport Corporation has overestimated the financial benefit of the scheme by \$148 million.

It said that it would have "no hesitation" in recommending against the implementation of the transport ticket system, if it were consulted by the corporation.

"If the PTC were to seek our advice on the MetTicket proposal, we would have no hesitation in recommending against its implementation. Regardless of customer reaction (which appears to be adverse in any event), the proposal is simply not economically viable."

The Transport Minister, Mr Kennan, conceded yesterday that the system faced "a rocky road". But he stood by the corporation's financial assessment, and said MetTicket was running according to plan to be in place in about a month.

The financial assessment was prepared by Ms Debra Robertson, a financial analyst from the Sydney consulting firm Wilson and Associates. It was commissioned by the Public Transport Users Association.

AN international report says Victoria's rail system is characterised by a lurching bureaucracy, appalling maintenance, poor staff training and Dickensian signalling systems that are dangerously unsafe.

The Australian Railways Union claims that the report merely confirms what the union has been telling the Government for years.

Written by the maintenance manager of London's Underground, Mr Michael Lockyear, the report was handed to the Government in August.

It is disturbing. Warning of the dangers of worn railway and signal parts, the report says failure to replace them could result in "serious safety implications" or threats to "the integrity of the system". In layman's terms, that means derailments and crashes.

The assistant secretary of the ARU, Mr Russell O'Brien, said: "We cannot guarantee that a serious accident will not occur. Another Granville? As each day goes by the reality gets closer. We've been lucky."

The safety of Melbourne's rail network came into question this week when two trains collided near Ringwood station, injuring nine people.

The London report described Victoria's rail system as an uncoordinated amalgam of 19th century equipment, mid-20th century parts and some modern technology, located mainly in the Loop and at Epping.

The system was barely understood by the people whose responsibility it was to maintain it. The report said maintenance staff were trained with archaic technical manuals and had little practical training.

It noted: "The signalling equipment system in many areas is controlled from interlocking frames which are 60-100 years old and are life expired. External lineside equipment in some cases is of similar age."

The report found that cabling used to connect vital parts of the signalling and track switch systems was damaged and covers were missing leaving cables "lying on the trackside or lost in lineside undergrowth".

Mr Lockyear's report endorsed a 1987 internal Metrail report which called for more than \$87 million to be spent over 15 years to make the system modern and safe.

"The backlog of renewal work presents an opportunity to adopt modern technology on a wide scale which is capable of producing considerable benefits to the future operations of the railway. These could give improved service quality, far lower costs and capacity for future expansion, especially if the renewal is combined with a total system modernisation program," the Metrail report said.

TRANSPORT TROUBLES

Met cuts up to 50 services

By HUGO KELLY,
transport reporter

Staff shortages have forced the Met to reduce tram and bus services, and trains have been slowed to a crawl on three lines because of safety hazards.

In the latest developments:

- Up to 50 peak-hour tram and bus services — six per cent of the Met's total — will be removed next month because of union bans on the employment of tram conductors on short-term contracts.

- The tramways union threatened to impose work bans in response to the service reduction.

- Trains on the Sandringham, Frankston and Dandenong-Pakenham lines have been restricted to 15 kmh along a three-kilometre stretch of rail because aged and exposed

wires could cause a signal failure.

The Public Transport Corporation told the tramways union on Tuesday that it would remove 40 to 50 trams and buses from service on Monday week. The corporation is believed to be removing one tram from each of its 24 routes in peak hours.

The move is a blow to the aspiration of the Transport Minister, Mr Kennan, to increase tram services. In the state budget, Mr Kennan promised to add 60 services.

The Government is paying a group of 18 contract conductors \$5000 each — a total of almost \$90,000 — to do nothing because of a union ban on the three-month contracts drawn up by the Met.

The union's secretary, Mr Jim Harper, said the Met was to blame for the service cut. "The Met should

employ people long-term with full award rights, not on short contracts.

"We were told that due to staff shortages the Met is going to cut routes. Every depot will suffer a number of reduced tram and bus services. The union's executive will probably place bans in response to this which will effect services even further."

The Opposition spokesman on transport, Mr Pescott, said: "It's lunacy to reduce manning levels, then hire people as tram conductors who can't be used in that position."

The union yesterday met leaders of the state branch of the ALP, to discuss the new ticket system, Met-Ticket. The union opposes Met-Ticket, which will lead to 1100 conductors and station staff jobs being abolished.

Save us from tram bedlam

Union and transport chiefs predictably differ about keeping conductors on trams, but consumers fear more vandalism and hooliganism.



Patricia F Rose,
retired medical
secretary,
South Yarra



Ray Walford,
president,
Public Transport Users
Association



Keith Fitzmaurice
chief executive,
Public Transport
Corporation



Lou DiGregorio,
Essendon depot
delegate,
Tramways Union

■ **HAVE** you ever travelled on a No 8 tram between 3.30 and 4.30? If so, you will know we must keep the conductors on trams.

Bedlam is one word for what goes on between Domain Road up to Glenferrie Road at these hours, when badly behaved schoolchildren of all ages invade the tram, take up all the seats, leave their bags in the aisle instead of under the seats, stare at the pregnant and the elderly, and often refuse to vacate seats when asked, even though the notice says 'Students on student tickets will stand for adults'.

Also, at night the drunks and sometimes 'druggies' are on trams, making it extremely dangerous for other travellers.

For everyone's safety, please keep conductors.

■ **MOST** passengers want to keep tram conductors. Why? Conductors do things which cannot be done as well, or at all by machines, drivers or other passengers.

TICKET SALES: There is an enormous variety of ticket types. Infrequent travellers can be confused by the choice.

TICKET CHECKING: Conductors are on the tram the whole time, and check every passenger's ticket. Random checks by inspectors are much less effective.

INFORMATION: Visitors do not have an intimate knowledge of the system and rely on the advice of conductors.

SAFETY: Conductors supervise boarding and alighting and ensure schoolchildren behave sensibly.

SECURITY: Conductors deter hooliganism and vandalism.

■ **MELBOURNE'S** tram system is the only one which still has conductors.

Passengers who use the excellent public transport systems in Europe have for many years been able to buy tickets from shops and validate them before travelling on trams with one crew member.

In contrast, on our existing system it costs 93 cents to collect every \$1 of revenue on a tram.

The new Met tickets project will deliver much-needed savings while improving many aspects of the service, particularly raising the number of outlets selling a full range of tickets from about 200 to almost 1000.

All existing conductors will have the opportunity to move to new and better paid positions.

■ **CONDUCTORS** provide an efficient, cost-effective method of revenue collection on the state's cleanest, safest form of public transport.

Their removal would reduce service, safety and security, restricting public transport use by the elderly, people with disabilities, women and parents with children.

Pre-purchasing of tickets from retail outlets will inconvenience all.

Costs of vandalism, graffiti, fare evasion, reduced patronage and increased commission rates will not make this new ticketing system more cost-effective than conductors.

The Tramways Union has been prepared to accommodate new technology and calls on the Government to engage in genuine consultation with community and unions.

Greenhouse

An Action Plan for Australia

by Alan A. Parker

By the turn of the century we will know whether mankind has destroyed the climatic basis for civilised life on this planet. We will also know whether we have the option of controlled climatic change with the very gradual retreat of the polar ice caps creating a greater land area for cultivation than the land lost due to rising sea levels.

Scientists have now established why the decade of the 1980s has been the warmest in over a century and why the average atmospheric temperature may rise by three degrees Celsius, producing a two metre rise in sea level by 2030 and catastrophic consequences in many countries. Australia will have a major change in climate, one prediction of which is given in Figure 1.

How the gases which contribute to the so-called Greenhouse Effect trap heat is shown on the diagram (Figure 2). In a delicately balanced process, short-wave solar radiation enters the atmosphere, is partly absorbed by the air and clouds or is reflected back into space. Radiation reaching the surface causes heating and the resulting long-wave infra-red radiation is returned to space

or is absorbed in the atmosphere. The increased proportion of heat-retaining gases in the atmosphere produced by humans' burning of oil, coal and gas, the destruction of forests and the emission of chlorofluorocarbons is upsetting the earth's energy balance.

How fast the climate will change, whether natural regulatory mechanisms will affect that change or whether a dangerously unpredictable chain reaction will result is unknown.

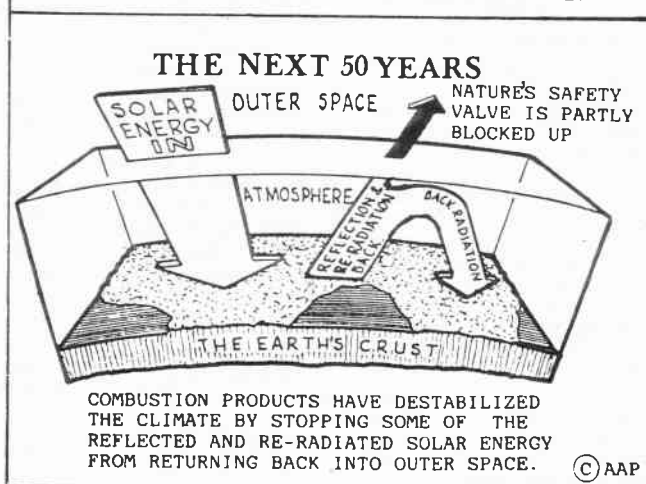
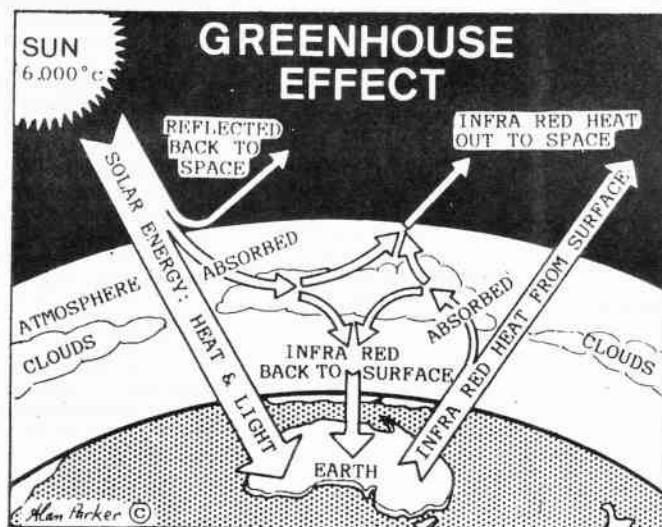
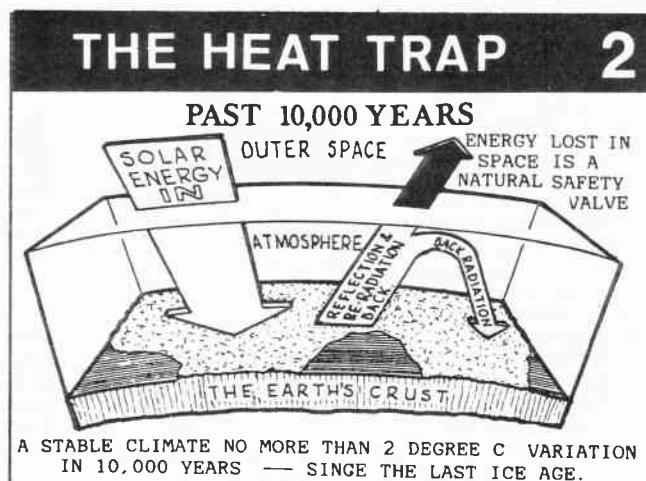
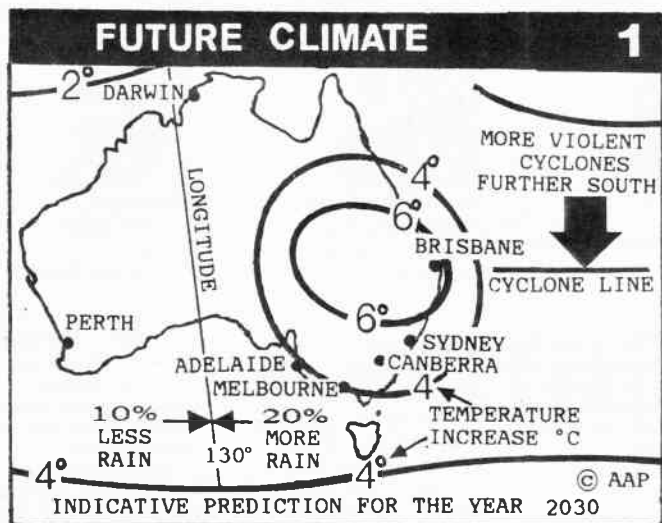
CO₂ and methane are the main Greenhouse problem today but their contribution will become proportionally less by 2060. Man-made greenhouse gases cannot be removed and will remain in the atmosphere for many years as indicated in Figure 3 (next page).

The real issue in deciding to take

action on increasing greenhouse gas emissions is whether or not this generation is going to gamble with the survival of future generations. A worst case scenario for the next century indicates that many developing nations could suffer a great deal. Grazing areas which support hundreds of millions of people could become desert and rising sea levels will destroy homes, cities and rice growing areas. Animal and plant species' habitats will be destroyed and world food stocks could be eliminated by reduction of crop yields.

A more optimistic view has a cutback in greenhouse emissions allowing humanity to manage a slow climatic change which creates more land area suitable for growing crops.

The most important factor in whether or not there is an icecap melt-down is the ability of governments to co-operate with one another while getting their populations to change their behaviour and lifestyles. This generation must act — pessimism leading to in



Some of the sun's energy reaching the ground is re-radiated as infrared heat and is absorbed by carbon dioxide, nitrous oxide gases and re-radiated back to earth. That is the 'Greenhouse Effect'.

action or optimism of those who refuse to believe it will happen are equally dangerous.

International Agreement Needed

Five key policies could form the basis of an international anti-greenhouse program.

1. Recognition of the need to provide security for all nations by managing climatic change and by enhancing the capacity of all nations to adapt to and survive whatever changes take place.
2. Co-operation between major producers of greenhouse gases (Australians' per capita output is amongst the highest in the world) to reduce emissions and develop renewable energy resources (see Figure 5).
3. Stabilisation of growing populations of humans, their livestock and machines using energy derived from fossil fuels.
4. Assistance from developed nations to enable developing nations to survive and adapt to changing climate.
5. Imposition of a carbon tax on all fossil fuels to be collected by an international agency and used to implement the aforementioned policies.

What Australia Can Do

Australia has only 0.36% of the world's population but uses 1.21% of the world's coal, gas and oil resources and Australian black coal exports account for 3% of the world's coal consumption. Australia's per capita production of greenhouse gases from fossil fuel consumption is four times the world

average and second only to the United States and Canada as a carbon dioxide producer. Figure 6 shows carbon dioxide emissions per capita for selected nations.

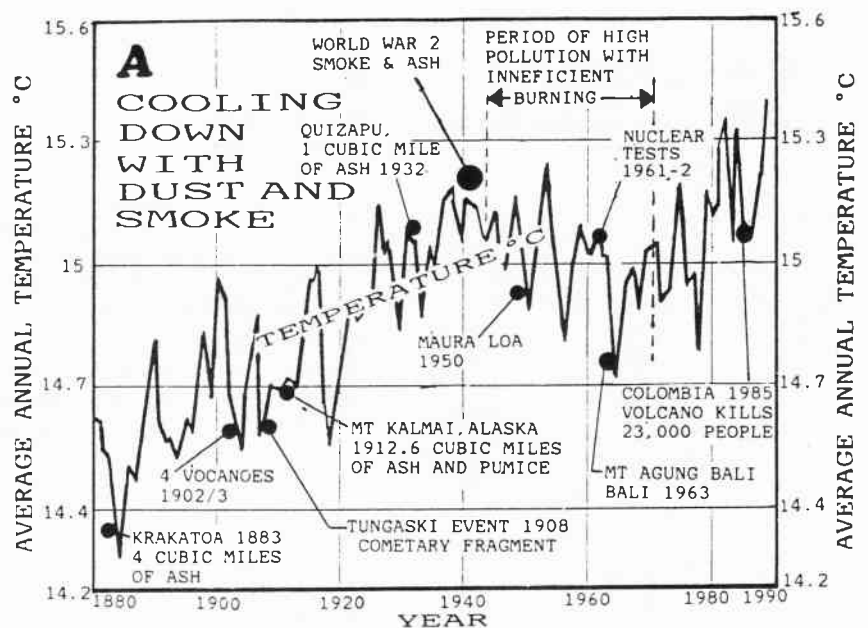
The rate of increase in fossil fuel consumption needs to be cut back by a range of measures and there is a need to plant new forests to soak up CO₂. Australia has plenty of marginal farmland that can be used for this purpose.

Actions which must be followed to reduce Australia's CO₂ emissions and to lay the foundation for a sustainable

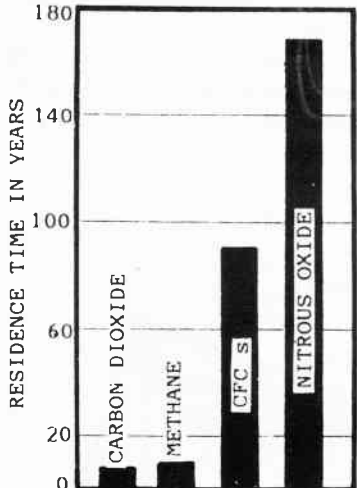
economy making the maximum use of renewable energy may take 30 years to implement fully but an early start is imperative.

1. Stop building coal-fired (especially brown coal) power stations. (Figure 7)
2. Increase the tax on petrol to encourage people to buy more efficient vehicles. Use tax to fund renewable energy development (the so-called "Carbon Tax").
3. Phase out the incineration of domestic and industrial wastes.

THE RISE IN GLOBAL ATMOSPHERIC TEMPERATURE AND THE CAUSES OF HEATING AND COOLING FROM 1880 to 1990

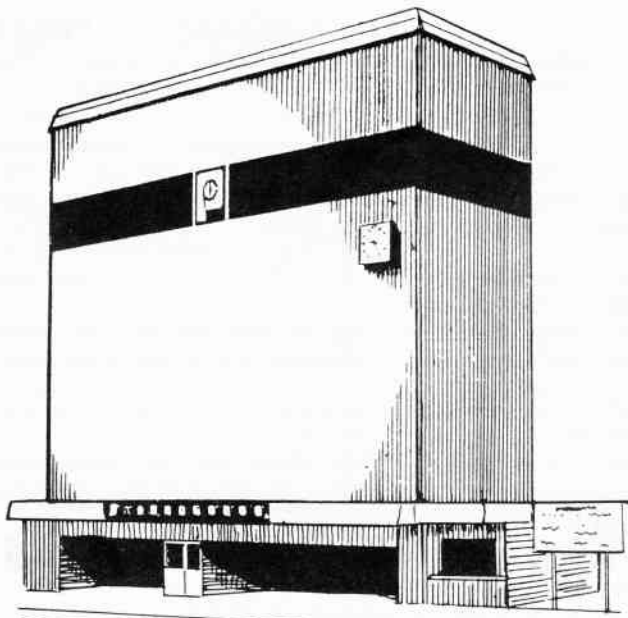


RESIDENCE TIME OF GREENHOUSE GASES IN THE TROPOSPHERE



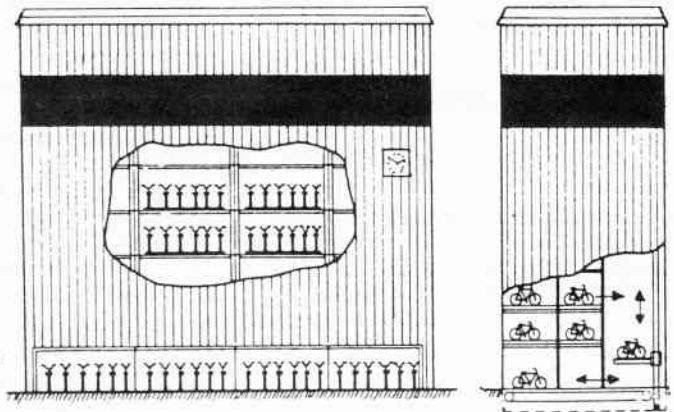
DATA SOURCE:
The greenhouse effect climatic change and ecosystems. P 180 J Wiley 1986

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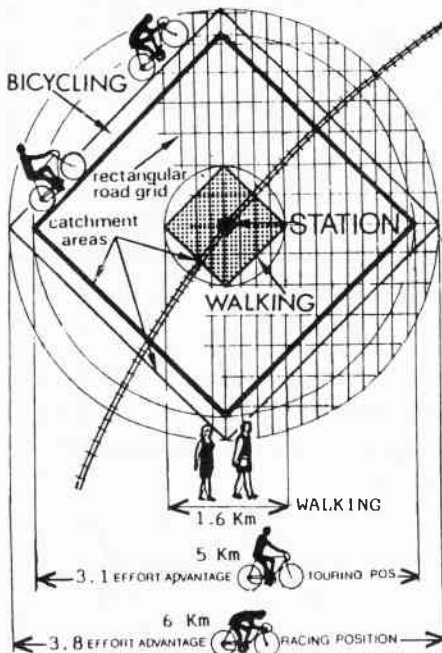
AUTOMATED WAREHOUSE STORES BICYCLES AT RAILWAY STATIONS

JAPANESE NATIONAL RAILWAYS



Warehouses come in a range of sizes larger units can store 1,800 bicycles and handle 3,000 bicycles per day © AAP

CATCHMENT AREA DATA



The significance of encouraging bicycle access to the public transport system can best be understood by appreciating the catchment area implications of travelling further. A cyclist can travel 3 to 4 times faster than a walker for the same physical effort, but gives a catchment area increase of between 10 to 14 times. For example in Melbourne several studies (MTA 1987) have shown that, while 15% of Melbourne's population is within easy walking distance of a station, 85% is within easy cycling distance. Despite these studies most transport planners seem unaware of the bicycle's potential as an access mode. In the 1970's one of the sacred cows of the transport planning fraternity was the notion that the rail system only acts as a feeder to the central business district. This need not be so, as using bicycles as an access mode at the city end of the trip enables Metrail to more adequately service all the inner suburbs and make cross city trips to other suburbs feasible.

4. Improve energy efficiency of manufacturing industry.

5. Control the cutting down of trees and limit use of news print for "junk-mail" advertising.

6. Introduce energy tariffs that discourage excessive consumption of energy for low grade applications and encourage users to install energy conserving or renewable energy systems.

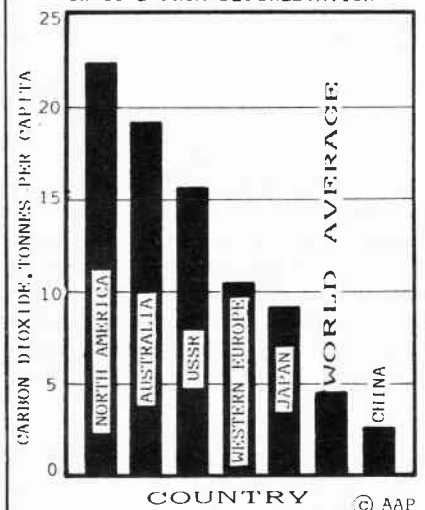
7. Increase the use of public transport and bicycles by providing more energy efficient and comfortable vehicles, providing more bicycle facilities and encouraging the use of bicycles as an access mode to express trains and buses (as in Netherlands and Japan).

Figure 5

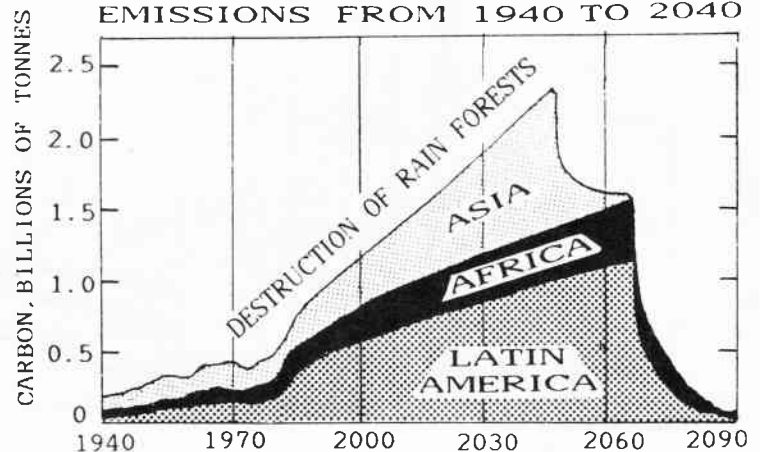
8. Use school children, the armed services and the unemployed to plant new forests, prevent erosion and salination of soils. Establish a national youth organisation to implement forest conservation programs. (figure 7)

PER CAPITA CARBON DIOXIDE EMISSIONS FOR SELECTED COUNTRIES 1987

DOES NOT INCLUDE LOCAL FUELS SUCH AS FIREWOOD, DUNG AND PEAT OR CO₂ FROM DEFORESTATION



PREDICTED DEFORESTATION AND CARBON DIOXIDE (CO₂) EMISSIONS FROM 1940 TO 2040

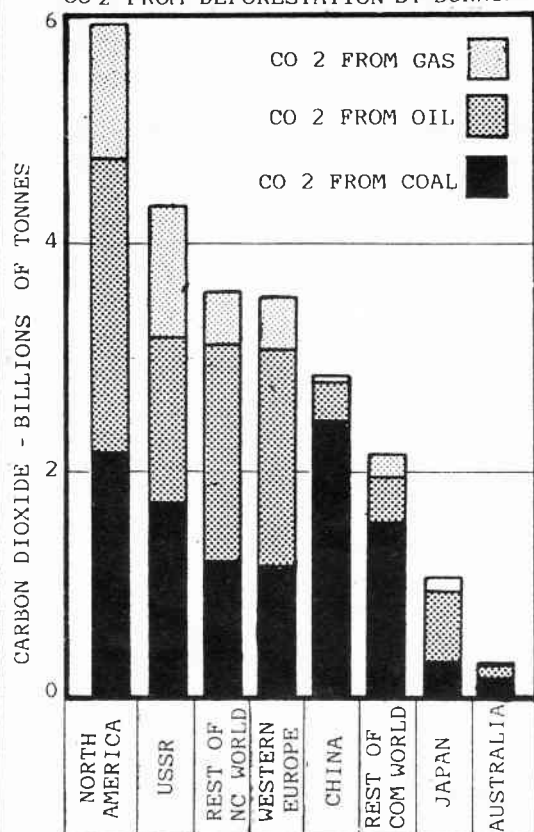


DATA SOURCE: US EPA REPORT TO CONGRESS FEB 1989

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CARBON DIOXIDE FROM PRIMARY ENERGY USE BY USER GROUP AND TYPE OF FUEL 1987 8

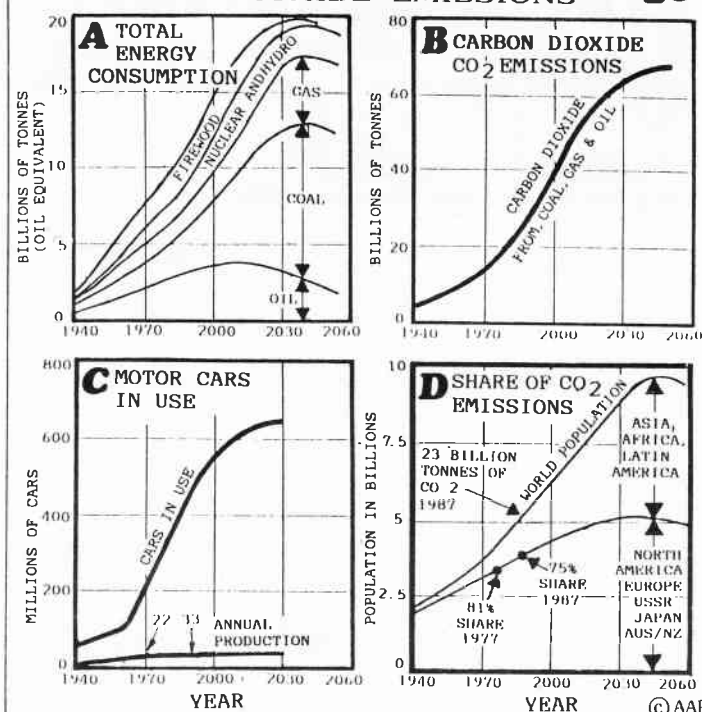
DOES NOT INCLUDE LOCAL FUELS SUCH AS FIREWOOD, PEAT, DUNG OR CO₂ FROM DEFORESTATION BY BURNING



DATA SOURCE: Outlook for fossil fuels © AAP
Bob Foster, Greenhouse 88 Conference

GROWTH IN RESOURCE USE & CARBON DIOXIDE EMISSIONS

10



9. Develop and pioneer new high technology industries to produce solar electric, wind and biomass power generators.

10. Form an alliance with nations willing to take action now to pool their technical resources and make a start on developing renewable energy technologies needed for our survival in the next century. Government has proclaimed that Australia needs high tech industries and a skilled labour force and it would be relevant if the thrust of such a change in Australian industry, science and technology could be towards creating sustainable forms of industrial growth using renewable energy resources.

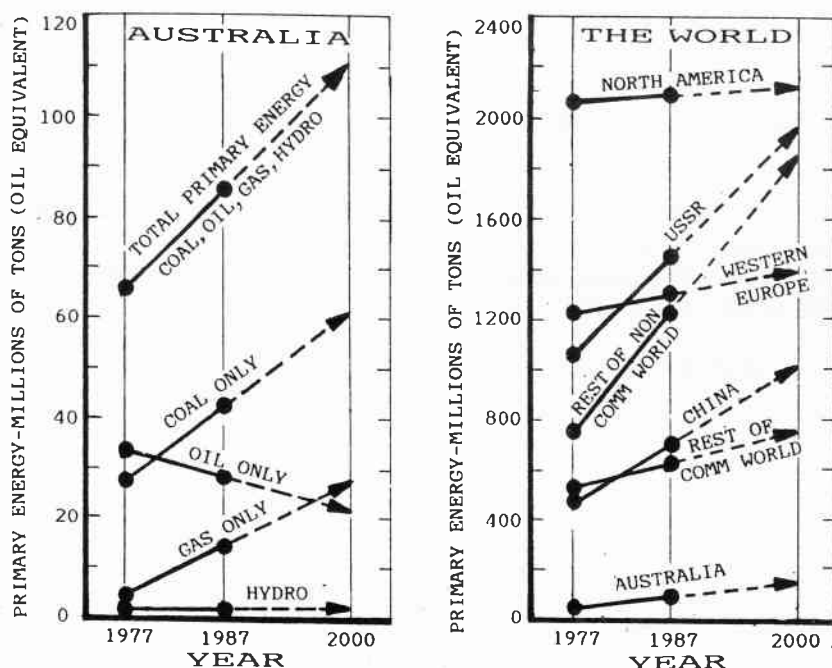
CONCLUSION

The multilateral agreement on the reductions of CFCs in the atmosphere has set a precedent for quick and effective action. However, reducing other Greenhouse gas emissions is so much more complex that, unless some nations are prepared to go it alone and pioneer practical measures to cope with the problem, there is not much hope for a multilateral agreement. Australia, with other like minded nations, could take the lead as a pressure group

When governments finally work out the huge hidden costs of putting millions of tons of combustion gases into the atmosphere every year, the non-polluting bicycle and energy efficient public transport systems may at long last receive priority in the provision of transport funding.

GROWTH OF PRIMARY ENERGY CONSUMPTION. 1977 TO 2000. FOR THE WORLD ECONOMY AND AUSTRALIA.

9



DATA SOURCE: BP Statistical Review © AAP

TRANSIT NEWS AND VIEWS

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