

# The Economic Benefits of Local Bus Manufacture



A report for Bus Association Victoria

Prepared by the  
National Institute of Economic and Industry Research (NIEIR)

October 2015

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**October 2015**

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# The economic benefits of local bus manufacture

## 1. Study objective

The objective of this study is to assess the economic benefits for the Victorian economy of local bus manufacturing. This is done by comparing the economic benefits that are generated for Victoria from three different locations of bus manufacturing. The three locations are:

- (i) offshore, that is, the importation of fully assembled buses;
- (ii) Brisbane City in South East Queensland; and
- (iii) Greater Dandenong in Melbourne.

Brisbane City and Greater Dandenong are the location of large bus production facilities. Large buses are defined as being more than 12.5 metres long and more than 26 seats.

## 2. The bus manufacturing industry

By “large bus production in Australia” is meant the production of buses from fully imported engine blocks and chassis.

Up until 2004 nearly all buses were manufactured in Australia. Since then the high Australian dollar has resulted in a sharp increase in imported buses. In 2012 the share of imported buses reached 30 per cent of the total market.<sup>1</sup>

The high Australian dollar resulted in imported buses having a cost advantage over local production. However, it is considered that the recent falls in the Australian exchange rate would have restored cost parity between local and foreign production. The average cost of the buses considered in the study is approximately \$0.43 million per unit, in 2013 prices.

## 3. The indicative bus contract

The indicative bus contract is one which extend over two years for 100 buses. The total value of the contract is \$43 million, in 2013 prices.

This quantification allows the model results to be used to assess the value of any contract given the contract’s total number of buses.

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<sup>1</sup> Bus Industry Confederation, “*Submission to the Productivity Commission’s Review of the Automotive Manufacturing Industry in Australia*”, November 2013.

## 4. The model runs

For this project there are three model runs.

The study was undertaken using NIEIR's quarterly econometric model of all Australian Local Government Areas (LGAs). The model is a fully integrated input-output inter-regional trade flow model. The model has 49 industries per LGA.

All model runs extend to the June quarter 2021.

### *The Base case*

The Base case represents the case where the buses are imported. Thus, all that happens to the economy is that imports over two years increases by \$43 million, in 2013 prices.

### *The Disturbed case one: Production of buses at Greater Dandenong*

Disturbed case one is where the production of the business takes place at Greater Dandenong Local Government Area (LGA). The direct impact on other transport industry gives output as a \$21.5 million increase for the two years of the contract, or \$5.4 million per quarter.

### *Disturbed case two: Production of buses at Brisbane City*

Disturbed case two is the case where the buses are produced in Brisbane City and on completion exported to Victoria.

Both the Disturbed case one and Disturbed case two are expressed as differences from the Base case.

## 5. The technical status of results

The technical status of the results is Type II multiplier results given the structure of the model used. That is, multiplier results on the economy capturing:

- (i) inter-industry flow-on effects; and
- (ii) income-household consumption flow-on effects.

However, Social Security offset effects are incorporated. That is, newly unemployed households receive Social Security benefits which reduce the income-consumption flow-on effects. This is why the aggregate multiplier in the table of 1.3 (or national GDP divided by the loss in motor vehicle production) is relatively low. The other reason why the multiplier is low is due to the current relatively high import content of domestic production.

Type II multiplier results imply that the following remain constant before and after plant closure:

- (i) investment;
- (ii) interest rates; and
- (iii) exchange rates.

Plausible variations in (i) would increase the negative results, while possible variations in (ii) and (iii) would mitigate the negative impact.

## 6. The results

The results are given in the attached tables. The years for the indicator control are 2017 and 2018. Although the contract ends at the end of 2018 there will be flow-on effects into 2019 and 2020. The flow-on, or residual, effects come from such factors as the lagged adjustment of household consumption expenditure to increases in real household income and the lagged adjustment of employment increases to output increases. The full impact on each of the table indicators is obtained by summing over the four years.

The tables document the impact by State as well as for the two LGAs where the expenditure is applied. Also the impact on the full list of Victorian LGAs is also given.

Thus, from Table 1.1, total national employment for the Victorian production case would result in 154 additional employment in 2017, 218 in 2018 and an additional 112 over 2019 and 2020 as a result of lagged adjustment effects. Total additional employment as a result of the domestic purchase in Victoria is 485 employment positions per 100 buses compared to the case of overseas purchases. Thus, each bus purchased from Greater Dandenong keeps nearly five Victorians in jobs.

Of the total national increase in employment 427, or 88 per cent, will be in Victoria. The reason for the high Victorian share is high import content of tradeable components that could otherwise have been sourced from other States.

In terms of gross state/regional product, from Table 1.4, over the four years the increase in national gross product is 61.7 million, of which 85 per cent, or \$52.6 million in 2013 prices, is captured by the Victorian economy. From Table 1.9, just under 50 per cent of the increase in gross regional product is captured by Greater Dandenong.

Table set 2 profiles the impacts on the national, State and regional economies from production in Brisbane City. From Table 2.1, the total number of net additional employment positions falls to 27.5, or a net loss of 400, compared to the Victorian production case.

In terms of gross regional product, given in Table 2.4, the increase in Victorian GRP is \$3.9 million, in 2013 prices, compared to the import case. However, this would also represent a decline in Victorian gross state product of \$48.7 million compared to the Greater Dandenong production case.

**Note:** Total industry employment represents employment located within the boundaries of LGAs, whereas total resident employment represents total employment of residents who reside in the LGA.

## 7. Adjustment for cost parity

The assumption of this study is that there is cost parity between domestic production and imports.

The question which arises from this is “what if cost parity does not prevail in the non-trivial case where the imported buses can be purchased at a lower price than what can be purchased from overseas?”

From the economic perspective, one way to adjust the results is to assume that the additional costs are paid for by cuts in government expenditure out of other portfolios. In general, the government expenditure would have higher impact on the economy, for the same \$m spend the expenditure on bus production. This is because buses will have a higher import content. As a rule of thumb the expectation would be that the impact on the Victorian economy for a \$m spend of general government expenditure would be at least 20 per cent higher in terms of GRP, employment etc. increase than expenditure on bus production.

Thus, suppose that the cost penalty was 10 per cent. This means that the buses would be purchased from overseas for \$39 million. Thus, the government would be paying out \$4 million in additional costs which would represent a cut in general government expenditure of the same amount.

However, applying the 20 per cent rule means that the impact on the economy will be a general expenditure reduction requirement of \$4.8 million. Thus, for a 10 per cent cost disability, the table results should not be reduced by 10 per cent, that is multiplying all the results in the table by 0.9, but by multiplying by 0.88.

Similarly, for a 15 per cent cost penalty the results in the table should not be scaled by 0.85 but by 0.82, and so on.

A five percent cost penalty threshold of around five percent could be accepted before discounting the results in the Table to represent the claw back of Victorian taxation revenue from the enhanced economic activity.

		<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020 plus</b>
NSW	Industry employment	5.8	11.0	8.0	2.4
VIC	Industry employment	142.0	195.0	72.5	17.0
QLD	Industry employment	2.5	5.2	4.2	1.4
SA	Industry employment	2.5	4.2	2.6	0.7
WA	Industry employment	0.9	1.7	1.1	0.3
TAS	Industry employment	0.6	1.2	1.0	0.3
NT	Industry employment	0.1	0.2	0.2	0.1
ACT	Industry employment	0.2	0.3	0.2	0.0
<b>TOTAL</b>	<b>Industry employment</b>	<b>154.5</b>	<b>218.8</b>	<b>89.7</b>	<b>22.4</b>

<b>Table 1.2 Total hours of work: Victorian production case – per 100 buses ('000)</b>					
		<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020 plus</b>
NSW	Total industry hours of work	10.9	19.7	14.0	4.2
VIC	Total industry hours of work	248.8	333.0	115.8	27.4
QLD	Total industry hours of work	4.5	9.0	7.3	2.2
SA	Total industry hours of work	4.2	7.2	4.4	1.1
WA	Total industry hours of work	1.8	3.0	1.6	0.5
TAS	Total industry hours of work	1.1	2.1	1.3	0.5
NT	Total industry hours of work	0.2	0.5	0.3	0.1
ACT	Total industry hours of work	0.3	0.5	0.3	0.1
<b>TOTAL</b>	<b>Total industry hours of work</b>	<b>271.9</b>	<b>374.9</b>	<b>144.9</b>	<b>36.1</b>

<b>Table 1.3 Other transport industry: Victorian production case – per 100 buses (number)</b>					
		<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020 plus</b>
NSW	Industry employment transport industry	0.5	0.6	0.0	0.0
VIC	Industry employment transport industry	66.4	66.9	0.5	0.1
QLD	Industry employment transport industry	0.2	0.3	0.0	0.0
SA	Industry employment transport industry	0.6	0.6	0.1	0.0
WA	Industry employment transport industry	0.2	0.2	0.0	0.0
TAS	Industry employment transport industry	0.0	0.0	0.0	0.0
NT	Industry employment transport industry	0.0	0.0	0.0	0.0
ACT	Industry employment transport industry	0.0	0.0	0.0	0.0
<b>TOTAL</b>	<b>Industry employment transport industry</b>	<b>67.9</b>	<b>68.7</b>	<b>0.6</b>	<b>0.2</b>

<b>Table 1.4 Gross regional product: Victorian production case – per 100 buses (2011 \$m)</b>					
		<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020 plus</b>
NSW	GRP (headline) at market prices	0.8	1.8	1.3	0.4
VIC	GRP (headline) at market prices	16.5	24.0	9.9	2.2
QLD	GRP (headline) at market prices	0.4	0.7	0.5	0.2
SA	GRP (headline) at market prices	0.4	0.5	0.3	0.1
WA	GRP (headline) at market prices	0.1	0.4	0.2	0.0
TAS	GRP (headline) at market prices	0.0	0.2	0.2	0.0
NT	GRP (headline) at market prices	0.0	0.1	0.0	0.0
ACT	GRP (headline) at market prices	0.1	0.0	0.0	0.0
<b>TOTAL</b>	<b>GRP (headline) at market prices</b>	<b>18.3</b>	<b>27.6</b>	<b>12.5</b>	<b>2.9</b>



<b>Table 1.5 Exports: Victorian production case – per 100 buses</b>					
		<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020 plus</b>
NSW	Total exports (international plus inter-regional)	1.3	1.9	1.3	0.4
VIC	Total exports (international plus inter-regional)	7.3	9.9	3.7	0.9
QLD	Total exports (international plus inter-regional)	0.4	0.8	0.3	0.2
SA	Total exports (international plus inter-regional)	0.7	0.7	0.3	0.1
WA	Total exports (international plus inter-regional)	0.2	0.4	0.2	0.1
TAS	Total exports (international plus inter-regional)	0.3	0.3	0.1	0.0
NT	Total exports (international plus inter-regional)	0.0	0.1	0.0	0.0
ACT	Total exports (international plus inter-regional)	0.0	0.1	0.0	0.0
<b>TOTAL</b>	<b>Total exports (international plus inter-regional)</b>	<b>10.2</b>	<b>14.3</b>	<b>6.0</b>	<b>1.8</b>

<b>Table 1.6 Other transport: Victorian production case – per 100 buses (2011 \$m)</b>					
		<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020 plus</b>
NSW	Total output	0.2	0.2	0.1	0.0
VIC	Total output	23.0	23.0	0.3	0.2
QLD	Total output	0.2	0.1	0.0	0.0
SA	Total output	0.2	0.3	0.0	0.0
WA	Total output	0.1	0.1	0.0	0.0
TAS	Total output	0.0	0.0	0.0	0.0
NT	Total output	0.0	0.0	0.0	0.0
ACT	Total output	0.0	0.0	0.0	0.0
<b>TOTAL</b>	<b>Total output</b>	<b>23.7</b>	<b>23.8</b>	<b>0.4</b>	<b>0.2</b>

<b>Table 1.7 Total consumption expenditure: Victorian production case – per 100 buses (2011 \$m)</b>		<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020 plus</b>
NSW	Total private consumption expenditure including international imports	0.1	0.4	0.6	0.2
VIC	Total private consumption expenditure including international imports	3.9	12.1	11.9	2.9
QLD	Total private consumption expenditure including international imports	0.0	0.3	0.5	0.2
SA	Total private consumption expenditure including international imports	0.0	0.2	0.2	0.1
WA	Total private consumption expenditure including international imports	0.0	0.0	0.1	0.0
TAS	Total private consumption expenditure including international imports	0.0	0.0	0.1	0.1
NT	Total private consumption expenditure including international imports	0.0	0.0	0.0	0.0
ACT	Total private consumption expenditure including international imports	0.0	0.0	0.0	0.0
<b>TOTAL</b>	<b>Total private consumption expenditure including international imports</b>	<b>4.0</b>	<b>13.0</b>	<b>13.4</b>	<b>3.6</b>

<b>Table 1.8 Household disposable income: Victorian production case – per 100 buses (2011 \$m)</b>		<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020 plus</b>
NSW	Household disposable income	0.7	0.8	0.5	0.2
VIC	Household disposable income	11.5	15.7	5.6	1.3
QLD	Household disposable income	0.2	0.5	0.3	0.0
SA	Household disposable income	0.2	0.2	0.2	0.0
WA	Household disposable income	0.1	0.1	0.1	0.0
TAS	Household disposable income	0.1	0.1	0.1	0.0
NT	Household disposable income	0.0	0.0	0.0	0.0
ACT	Household disposable income	0.0	0.0	0.0	0.0
<b>TOTAL</b>	<b>Household disposable income</b>	<b>12.8</b>	<b>17.4</b>	<b>6.8</b>	<b>1.5</b>

Table 1.9 Local Government Area impact: Victorian production case – per 100 buses					
		2017	2018	2019	2020 plus
<b>Greater Dandenong (C)</b>					
Resident employment	Number	18.2	20.5	2.8	0.5
Industry employment	Number	98.8	103.9	5.7	0.9
Household disposable income	2011 \$m	1.3	1.5	0.3	0.0
GRP (headline at factor cost)	2011 \$m	10.1	10.6	0.6	0.1
Total hours of work usual residence		30.2	33.7	4.5	0.9
Total industry hours of work		174.5	182.6	9.8	1.5
<b>Brisbane (C)</b>					
Resident employment	Number	0.8	1.7	1.4	0.5
Industry employment	Number	1.1	2.3	1.7	0.6
Household disposable income	2011 \$m	0.1	0.1	0.1	0.0
GRP (headline at factor cost)	2011 \$m	0.2	0.3	0.2	0.1
Total hours of work usual residence		1.5	2.9	2.3	0.7
Total industry hours of work		1.9	3.8	3.0	0.9

<b>Table 1.10 Victorian Bus Production employment by location (JTW) by LGA – number</b>				
<b>LGA</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020 plus</b>
Alpine (S)	0.0	0.0	0.0	0.0
Ararat (RC)	0.0	0.0	0.0	0.0
Ballarat (C)	0.3	0.5	0.3	0.1
Banyule (C)	0.3	0.8	0.9	0.3
Bass Coast (S)	0.1	0.2	0.2	0.0
Baw Baw (S)	0.1	0.4	0.4	0.1
Bayside (C)	0.5	1.2	1.0	0.3
Benalla (RC)	0.0	0.0	0.0	0.0
Boroondara (C)	1.4	2.6	1.7	0.5
Brimbank (C)	0.6	1.2	0.9	0.3
Buloke (S)	0.0	0.0	0.0	0.0
Campaspe (S)	0.0	0.1	0.1	0.0
Cardinia (S)	0.6	2.0	1.9	0.4
Casey (C)	4.1	13.2	11.4	2.1
Central Goldfields (S)	0.0	0.0	0.0	0.0
Colac-Otway (S)	0.0	0.1	0.1	0.0
Corangamite (S)	0.0	0.0	0.0	0.0
Darebin (C)	0.3	0.8	0.8	0.3
East Gippsland (S)	0.0	0.1	0.1	0.0
Frankston (C)	1.7	5.1	4.4	0.9
Gannawarra (S)	0.0	0.0	0.0	0.0
Glen Eira (C)	0.5	1.3	1.1	0.3
Glenelg (S)	0.0	0.0	0.0	0.0
Golden Plains (S)	0.0	0.0	0.0	0.0
Greater Bendigo (C)	0.1	0.2	0.2	0.1
Greater Dandenong (C)	98.8	103.9	5.7	0.9
Greater Geelong (C)	0.7	1.2	0.9	0.3
Greater Shepparton (C)	0.1	0.2	0.2	0.0
Hepburn (S)	0.0	0.0	0.0	0.0
Hindmarsh (S)	0.0	0.0	0.0	0.0
Hobsons Bay (C)	0.9	1.3	0.6	0.2
Horsham (RC)	0.0	0.0	0.0	0.0
Hume (C)	1.6	2.4	1.3	0.4
Indigo (S)	0.0	0.0	0.0	0.0
Kingston (C)	2.2	4.5	3.1	0.7
Knox (C)	1.5	3.7	3.0	0.7
Latrobe (C)	0.2	0.4	0.3	0.1
Loddon (S)	0.0	0.0	0.0	0.0
Macedon Ranges (S)	0.1	0.2	0.2	0.0
Manningham (C)	0.3	0.9	0.9	0.3
Mansfield (S)	0.0	0.0	0.0	0.0
Maribyrnong (C)	0.3	0.7	0.6	0.2
Maroondah (C)	0.7	1.5	1.2	0.3

<b>Table 1.10 Victorian Bus Production employment by location (JTW) by LGA – number (continued)</b>				
<b>LGA</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020 plus</b>
Melbourne (C)	11.2	18.0	9.2	2.1
Melton (S)	0.1	0.3	0.3	0.1
Mildura (RC)	0.0	0.1	0.1	0.0
Mitchell (S)	0.0	0.1	0.1	0.0
Moira (S)	0.0	0.1	0.1	0.0
Monash (C)	2.7	5.4	3.8	0.9
Moonee Valley (C)	0.3	0.7	0.7	0.2
Moorabool (S)	0.0	0.1	0.1	0.0
Moreland (C)	0.2	0.6	0.6	0.2
Mornington Peninsula (S)	0.7	2.2	2.2	0.6
Mount Alexander (S)	0.0	0.0	0.0	0.0
Moyne (S)	0.0	0.0	0.0	0.0
Murrindindi (S)	0.0	0.0	0.0	0.0
Nillumbik (S)	0.1	0.2	0.2	0.1
Northern Grampians (S)	0.0	0.0	0.0	0.0
Port Phillip (C)	2.5	3.9	1.8	0.4
Pyrenees (S)	0.0	0.0	0.0	0.0
Queenscliffe (B)	0.0	0.0	0.0	0.0
South Gippsland (S)	0.0	0.1	0.1	0.0
Southern Grampians (S)	0.0	0.0	0.0	0.0
Stonnington (C)	1.2	2.3	1.6	0.4
Strathbogie (S)	0.0	0.0	0.0	0.0
Surf Coast (S)	0.0	0.1	0.1	0.0
Swan Hill (RC)	0.0	0.0	0.0	0.0
Towong (S)	0.0	0.0	0.0	0.0
Wangaratta (RC)	0.0	0.1	0.1	0.0
Warrnambool (C)	0.0	0.1	0.1	0.0
Wellington (S)	0.0	0.1	0.1	0.0
West Wimmera (S)	0.0	0.0	0.0	0.0
Whitehorse (C)	1.1	2.5	2.1	0.5
Whittlesea (C)	0.4	0.9	0.8	0.2
Wodonga (RC)	0.0	0.1	0.1	0.0
Wyndham (C)	0.4	0.9	0.8	0.2
Yarra (C)	1.8	3.1	1.8	0.5
Yarra Ranges (S)	0.5	1.5	1.5	0.4
Yarriambiack (S)	0.0	0.0	0.0	0.0
Unincorporated Vic	0.1	0.1	0.1	0.0
<b>Total</b>	<b>154.5</b>	<b>218.8</b>	<b>89.7</b>	<b>22.4</b>

<b>Table 1.11 Victorian Bus Production employment by location of resident by LGA – number</b>				
<b>LGA</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020 plus</b>
Alpine (S)	0.0	0.0	0.0	0.0
Ararat (RC)	0.0	0.0	0.0	0.0
Ballarat (C)	0.3	0.5	0.4	0.1
Banyule (C)	1.1	1.9	1.2	0.3
Bass Coast (S)	0.3	0.4	0.2	0.1
Baw Baw (S)	0.7	1.1	0.6	0.2
Bayside (C)	1.9	2.9	1.4	0.3
Benalla (RC)	0.0	0.1	0.0	0.0
Boroondara (C)	2.5	4.0	2.1	0.5
Brimbank (C)	1.6	2.6	1.5	0.4
Buloke (S)	0.0	0.0	0.0	0.0
Campaspe (S)	0.0	0.1	0.1	0.0
Cardinia (S)	6.3	8.6	2.9	0.6
Casey (C)	35.0	43.2	10.4	2.0
Central Goldfields (S)	0.0	0.0	0.0	0.0
Colac-Otway (S)	0.0	0.1	0.1	0.0
Corangamite (S)	0.0	0.0	0.0	0.0
Darebin (C)	1.2	2.1	1.3	0.4
East Gippsland (S)	0.0	0.1	0.1	0.0
Frankston (C)	10.4	13.6	4.2	0.8
Gannawarra (S)	0.0	0.0	0.0	0.0
Glen Eira (C)	2.9	4.3	2.0	0.5
Glenelg (S)	0.0	0.0	0.0	0.0
Golden Plains (S)	0.1	0.1	0.1	0.0
Greater Bendigo (C)	0.1	0.3	0.3	0.1
Greater Dandenong (C)	18.2	20.5	2.8	0.5
Greater Geelong (C)	1.0	1.7	1.1	0.3
Greater Shepparton (C)	0.1	0.2	0.1	0.0
Hepburn (S)	0.0	0.1	0.1	0.0
Hindmarsh (S)	0.0	0.0	0.0	0.0
Hobsons Bay (C)	0.9	1.4	0.8	0.2
Horsham (RC)	0.0	0.0	0.0	0.0
Hume (C)	1.3	2.1	1.3	0.3
Indigo (S)	0.0	0.0	0.0	0.0
Kingston (C)	7.4	9.5	2.8	0.6
Knox (C)	5.9	8.3	3.2	0.7
Latrobe (C)	0.3	0.5	0.4	0.1
Loddon (S)	0.0	0.0	0.0	0.0
Macedon Ranges (S)	0.3	0.5	0.3	0.1
Manningham (C)	1.7	2.7	1.5	0.4
Mansfield (S)	0.0	0.0	0.0	0.0
Maribyrnong (C)	0.8	1.3	0.7	0.2
Maroondah (C)	2.2	3.3	1.6	0.4

**Table 1.11 Victorian Bus Production employment by location of resident by LGA – number (continued)**

LGA	2017	2018	2019	2020 plus
Melbourne (C)	1.7	2.6	1.3	0.3
Melton (S)	0.9	1.5	1.0	0.3
Mildura (RC)	0.0	0.1	0.1	0.0
Mitchell (S)	0.1	0.2	0.2	0.1
Moira (S)	0.0	0.1	0.1	0.0
Monash (C)	5.9	8.0	2.9	0.6
Moonee Valley (C)	1.0	1.8	1.1	0.3
Moorabool (S)	0.1	0.2	0.1	0.0
Moreland (C)	1.5	2.5	1.4	0.4
Mornington Peninsula (S)	4.5	6.9	3.3	0.8
Mount Alexander (S)	0.0	0.1	0.0	0.0
Moyne (S)	0.0	0.0	0.0	0.0
Murrindindi (S)	0.0	0.1	0.1	0.0
Nilumbik (S)	0.6	1.0	0.7	0.2
Northern Grampians (S)	0.0	0.0	0.0	0.0
Port Phillip (C)	2.0	3.1	1.5	0.4
Pyrenees (S)	0.0	0.0	0.0	0.0
Queenscliffe (B)	0.0	0.0	0.0	0.0
South Gippsland (S)	0.3	0.4	0.2	0.1
Southern Grampians (S)	0.0	0.0	0.0	0.0
Stonnington (C)	2.2	3.2	1.4	0.3
Strathbogie (S)	0.0	0.0	0.0	0.0
Surf Coast (S)	0.2	0.3	0.2	0.0
Swan Hill (RC)	0.0	0.0	0.0	0.0
Towong (S)	0.0	0.0	0.0	0.0
Wangaratta (RC)	0.0	0.1	0.1	0.0
Warrnambool (C)	0.0	0.1	0.1	0.0
Wellington (S)	0.1	0.1	0.1	0.0
West Wimmera (S)	0.0	0.0	0.0	0.0
Whitehorse (C)	3.1	4.6	2.1	0.5
Whittlesea (C)	1.3	2.3	1.4	0.4
Wodonga (RC)	0.0	0.1	0.1	0.0
Wyndham (C)	1.5	2.5	1.5	0.4
Yarra (C)	1.3	2.1	1.0	0.3
Yarra Ranges (S)	3.0	4.8	2.5	0.6
Yarriambiack (S)	0.0	0.0	0.0	0.0
Unincorporated Vic	0.0	0.0	0.0	0.0

<b>Table 1.12 Victorian Bus Production gross regional product – 2011 \$m at quarterly rates</b>				
<b>LGA</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020 plus</b>
Alpine (S)	0.0	0.0	0.0	0.0
Ararat (RC)	0.0	0.0	0.0	0.0
Ballarat (C)	0.0	0.0	0.0	0.0
Banyule (C)	0.1	0.1	0.1	0.0
Bass Coast (S)	0.0	0.0	0.0	0.0
Baw Baw (S)	0.0	0.1	0.0	0.0
Bayside (C)	0.1	0.2	0.1	0.0
Benalla (RC)	0.0	0.0	0.0	0.0
Boroondara (C)	0.2	0.4	0.3	0.0
Brimbank (C)	0.0	0.2	0.1	0.0
Buloke (S)	0.0	0.0	0.0	0.0
Campaspe (S)	0.0	0.0	0.0	0.0
Cardinia (S)	0.1	0.3	0.2	0.0
Casey (C)	0.6	1.6	1.3	0.2
Central Goldfields (S)	0.0	0.0	0.0	0.0
Colac-Otway (S)	0.0	0.0	0.0	0.0
Corangamite (S)	0.0	0.0	0.0	0.0
Darebin (C)	0.0	0.1	0.1	0.0
East Gippsland (S)	0.0	0.0	0.0	0.0
Frankston (C)	0.2	0.6	0.5	0.1
Gannawarra (S)	0.0	0.0	0.0	0.0
Glen Eira (C)	0.1	0.2	0.2	0.0
Glenelg (S)	0.0	0.0	0.0	0.0
Golden Plains (S)	0.0	0.0	0.0	0.0
Greater Bendigo (C)	0.0	0.1	0.0	0.0
Greater Dandenong (C)	10.6	11.4	0.8	0.1
Greater Geelong (C)	0.0	0.2	0.1	0.0
Greater Shepparton (C)	0.0	0.0	0.0	0.0
Hepburn (S)	0.0	0.0	0.0	0.0
Hindmarsh (S)	0.0	0.0	0.0	0.0
Hobsons Bay (C)	0.1	0.1	0.1	0.0
Horsham (RC)	0.0	0.0	0.0	0.0
Hume (C)	0.2	0.3	0.2	0.0
Indigo (S)	0.0	0.0	0.0	0.0
Kingston (C)	0.3	0.6	0.4	0.1
Knox (C)	0.2	0.5	0.4	0.1
Latrobe (C)	0.0	0.0	0.0	0.0
Loddon (S)	0.0	0.0	0.0	0.0
Macedon Ranges (S)	0.0	0.0	0.0	0.0
Manningham (C)	0.0	0.2	0.1	0.0
Mansfield (S)	0.0	0.0	0.0	0.0
Maribyrnong (C)	0.0	0.1	0.1	0.0
Maroondah (C)	0.1	0.2	0.2	0.0



<b>Table 1.12 Victorian Bus Production gross regional product – 2011 \$m at quarterly rates (continued)</b>				
<b>LGA</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020 plus</b>
Melbourne (C)	1.7	3.0	1.8	0.5
Melton (S)	0.0	0.0	0.0	0.0
Mildura (RC)	0.0	0.0	0.0	0.0
Mitchell (S)	0.0	0.0	0.0	0.0
Moira (S)	0.0	0.0	0.0	0.0
Monash (C)	0.4	0.7	0.6	0.1
Moonee Valley (C)	0.0	0.1	0.1	0.0
Moorabool (S)	0.0	0.0	0.0	0.0
Moreland (C)	0.0	0.1	0.1	0.0
Mornington Peninsula (S)	0.1	0.3	0.3	0.1
Mount Alexander (S)	0.0	0.0	0.0	0.0
Moyne (S)	0.0	0.0	0.0	0.0
Murrindindi (S)	0.0	0.0	0.0	0.0
Nillumbik (S)	0.0	0.1	0.0	0.0
Northern Grampians (S)	0.0	0.0	0.0	0.0
Port Phillip (C)	0.3	0.6	0.3	0.1
Pyrenees (S)	0.0	0.0	0.0	0.0
Queenscliffe (B)	0.0	0.0	0.0	0.0
South Gippsland (S)	0.0	0.0	0.0	0.0
Southern Grampians (S)	0.0	0.0	0.0	0.0
Stonnington (C)	0.2	0.3	0.2	0.0
Strathbogie (S)	0.0	0.0	0.0	0.0
Surf Coast (S)	0.0	0.0	0.0	0.0
Swan Hill (RC)	0.0	0.0	0.0	0.0
Towong (S)	0.0	0.0	0.0	0.0
Wangaratta (RC)	0.0	0.0	0.0	0.0
Warrnambool (C)	0.0	0.0	0.0	0.0
Wellington (S)	0.0	0.0	0.0	0.0
West Wimmera (S)	0.0	0.0	0.0	0.0
Whitehorse (C)	0.2	0.4	0.3	0.1
Whittlesea (C)	0.0	0.1	0.1	0.0
Wodonga (RC)	0.0	0.0	0.0	0.0
Wyndham (C)	0.1	0.1	0.1	0.0
Yarra (C)	0.2	0.4	0.2	0.0
Yarra Ranges (S)	0.1	0.2	0.2	0.0
Yarriambiack (S)	0.0	0.0	0.0	0.0
Unincorporated Vic	0.1	0.1	0.0	0.0
<b>Total</b>	<b>16.5</b>	<b>24.0</b>	<b>9.9</b>	<b>2.2</b>

<b>Table 2.1 Industry employment: Queensland production case – employment adjustment per 100 buses (number)</b>					
		<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020 plus</b>
NSW	Industry employment	5.9	14.1	13.3	4.4
VIC	Industry employment	4.1	8.8	7.8	2.7
QLD	Industry employment	121.7	181.1	79.2	17.4
SA	Industry employment	1.3	2.6	2.2	0.7
WA	Industry employment	0.6	1.3	1.1	0.3
TAS	Industry employment	0.3	0.7	0.6	0.3
NT	Industry employment	0.1	0.2	0.2	0.1
ACT	Industry employment	0.1	0.2	0.2	0.0
<b>TOTAL</b>	<b>Industry employment</b>	<b>134.0</b>	<b>209.0</b>	<b>104.5</b>	<b>25.9</b>

<b>Table 2.2 Total hours of work: Queensland production case – per 100 buses ('000)</b>					
		<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020 plus</b>
NSW	Total industry hours of work	10.8	25.0	22.9	7.5
VIC	Total industry hours of work	7.5	15.4	13.3	4.7
QLD	Total industry hours of work	219.4	312.1	124.6	27.1
SA	Total industry hours of work	2.2	4.7	3.7	1.1
WA	Total industry hours of work	1.3	2.4	1.5	0.6
TAS	Total industry hours of work	0.4	1.2	0.9	0.4
NT	Total industry hours of work	0.1	0.4	0.3	0.1
ACT	Total industry hours of work	0.1	0.4	0.4	0.1
<b>TOTAL</b>	<b>Total industry hours of work</b>	<b>241.9</b>	<b>361.5</b>	<b>167.5</b>	<b>41.5</b>

<b>Table 2.3 Other transport industry: Queensland production case – per 100 buses (number)</b>					
		<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020 plus</b>
NSW	Industry employment transport industry	0.3	0.4	0.1	0.0
VIC	Industry employment transport industry	0.8	0.9	0.2	0.1
QLD	Industry employment transport industry	55.2	55.9	0.5	0.1
SA	Industry employment transport industry	0.2	0.3	0.1	0.0
WA	Industry employment transport industry	0.1	0.1	0.0	0.0
TAS	Industry employment transport industry	0.0	0.0	0.0	0.0
NT	Industry employment transport industry	0.0	0.0	0.0	0.0
ACT	Industry employment transport industry	0.0	0.0	0.0	0.0
<b>TOTAL</b>	<b>Industry employment transport industry</b>	<b>56.6</b>	<b>57.6</b>	<b>1.0</b>	<b>0.3</b>

<b>Table 2.4 Gross regional product: Queensland production case – per 100 buses (2011 \$m)</b>					
		<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020 plus</b>
NSW	GRP (headline) at market prices	0.9	2.3	2.1	0.7
VIC	GRP (headline) at market prices	0.5	1.1	1.1	0.2
QLD	GRP (headline) at market prices	15.4	23.5	10.8	2.2
SA	GRP (headline) at market prices	0.3	0.4	0.3	0.1
WA	GRP (headline) at market prices	0.1	0.3	0.2	0.0
TAS	GRP (headline) at market prices	0.0	0.1	0.1	0.0
NT	GRP (headline) at market prices	0.0	0.1	0.0	0.0
ACT	GRP (headline) at market prices	0.1	0.0	0.1	0.0
<b>TOTAL</b>	<b>GRP (headline) at market prices</b>	<b>17.3</b>	<b>27.7</b>	<b>14.7</b>	<b>3.3</b>

<b>Table 2.5 Exports: Queensland production case – per 100 buses</b>					
		<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020 plus</b>
NSW	Total exports (international plus inter-regional)	1.3	2.4	2.0	0.7
VIC	Total exports (international plus inter-regional)	0.8	1.5	1.0	0.3
QLD	Total exports (international plus inter-regional)	19.4	20.8	1.8	0.5
SA	Total exports (international plus inter-regional)	0.3	0.5	0.3	0.1
WA	Total exports (international plus inter-regional)	0.2	0.3	0.2	0.1
TAS	Total exports (international plus inter-regional)	0.1	0.2	0.1	0.0
NT	Total exports (international plus inter-regional)	0.0	0.1	0.0	0.0
ACT	Total exports (international plus inter-regional)	0.0	0.0	0.0	0.0
<b>TOTAL</b>	<b>Total exports (international plus inter-regional)</b>	<b>22.1</b>	<b>25.9</b>	<b>5.4</b>	<b>1.9</b>

<b>Table 2.6 Other transport production: Queensland production case – per 100 buses (2011 \$m)</b>					
		<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020 plus</b>
NSW	Total output	0.0	0.1	0.1	0.0
VIC	Total output	0.2	0.3	0.2	0.1
QLD	Total output	19.4	19.6	0.1	0.1
SA	Total output	0.2	0.1	0.0	0.0
WA	Total output	0.0	0.1	0.0	0.0
TAS	Total output	0.0	0.0	0.0	0.0
NT	Total output	0.0	0.0	0.0	0.0
ACT	Total output	0.0	0.0	0.0	0.0
<b>TOTAL</b>	<b>Total output</b>	<b>19.9</b>	<b>20.2</b>	<b>0.5</b>	<b>0.2</b>

<b>Table 2.7</b>		<b>Total consumption expenditure: Queensland production case – per 100 buses (2011 \$m)</b>			
		<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020 plus</b>
NSW	Total private consumption expenditure including international imports	0.1	0.4	1.1	0.5
VIC	Total private consumption expenditure including international imports	0.1	0.6	0.8	0.3
QLD	Total private consumption expenditure including international imports	4.5	14.5	13.7	3.1
SA	Total private consumption expenditure including international imports	0.0	0.1	0.2	0.1
WA	Total private consumption expenditure including international imports	0.0	0.0	0.1	0.0
TAS	Total private consumption expenditure including international imports	0.0	0.0	0.1	0.1
NT	Total private consumption expenditure including international imports	0.0	0.0	0.0	0.0
ACT	Total private consumption expenditure including international imports	0.0	0.0	0.0	0.0
<b>TOTAL</b>	<b>Total private consumption expenditure including international imports</b>	<b>4.7</b>	<b>15.6</b>	<b>15.9</b>	<b>4.0</b>

<b>Table 2.8</b>		<b>Household disposable income: Queensland production case – per 100 buses (2011 \$m)</b>			
		<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020 plus</b>
NSW	Household disposable income	0.7	1.3	1.2	0.3
VIC	Household disposable income	0.6	0.8	0.6	0.2
QLD	Household disposable income	15.2	20.2	6.7	1.5
SA	Household disposable income	0.1	0.2	0.2	0.0
WA	Household disposable income	0.1	0.1	0.1	0.0
TAS	Household disposable income	0.0	0.0	0.1	0.0
NT	Household disposable income	0.0	0.0	0.0	0.0
ACT	Household disposable income	0.0	0.0	0.0	0.0
<b>TOTAL</b>	<b>Household disposable income</b>	<b>16.7</b>	<b>22.6</b>	<b>8.9</b>	<b>2.1</b>

Table 2.9 LGA impact: Queensland production case – per 100 buses					
		2017	2018	2019	2020 plus
<b>Greater Dandenong (C)</b>					
Resident employment	Number	0.0	0.0	0.0	0.0
Industry employment	Number	0.3	0.5	0.3	0.1
Household disposable income	2011 \$m	0.0	0.0	0.0	0.0
GRP (headline at factor cost)	2011 \$m	0.0	0.0	0.0	0.0
Total hours of work usual residence		0.2	0.4	0.3	0.1
Total industry hours of work		0.6	0.9	0.5	0.2
<b>Brisbane (C)</b>					
Resident employment	Number	26.2	26.4	0.2	0.0
Industry employment	Number	108.3	140.6	41.7	8.6
Household disposable income	2011 \$m	8.2	10.9	3.4	0.7
GRP (headline at factor cost)	2011 \$m	12.8	16.5	5.0	1.0
Total hours of work usual residence		118.3	160.6	55.4	11.4
Total industry hours of work		198.4	250.1	67.5	13.8

<b>Table 2.10 Queensland Bus Production employment by location (JTW) by LGA – number</b>				
<b>LGA</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020 plus</b>
Alpine (S)	0.0	0.0	0.0	0.0
Ararat (RC)	0.0	0.0	0.0	0.0
Ballarat (C)	0.1	0.2	0.1	0.0
Banyule (C)	0.0	0.1	0.1	0.0
Bass Coast (S)	0.0	0.0	0.0	0.0
Baw Baw (S)	0.0	0.0	0.0	0.0
Bayside (C)	0.0	0.0	0.1	0.0
Benalla (RC)	0.0	0.0	0.0	0.0
Boroondara (C)	0.0	0.2	0.2	0.1
Brimbank (C)	0.1	0.2	0.2	0.0
Buloke (S)	0.0	0.0	0.0	0.0
Campaspe (S)	0.0	0.0	0.0	0.0
Cardinia (S)	0.0	0.0	0.0	0.0
Casey (C)	0.0	0.1	0.2	0.1
Central Goldfields (S)	0.0	0.0	0.0	0.0
Colac-Otway (S)	0.0	0.0	0.0	0.0
Corangamite (S)	0.0	0.0	0.0	0.0
Darebin (C)	0.0	0.1	0.1	0.0
East Gippsland (S)	0.0	0.0	0.0	0.0
Frankston (C)	0.0	0.1	0.1	0.0
Gannawarra (S)	0.0	0.0	0.0	0.0
Glen Eira (C)	0.0	0.1	0.1	0.0
Glenelg (S)	0.0	0.0	0.0	0.0
Golden Plains (S)	0.0	0.0	0.0	0.0
Greater Bendigo (C)	0.0	0.0	0.0	0.0
Greater Dandenong (C)	0.3	0.5	0.3	0.1
Greater Geelong (C)	0.2	0.3	0.3	0.1
Greater Shepparton (C)	0.0	0.1	0.1	0.0
Hepburn (S)	0.0	0.0	0.0	0.0
Hindmarsh (S)	0.0	0.0	0.0	0.0
Hobsons Bay (C)	0.2	0.3	0.2	0.0
Horsham (RC)	0.0	0.0	0.0	0.0
Hume (C)	0.3	0.5	0.3	0.1
Indigo (S)	0.0	0.0	0.0	0.0
Kingston (C)	0.2	0.3	0.2	0.1
Knox (C)	0.1	0.2	0.2	0.1
Latrobe (C)	0.0	0.1	0.1	0.0
Loddon (S)	0.0	0.0	0.0	0.0
Macedon Ranges (S)	0.0	0.0	0.0	0.0
Manningham (C)	0.0	0.1	0.1	0.0
Mansfield (S)	0.0	0.0	0.0	0.0
Maribyrnong (C)	0.0	0.1	0.1	0.0
Maroondah (C)	0.1	0.2	0.1	0.0

<b>Table 2.10 Queensland Bus Production employment by location (JTW) by LGA – number (continued)</b>				
<b>LGA</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020 plus</b>
Melbourne (C)	0.9	2.0	1.7	0.6
Melton (S)	0.0	0.0	0.0	0.0
Mildura (RC)	0.0	0.1	0.1	0.0
Mitchell (S)	0.0	0.0	0.0	0.0
Moira (S)	0.0	0.0	0.0	0.0
Monash (C)	0.2	0.4	0.3	0.1
Moonee Valley (C)	0.0	0.1	0.1	0.0
Moorabool (S)	0.0	0.0	0.0	0.0
Moreland (C)	0.0	0.1	0.1	0.0
Mornington Peninsula (S)	0.0	0.1	0.1	0.0
Mount Alexander (S)	0.0	0.0	0.0	0.0
Moyne (S)	0.0	0.0	0.0	0.0
Murrindindi (S)	0.0	0.0	0.0	0.0
Nillumbik (S)	0.0	0.0	0.0	0.0
Northern Grampians (S)	0.0	0.0	0.0	0.0
Port Phillip (C)	0.1	0.3	0.3	0.1
Pyrenees (S)	0.0	0.0	0.0	0.0
Queenscliffe (B)	0.0	0.0	0.0	0.0
South Gippsland (S)	0.0	0.0	0.0	0.0
Southern Grampians (S)	0.0	0.0	0.0	0.0
Stonnington (C)	0.0	0.2	0.2	0.1
Strathbogie (S)	0.0	0.0	0.0	0.0
Surf Coast (S)	0.0	0.0	0.0	0.0
Swan Hill (RC)	0.0	0.0	0.0	0.0
Towong (S)	0.0	0.0	0.0	0.0
Wangaratta (RC)	0.0	0.0	0.0	0.0
Warrnambool (C)	0.0	0.0	0.0	0.0
Wellington (S)	0.0	0.0	0.0	0.0
West Wimmera (S)	0.0	0.0	0.0	0.0
Whitehorse (C)	0.1	0.2	0.2	0.1
Whittlesea (C)	0.1	0.2	0.2	0.1
Wodonga (RC)	0.0	0.0	0.0	0.0
Wyndham (C)	0.1	0.2	0.1	0.1
Yarra (C)	0.1	0.3	0.3	0.1
Yarra Ranges (S)	0.1	0.1	0.1	0.0
Yarriambiack (S)	0.0	0.0	0.0	0.0
Unincorporated Vic	0.0	0.0	0.0	0.0
<b>Total</b>	<b>4.1</b>	<b>8.8</b>	<b>7.8</b>	<b>2.7</b>

<b>Table 2.11 Queensland Bus Production employment by location of resident by LGA – number</b>				
<b>LGA</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020 plus</b>
Alpine (S)	0.0	0.0	0.0	0.0
Ararat (RC)	0.0	0.0	0.0	0.0
Ballarat (C)	0.1	0.1	0.1	0.0
Banyule (C)	0.1	0.2	0.2	0.1
Bass Coast (S)	0.0	0.0	0.0	0.0
Baw Baw (S)	0.0	0.0	0.0	0.0
Bayside (C)	0.1	0.1	0.1	0.0
Benalla (RC)	0.0	0.0	0.0	0.0
Boroondara (C)	0.1	0.3	0.3	0.1
Brimbank (C)	0.2	0.3	0.3	0.1
Buloke (S)	0.0	0.0	0.0	0.0
Campaspe (S)	0.0	0.0	0.0	0.0
Cardinia (S)	0.0	0.1	0.1	0.0
Casey (C)	0.2	0.4	0.4	0.1
Central Goldfields (S)	0.0	0.0	0.0	0.0
Colac-Otway (S)	0.0	0.0	0.0	0.0
Corangamite (S)	0.0	0.0	0.0	0.0
Darebin (C)	0.1	0.2	0.2	0.1
East Gippsland (S)	0.0	0.0	0.0	0.0
Frankston (C)	0.1	0.2	0.2	0.1
Gannawarra (S)	0.0	0.0	0.0	0.0
Glen Eira (C)	0.1	0.2	0.2	0.1
Glenelg (S)	0.0	0.0	0.0	0.0
Golden Plains (S)	0.0	0.0	0.0	0.0
Greater Bendigo (C)	0.0	0.1	0.0	0.0
Greater Dandenong (C)	0.1	0.2	0.2	0.1
Greater Geelong (C)	0.2	0.4	0.3	0.1
Greater Shepparton (C)	0.0	0.1	0.1	0.0
Hepburn (S)	0.0	0.0	0.0	0.0
Hindmarsh (S)	0.0	0.0	0.0	0.0
Hobsons Bay (C)	0.1	0.2	0.1	0.0
Horsham (RC)	0.0	0.0	0.0	0.0
Hume (C)	0.2	0.3	0.2	0.1
Indigo (S)	0.0	0.0	0.0	0.0
Kingston (C)	0.1	0.3	0.2	0.1
Knox (C)	0.1	0.3	0.2	0.1
Latrobe (C)	0.0	0.1	0.1	0.0
Loddon (S)	0.0	0.0	0.0	0.0
Macedon Ranges (S)	0.0	0.1	0.1	0.0
Manningham (C)	0.1	0.2	0.2	0.1
Mansfield (S)	0.0	0.0	0.0	0.0
Maribyrnong (C)	0.1	0.1	0.1	0.0
Maroondah (C)	0.1	0.2	0.2	0.0



<b>Table 2.11 Queensland Bus Production employment by location of resident by LGA – number (continued)</b>				
<b>LGA</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020 plus</b>
Melbourne (C)	0.1	0.2	0.2	0.1
Melton (S)	0.1	0.2	0.2	0.1
Mildura (RC)	0.0	0.1	0.1	0.0
Mitchell (S)	0.0	0.1	0.0	0.0
Moira (S)	0.0	0.0	0.0	0.0
Monash (C)	0.2	0.3	0.3	0.1
Moonee Valley (C)	0.1	0.2	0.2	0.1
Moorabool (S)	0.0	0.0	0.0	0.0
Moreland (C)	0.1	0.3	0.2	0.1
Mornington Peninsula (S)	0.1	0.2	0.2	0.1
Mount Alexander (S)	0.0	0.0	0.0	0.0
Moyne (S)	0.0	0.0	0.0	0.0
Murrindindi (S)	0.0	0.0	0.0	0.0
Nillumbik (S)	0.0	0.1	0.1	0.0
Northern Grampians (S)	0.0	0.0	0.0	0.0
Port Phillip (C)	0.1	0.2	0.2	0.1
Pyrenees (S)	0.0	0.0	0.0	0.0
Queenscliffe (B)	0.0	0.0	0.0	0.0
South Gippsland (S)	0.0	0.0	0.0	0.0
Southern Grampians (S)	0.0	0.0	0.0	0.0
Stonnington (C)	0.1	0.2	0.2	0.1
Strathbogie (S)	0.0	0.0	0.0	0.0
Surf Coast (S)	0.0	0.0	0.0	0.0
Swan Hill (RC)	0.0	0.0	0.0	0.0
Towong (S)	0.0	0.0	0.0	0.0
Wangaratta (RC)	0.0	0.0	0.0	0.0
Warrnambool (C)	0.0	0.0	0.0	0.0
Wellington (S)	0.0	0.0	0.0	0.0
West Wimmera (S)	0.0	0.0	0.0	0.0
Whitehorse (C)	0.1	0.2	0.2	0.1
Whittlesea (C)	0.1	0.3	0.3	0.1
Wodonga (RC)	0.0	0.0	0.0	0.0
Wyndham (C)	0.2	0.3	0.3	0.1
Yarra (C)	0.1	0.2	0.1	0.1
Yarra Ranges (S)	0.1	0.2	0.2	0.1
Yarriambiack (S)	0.0	0.0	0.0	0.0
Unincorporated Vic	0.0	0.0	0.0	0.0

<b>Table 2.12 Queensland Bus Production gross regional product – 2011 \$m at quarterly rates</b>				
<b>LGA</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020 plus</b>
Alpine (S)	0.0	0.0	0.0	0.0
Ararat (RC)	0.0	0.0	0.0	0.0
Ballarat (C)	0.0	0.0	0.0	0.0
Banyule (C)	0.0	0.0	0.0	0.0
Bass Coast (S)	0.0	0.0	0.0	0.0
Baw Baw (S)	0.0	0.0	0.0	0.0
Bayside (C)	0.0	0.0	0.0	0.0
Benalla (RC)	0.0	0.0	0.0	0.0
Boroondara (C)	0.0	0.0	0.0	0.0
Brimbank (C)	0.0	0.0	0.0	0.0
Buloke (S)	0.0	0.0	0.0	0.0
Campaspe (S)	0.0	0.0	0.0	0.0
Cardinia (S)	0.0	0.0	0.0	0.0
Casey (C)	0.0	0.0	0.0	0.0
Central Goldfields (S)	0.0	0.0	0.0	0.0
Colac-Otway (S)	0.0	0.0	0.0	0.0
Corangamite (S)	0.0	0.0	0.0	0.0
Darebin (C)	0.0	0.0	0.0	0.0
East Gippsland (S)	0.0	0.0	0.0	0.0
Frankston (C)	0.0	0.0	0.0	0.0
Gannawarra (S)	0.0	0.0	0.0	0.0
Glen Eira (C)	0.0	0.0	0.0	0.0
Glenelg (S)	0.0	0.0	0.0	0.0
Golden Plains (S)	0.0	0.0	0.0	0.0
Greater Bendigo (C)	0.0	0.0	0.0	0.0
Greater Dandenong (C)	0.0	0.0	0.0	0.0
Greater Geelong (C)	0.0	0.0	0.1	0.0
Greater Shepparton (C)	0.0	0.0	0.0	0.0
Hepburn (S)	0.0	0.0	0.0	0.0
Hindmarsh (S)	0.0	0.0	0.0	0.0
Hobsons Bay (C)	0.0	0.0	0.0	0.0
Horsham (RC)	0.0	0.0	0.0	0.0
Hume (C)	0.0	0.1	0.1	0.0
Indigo (S)	0.0	0.0	0.0	0.0
Kingston (C)	0.0	0.0	0.0	0.0
Knox (C)	0.0	0.0	0.0	0.0
Latrobe (C)	0.0	0.0	0.0	0.0
Loddon (S)	0.0	0.0	0.0	0.0
Macedon Ranges (S)	0.0	0.0	0.0	0.0
Manningham (C)	0.0	0.0	0.0	0.0
Mansfield (S)	0.0	0.0	0.0	0.0
Maribyrnong (C)	0.0	0.0	0.0	0.0
Maroondah (C)	0.0	0.0	0.0	0.0

**Table 2.12 Queensland Bus Production gross regional product – 2011 \$m at quarterly rates (continued)**

LGA	2017	2018	2019	2020 plus
Melbourne (C)	0.2	0.4	0.4	0.1
Melton (S)	0.0	0.0	0.0	0.0
Mildura (RC)	0.0	0.0	0.0	0.0
Mitchell (S)	0.0	0.0	0.0	0.0
Moira (S)	0.0	0.0	0.0	0.0
Monash (C)	0.0	0.0	0.0	0.0
Moonee Valley (C)	0.0	0.0	0.0	0.0
Moorabool (S)	0.0	0.0	0.0	0.0
Moreland (C)	0.0	0.0	0.0	0.0
Mornington Peninsula (S)	0.0	0.0	0.0	0.0
Mount Alexander (S)	0.0	0.0	0.0	0.0
Moyne (S)	0.0	0.0	0.0	0.0
Murrindindi (S)	0.0	0.0	0.0	0.0
Nillumbik (S)	0.0	0.0	0.0	0.0
Northern Grampians (S)	0.0	0.0	0.0	0.0
Port Phillip (C)	0.0	0.1	0.1	0.0
Pyrenees (S)	0.0	0.0	0.0	0.0
Queenscliffe (B)	0.0	0.0	0.0	0.0
South Gippsland (S)	0.0	0.0	0.0	0.0
Southern Grampians (S)	0.0	0.0	0.0	0.0
Stonnington (C)	0.0	0.0	0.0	0.0
Strathbogie (S)	0.0	0.0	0.0	0.0
Surf Coast (S)	0.0	0.0	0.0	0.0
Swan Hill (RC)	0.0	0.0	0.0	0.0
Towong (S)	0.0	0.0	0.0	0.0
Wangaratta (RC)	0.0	0.0	0.0	0.0
Warrnambool (C)	0.0	0.0	0.0	0.0
Wellington (S)	0.0	0.0	0.0	0.0
West Wimmera (S)	0.0	0.0	0.0	0.0
Whitehorse (C)	0.0	0.0	0.0	0.0
Whittlesea (C)	0.0	0.0	0.0	0.0
Wodonga (RC)	0.0	0.0	0.0	0.0
Wyndham (C)	0.0	0.0	0.0	0.0
Yarra (C)	0.0	0.0	0.0	0.0
Yarra Ranges (S)	0.0	0.0	0.0	0.0
Yarriambiack (S)	0.0	0.0	0.0	0.0
Unincorporated Vic	0.0	0.0	0.0	0.0
<b>Total</b>	<b>0.5</b>	<b>1.1</b>	<b>1.1</b>	<b>0.2</b>



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First Published October 2015

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