

## Introduction

This chapter contains data pertaining to housing and transport and their effects on the way in which people live and travel in Victoria. The housing section includes information about the number of building approvals, the value of residential building work done, details of housing loans, house price index data and housing occupancy and costs. The transport section looks at the Victorian road network, the number of vehicle registrations and driver licences, public transport, and air transport.

The data in this chapter is sourced from surveys conducted by the ABS, as well as contributions made by the Roads Corporation (VicRoads), the Victorian Department of Infrastructure (DOI) and the Department of Transport and Regional Services.

## Residential building

### Building approvals

The number of dwellings approved decreased in 2000–01 (down 29.1%), following record levels achieved in 1999–2000 (table 9.1). There was a 32.6% decrease in the number of approvals of private sector new houses, which accounted for almost two-thirds of the overall decline.

Much of the high levels achieved in 1999–2000 are thought to be associated with increased activity by builders and owners aiming to complete construction prior to the introduction of the GST, which was introduced on 1 July 2000.

**9.1 DWELLING UNITS APPROVED, By Type and Ownership**

	Private sector			Public sector			Other approvals(a)	Total dwelling units
	New houses	New other residential building	Total	New houses	New other residential building	Total		
	no.	no.	no.	no.	no.	no.	no.	no.
1995–96	18 425	3 218	21 643	464	937	1 401	663	<b>23 707</b>
1996–97	19 593	6 421	26 014	212	384	596	1 240	<b>27 850</b>
1997–98	27 367	6 811	34 178	570	601	1 171	1 089	<b>36 438</b>
1998–99	28 701	8 511	37 212	544	350	894	1 616	<b>39 722</b>
1999–2000	35 967	11 765	47 732	507	280	787	1 614	<b>50 133</b>
2000–01	24 232	9 547	33 779	275	190	465	1 297	<b>35 541</b>

(a) Includes non-residential buildings, alterations and additions to residential buildings, and conversions.

Source: *Building Approvals, Victoria* (Cat. no. 8731.2).

## Building activity

In 2000–01, the value of residential building work done declined for the first time since 1995–96 (table 9.2). Overall, there was a 6.0% decline in the value of residential building work done between 1999–2000 and 2000–01. In contrast, the value of new housing construction on new other residential buildings increased by 13.3%. The construction of new houses accounted for 59.0% of the value of residential building work done in 2000–01.

### 9.2 VALUE OF RESIDENTIAL BUILDING WORK DONE

Type of building	New houses	New other residential buildings	Alterations and additions to residential buildings	Total
	\$m	\$m	\$m	\$m
1995–96	2 111.1	452.0	698.1	<b>3 261.2</b>
1996–97	1 988.8	621.4	775.3	<b>3 385.5</b>
1997–98	2 808.4	760.2	911.5	<b>4 480.1</b>
1998–99	3 366.2	948.0	998.1	<b>5 312.2</b>
1999–2000	4 468.4	1 351.6	1 269.4	<b>7 089.4</b>
2000–01	3 927.6	1 531.4	1 202.2	<b>6 661.3</b>

Source: Building Activity, Victoria (Cat. no. 8752.2).

## Housing loans

The value of total housing loan commitments decreased by 3.7% in 2000–01, following a series high in 1999–2000. There was a decrease of 10.4% in the value of new loan commitments by banks, whereas commitments made by permanent building societies and other lenders increased (27.2% and 52.9% respectively).

The number and value of commitments for purchases of new dwellings have decreased by almost 25%, respectively. In contrast, there has been a slight increase of more than 2% in the number and value of commitments to purchase established dwellings. In terms of total value, 82.8% of total loan commitments were for the purpose of purchasing established dwellings (up from 77.9% in 1999–2000), while 17.2% went to new dwellings (a decrease from 22.1% in 1999–2000).

### 9.3 NEW HOUSING LOAN COMMITMENTS, By Type of Lender

	New dwellings(a)		Established dwellings(b)		Type of lender			Total(c)
	Purpose		Purpose		All banks	Permanent building societies	Other lenders	
	no.	\$m	no.	\$m				
1995–96	16 848	1 577	89 902	7 829	8 443	177	786	<b>9 406</b>
1996–97	20 849	2 038	92 640	8 615	9 333	210	1 110	<b>10 653</b>
1997–98	26 897	2 952	92 793	9 639	10 816	240	1 535	<b>12 591</b>
1998–99	27 859	3 383	94 170	10 993	12 771	240	1 366	<b>14 376</b>
1999–2000	28 518	3 828	101 830	13 482	15 421	125	1 764	<b>17 310</b>
2000–01	21 232	2 874	105 220	13 792	13 811	159	2 697	<b>16 667</b>

(a) Includes construction of new dwellings and purchases of newly erected dwellings. (b) Includes purchase of established dwellings and refinancing of existing housing loans. (c) Sum of components may not equal total due to rounding.

Source: ABS data available on request, Housing Finance for Owner Occupation Survey.

## House prices

In Melbourne, the House Price Index increased by 10.0% for established homes and 12.2% for project homes from 1999–2000 to 2000–01 (table 9.4). The increase in the price index of established homes for Melbourne was the highest recorded of all capital cities. When compared to 1995–96, the price index for Melbourne has increased by 63.0% for established homes and 27.6% for project homes.

**9.4 HOUSE PRICE INDEX(a)**

	Sydney	Melbourne	Brisbane	Adelaide	Perth	Hobart	Darwin	Canberra
Established houses								
1995–96	115.8	97.6	136.8	108.3	108.2	129.8	188.0	112.7
1996–97	118.9	101.4	137.2	108.2	109.2	128.5	196.9	126.4
1997–98	128.5	114.3	138.9	112.1	113.3	125.4	198.9	126.2
1998–99	137.9	126.8	141.0	114.1	118.9	123.2	193.6	128.2
1999–2000	153.1	144.6	142.2	123.2	125.9	129.0	199.2	137.0
2000–01	163.8	159.1	149.4	131.1	133.9	134.2	198.7	149.1
Project homes								
1995–96	110.2	107.3	113.7	112.8	101.6	123.4	129.9	109.5
1996–97	110.4	107.7	112.7	108.3	101.3	123.3	136.0	123.6
1997–98	112.2	108.6	112.4	113.1	102.2	123.3	137.3	123.5
1998–99	115.2	112.5	113.4	117.0	106.1	123.3	139.0	124.4
1999–2000	123.1	122.0	118.2	127.2	114.8	126.2	143.2	131.9
2000–01	138.4	136.9	132.0	141.9	126.2	140.7	156.8	153.5

(a) Base of each index: 1989–90=100.0. Weighted average of capital city.

Source: *House Price Indexes: Eight Capital Cities* (Cat. no. 6416.0).

## Housing costs

The average cost of housing for Melbourne in 1999–2000 was \$123 per week (table 9.5). For households which were being purchased in Melbourne, average weekly housing costs were \$225. For those in private rental accommodation, average weekly housing costs were almost \$60 cheaper in Melbourne than in Sydney.

When housing costs are expressed as a proportion of household income, the proportions are similar across Australia. However, there are marked differences by type of tenure. In Melbourne, owners with a mortgage had average weekly housing costs of \$225 per week, accounting for 17% of their household income. However, households paying rent to a State housing authority paid an average of \$76 per week in housing costs, which was 19% of their household income.

## 9.5 COST OF HOUSING, By Tenure Type — 1999–2000

	Owners without a mortgage	Owners with a mortgage	Renters			Total
			State housing authority	Private landlord	Total renters	
MEAN WEEKLY HOUSING COSTS (\$)						
Sydney	26	277	78	227	195	155
Melbourne	24	225	76	168	152	123
Brisbane	24	198	70	156	139	126
Adelaide	21	163	70	143	114	98
Perth	18	211	65	142	126	129
Hobart	20	144	*78	*122	109	87
Canberra	30	259	*73	169	134	161
MEAN HOUSING COSTS AS A PROPORTION OF INCOME (%)						
Sydney	3	19	16	21	21	14
Melbourne	2	17	19	18	18	12
Brisbane	3	14	19	20	18	13
Adelaide	3	15	18	17	18	12
Perth	2	17	20	18	18	13
Hobart	3	13	*17	*20	19	11
Canberra	3	18	*19	16	16	14

Source: ABS data available on request, Survey of Income and Housing Costs.

In 1999–2000, the average value of separate houses in Melbourne was \$221,300, ranking third behind Sydney (\$352,000) and Perth (\$237,600) (table 9.6). Almost one-quarter of separate houses in Melbourne were worth more than \$250,000, compared with Sydney where more than half were worth over \$250,000.

## 9.6 VALUE OF SEPARATE HOUSES, Capital City Households — 1999–2000

	Unit	Sydney	Melbourne	Brisbane	Adelaide	Perth	Hobart	Canberra
Less than \$75,001	%	n.p.	*1.4	*4.0	*5.3	*1.3	*17.6	n.p.
\$75,001 to \$100,000	%	*1.5	8.0	12.9	24.7	8.7	*23.6	**4.9
\$100,001 to \$125,000	%	2.6	11.3	16.1	16.8	10.3	*18.9	*12.7
\$125,001 to \$150,000	%	6.9	15.7	19.3	16.9	15.0	*12.3	*24.5
\$150,001 to \$200,000	%	18.4	25.1	22.4	21.5	21.8	*20.6	*23.2
\$200,001 to \$250,000	%	11.0	14.6	8.5	*6.7	13.1	**5.8	*13.0
\$250,001 to \$300,000	%	15.6	8.5	7.2	*4.0	9.6	n.p.	*10.2
Greater than \$300,000	%	43.6	15.6	9.6	*4.0	20.3	n.p.	*10.6
Mean value	\$'000	352.0	221.3	194.1	152.6	237.6	126.4	206.9

Source: ABS data available on request, Survey of Income and Housing Costs.

## Transport

In Victoria, an extensive transport infrastructure is supported by both government and business. Road, rail and air transport modes are all important to the movement of people for commercial and domestic purposes.

### Road network

There are a number of National Highways within Victoria which are fully funded by the Commonwealth. These are the Hume Highway, Western Highway, the Sturt Highway between the South Australian border and Mildura, the Goulburn Valley Highway between Seymour and the New South Wales border at Tocumwal and the Western Ring Road in Melbourne between the Hume and Western Highways. A lower level of Commonwealth funding is provided for Roads of National Importance. The Victorian Government is responsible for funding other declared arterial roads. Local government is responsible for maintaining most local roads. There are more than 150,000 kilometres of road in Victoria (table 9.7). VicRoads is responsible for the maintenance and improvement of arterial roads (just over 22,000 kilometres) and bridges in Victoria.

A number of major projects have been completed or continued construction during 2000–01. These include:

- the completion of the Woodend Bypass on the Calder Freeway, which opened to traffic in December 2001;
- continuation of work on the 6.5km Karlsruhe section of the Calder Freeway, north of Woodend. When completed (scheduled for late 2003), it will provide the final link in a continuous freeway between the Melbourne suburb of Keilor, and Kyneton;
- continuation of work on the Hallam Bypass, an extension of the Monash Freeway from Doveton to the Princes Highway (M1) at Berwick, which is scheduled for completion in late 2004;
- continuation of work on the Eastern Freeway extension from Springvale Road to Ringwood, scheduled for completion in 2005;
- continuation of work on the upgrade of the Geelong Road/Princes Freeway between Laverton North and Corio. This is scheduled for completion in mid 2002, and will provide four lanes of traffic each way between the Western Ring Road (M80) to the Maltby Bypass, and three lanes each way between Werribee and Corio and,
- continuation of work on the Goulburn Valley Highway duplication between the Hume Freeway to Tocumwal, on the New South Wales border. In the long term, this project will include bypasses at Shepparton and Strathmerton.

## 9.7 ROADS

Road type	Kilometres
Declared roads (at October 2000)	
National highways	1 004
State highways and freeways	6 524
Main roads	12 704
Tourist roads	1 694
Forest roads	312
Total declared roads(a)	22 238
Other roads (at 30 June 1999)	
Sealed roads	51 985
Formed and surfaced roads	52 132
Natural surface	29 843
Total other roads	133 960
<b>Total roads open for traffic</b>	<b>156 198</b>

(a) Excludes several thousand of kilometres of unclassified roads in forest areas that are the responsibility of the Victorian Government.

Source: VicRoads, Information Services Department.

## Motor vehicle registrations and driver licences

The total number of licences in Victoria continued to grow steadily, increasing by 2.7% from 1999 to 2000 (table 9.8). The relative proportions of driver and rider licences in 2000 remained similar to previous years, with 93.5% of all licences being driver licences.

## 9.8 MOTOR VEHICLE LICENCES — 30 June

Type of licence(a)	1998	1999	2000
Driver	3 055 847	3 134 004	3 215 197
Rider	204 332	214 663	224 984
Total	3 260 179	3 348 667	3 440 181

(a) Licence holders may hold both a driver and a rider licence and therefore be counted in both categories.

Source: VicRoads, Information Services Department.

At 31 March 2001, there were over 3.2 million motor vehicles registered in Victoria, with passenger vehicles accounting for 83.2% of the total (table 9.9). Between 31 October 1999 and 31 March 2001, the number of motor vehicles (excluding motor cycles) registered in Victoria increased by 1.4%. Increases in the number of vehicles on the register were recorded for buses (3.1%), light commercial vehicles (2.2%), and articulated trucks (0.8%) from 1999 to 2001, while non-freight carrying truck recorded the largest decrease (3.8%). The number of motor cycles registered in Victoria showed stronger growth than that of other motor vehicles, increasing by 7.7% between 1999 and 2001.

## 9.9 MOTOR VEHICLE REGISTRATIONS

	1998	1999	2001
Motor vehicles on register(a)			
Passenger vehicles	2 574 621	2 644 962	2 682 536
Campervans	7 137	7 266	7 202
Light commercial vehicles	390 753	401 995	410 807
Rigid trucks	85 044	85 469	83 161
Articulated trucks	17 326	18 121	18 262
Non-freight carrying trucks	5 643	5 704	5 489
Buses	14 542	15 021	15 484
<i>Total motor vehicles (excluding motor cycles)</i>	3 095 066	3 178 538	3 222 941
Motor cycles	82 324	87 954	94 741

(a) The Motor Vehicle Census was taken at 31 October 1998 and 1999, and at 31 March 2001.

Source: *Motor Vehicle Census, Australia (Cat. no. 9309.0)*.

There were over 2.6 million motor vehicles on register at 31 March 2001 (table 9.10). Five makes of vehicles comprise three-quarters of these — Ford, Holden, Toyota, Mitsubishi and Nissan.

## 9.10 PASSENGER VEHICLES ON REGISTER, By Year of Manufacture and Make of Vehicle

Make of Vehicle	1985 and earlier	1986–1990	1991–95	1996–99	2000	2001	Not Stated	Total
	no.	no.	no.	no.	no.	no.	no.	no.
Audi	393	432	1 635	2 749	889	150	1	6 249
BMW	7 049	5 625	9 244	10 782	3 130	897	14	36 741
Chrysler	16 429	10	13	2 226	727	236	5	19 646
Daewoo	—	—	2 609	16 910	5 434	842	—	25 795
Daihatsu	2 153	4 108	7 649	3 197	924	246	3	18 280
Ford	167 326	152 776	137 760	125 583	28 318	5 441	131	617 335
Holden	168 972	109 232	113 164	124 794	38 329	7 782	93	562 366
Honda	11 890	18 175	21 138	24 905	7 797	1 608	22	85 535
Hyundai	—	4 707	19 142	46 635	10 117	2 055	1	82 657
Jaguar	4 910	1 310	356	649	227	33	6	7 491
Jeep	379	17	1 478	4 992	896	215	—	7 977
Kia	—	—	—	4 069	2 240	570	—	6 879
Land Rover	443	114	3 585	6 007	1 389	378	—	11 916
Mazda	44 325	18 702	24 411	22 042	5 586	1 342	19	116 427
Mercedes-Benz	17 344	6 129	5 078	8 208	2 897	724	29	40 409
Mitsubishi	38 249	59 284	72 559	63 363	15 804	3 225	42	252 526
Nissan (including Datsun)	58 146	58 418	32 141	27 069	9 457	2 330	53	187 614
Peugot	4 978	1 226	2 499	3 429	913	189	3	13 237
Saab	1 036	2 749	4 092	3 983	983	232	2	13 077
Subaru	7 621	5 295	10 377	16 346	5 958	1 277	6	46 880
Suzuki	1 497	3 256	6 661	5 785	1 292	342	2	18 835
Toyota	100 773	89 297	90 635	86 824	29 632	4 938	58	402 157
Volkswagen	9 027	237	1 041	5 128	2 406	656	10	18 505
Volvo	11 255	4 120	2 737	3 309	728	193	6	22 348
Other/not stated	37 093	7 364	6 086	7 935	2 512	523	141	61 654
<b>Total</b>	<b>711 288</b>	<b>552 583</b>	<b>576 090</b>	<b>626 919</b>	<b>178 585</b>	<b>36 424</b>	<b>647</b>	<b>2 682 536</b>

Source: ABS data available on request, *Motor Vehicle Census*.

Motor cycles manufactured by Honda were the most common motor cycle on register in 2001, accounting for 29.2% of the total (table 9.11). Those manufactured by Yamaha were the second most common, accounting for 20.9% of the total. These proportions remain similar regardless of the year of manufacture.

#### 9.11 MOTOR CYCLES ON REGISTER, By Year of Manufacture and Make of Vehicle

Make of vehicle	1985 and earlier	1986–1990	1991–1995	1996–1999	2000	2001	Not stated	Total
	no.	no.	no.	no.	no.	no.	no.	no.
BMW	1 216	601	635	642	248	72	5	3 419
Ducati	487	100	311	648	247	64	5	1 862
Harley Davidson	2 036	992	2 382	2 394	648	101	24	8 577
Honda	7 383	3 494	4 694	8 472	2 915	560	110	27 628
Kawasaki	2 900	2 255	3 141	3 089	801	178	50	12 414
Suzuki	3 486	1 733	2 105	3 570	1 272	312	73	12 551
Triumph	770	9	259	624	242	64	6	1 974
Yamaha	4 496	2 862	3 739	5 805	2 284	518	92	19 796
Other/not stated	1 690	313	558	2 284	1 348	290	37	6 520
<b>Total</b>	<b>24 464</b>	<b>12 359</b>	<b>17 824</b>	<b>27 528</b>	<b>10 005</b>	<b>2 159</b>	<b>402</b>	<b>94 741</b>

Source: ABS data available on request, Motor Vehicle Census.

## Public Transport

Victoria's public transport services are extensive, servicing metropolitan and regional communities. An integrated network of train, tram, bus services (and one ferry service) operate under contract with the State Government. Melbourne's electrified suburban train network is an extensive system by world standards, radiating from the central city on 15 main routes which extend to outer suburban locations up to 55 kilometres from the central business district. Melbourne has the largest tram network outside Europe, servicing 28 main routes up to a distance of approximately 20 kilometres (on some routes) from the Central Business District (CBD). Regional services provided by V/Line Passenger comprise a number of long-distance rail and coach services between Melbourne and regional Victorian centres.

With effect from 1 July 1998, the State Government legislated to corporatise the Public Transport Corporation's (PTC) passenger transport services through the establishment of five business corporations, namely Bayside Trains, Hillside Trains, Swanston Trams, Yarra Trams and V/Line Passenger. On 29 August 1999, following a competitive bidding process, these businesses were franchised to successful bidders. Each operator entered into 'franchise' contracts with the Government for periods of 15 years for the two metropolitan train franchises, 12 years for the two tram franchises, and 10 years for V/Line Passenger. The principal contracts are the franchise agreement and infrastructure lease. These contracts set out, among other things, the overall levels of service the companies are expected to provide, the tickets they must offer, the maximum fares they can charge for these tickets, and other performance standards. Hillside Trains now operates under the Connex brand and on 1 October 2001, Bayside Trains and Swanston Trams became M>Train and M>Tram respectively.



There is continual monitoring of many aspects of service performance for all franchise operators. Reliability of a public transport service is considered important by its users and the State Government requires the operators to publish the results monthly (at railway stations and on trams). One measure of reliability is the percentage of services which run on time. Punctuality varies considerably between modes of public transport (table 9.12), with trains and buses performing better than trams. However, it is expected that there will be differences between the modes, and the performance of trams is particularly affected by operating constraints such as sharing road space with cars.

### 9.12 ON-TIME PERFORMANCE FOR TRAINS, TRAMS AND BUSES(a) — Services Run

	M>Train	Connex	V/Line Passenger	M>Tram(b)	Yarra Trams(b)	Metro buses
Apr–Jun 2000	94.6	95.0	91.4	69.2	77.7	93.1
Jul–Sept 2000	96.1	97.0	94.1	71.6	78.0	95.1
Oct–Dec 2000	96.5	96.7	92.0	70.7	75.2	91.0
Jan–Mar 2001	96.8	96.3	91.6	71.1	72.9	96.4
Apr–Jun 2001	96.4	96.5	92.9	71.4	73.3	91.7
Jul–Sept 2001	97.2	96.8	93.8	72.3	72.4	92.6

(a) Trains and trams are considered to be on time if they arrive at their destination not more than 59 seconds before, or not later than 5 minutes and 59 seconds after, the scheduled time. For buses, on time is defined as not more than 2 minutes early or 5 minutes late at scheduled destination. V/Line Passenger trains are considered on time if they arrive earlier than scheduled or not later than 5 minutes and 59 seconds after the scheduled time. (b) Removal of trips affected by the World Economic Forum in September 2000 increases the September quarter 2000 on time performance for M>Tram and Yarra Trams to 71.9% and 78.3% respectively.

Source: Victorian Department of Infrastructure, Track Record.

The number of public transport services cancelled can also be considered an important measure of reliability (table 9.13). A reduction in services cancelled represents an improvement in performance. Since the October–December 2000 reporting quarter, less than 1.0% of services scheduled by all operators have been cancelled.

### 9.13 CANCELLATIONS OF TRAINS, TRAMS AND BUSES(a), Services Scheduled

	M>Train	Connex	V/Line Passenger(b)	M>Tram(c)	Yarra Trams(c)	Metro buses
	%	%	%	%	%	%
Apr–Jun 2000	1.9	0.7	0.3	1.0	0.2	0.1
Jul–Sept 2000	1.0	0.3	0.1	1.4	0.3	0.1
Oct–Dec 2000	0.8	0.5	0.8	1.3	0.2	0.1
Jan–Mar 2001	0.6	0.7	0.2	0.6	0.2	0.1
Apr–Jun 2001	0.7	0.4	0.2	0.7	0.2	0.1
Jul–Sept 2001	0.4	0.3	0.4	0.4	0.2	0.1

(a) Franchisees may use different methodologies to calculate reliability. (b) V/Line Passenger services for the Melbourne–Geelong corridor were affected by the Corio overpass collapse in October 2000. The service cancellation figure of 0.8% relates to V/Line services excluding the effect of the overpass collapse. (c) Cancellations for M>Tram and Yarra Trams were adjusted for the months of June to December 2000 to take into account the temporary withdrawal of W-class trams for safety reasons.

Source: Victorian Department of Infrastructure, Track Record.

## Air

Victoria's major airport, Melbourne Airport, is located at Tullamarine, 22 kilometres northwest of Melbourne's CBD, and is accessed via the Tullamarine Freeway. The airport is privately operated by a majority Australian-owned company with headquarters in Melbourne. The airport is open twenty-four hours a day for aircraft movements.

In 2000, passenger movements increased significantly from 1999 levels; domestic and regional traffic was up by 8.7% and international traffic was up by 14.6%. The average number of passenger movements per aircraft movement decreased over this period from 94.8 to 92.2 for domestic and regional traffic, whereas the comparable figures for international traffic showed a slight increase (140.6 to 140.9).

The volume of freight moved in 2000 was up 14,005 tonnes (7.6%) for international traffic, but down 4,584 tonnes (6.0%) for domestic and regional traffic.

### 9.14 MELBOURNE AIRPORT (TULLAMARINE), Passenger and Freight Movements

	Unit	1997	1998	1999	2000
Domestic and regional traffic					
Passenger movements	no.	11 227 713	11 429 141	11 902 182	12 939 135
Aircraft movements	no.	119 984	121 928	125 573	140 327
Freight	tonnes	81 161	79 704	76 752	72 168
International traffic					
Passenger movements	no.	2 370 948	2 489 132	2 654 807	3 043 169
Aircraft movements	no.	17 392	17 732	18 879	21 598
Freight	tonnes	162 500	152 634	185 432	199 437

Source: Department of Transport and Regional Services.

## Water

At 30 June 2001, there were 139,001 recreational vessels registered, an increase of 3.2% on the previous year (table 9.15). This represents an average of just over 58 vessels for every thousand persons in Victoria — this ratio has been increasing steadily since June 1999.

The most numerous vessel on register was the open type (75.0% of all vessels), followed by the half cabin (15.6%). The largest proportional increase from 2000 to 2001 was in personal water craft, increasing by 17.2%.

### 9.15 REGISTRATIONS OF RECREATIONAL VESSELS — 30 June

	1999	2000	2001
	no.	no.	no.
Open type	98 557	101 412	104 281
Half cabin	20 173	20 843	21 643
Cabin cruiser	4 730	4 829	4 911
Personal water craft	2 776	3 106	3 640
Trailer sailer	2 452	2 458	2 463
Yacht	1 793	1 806	1 870
Air cushion	187	187	193
Total	130 668	134 641	139 001
Registrations per 1,000 population	56.1	57.1	58.1

Source: Marine Board of Victoria, Annual Report.

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