

The present facilities at Brooklyn appear quite adequate for Melbourne's needs, but if the main saleyards are transferred to another site in the western suburbs the pig market could also be located there to co-ordinate activities.

WHOLESALE FISH MARKET

Melbourne has one central wholesale fish market, located at the corner of Flinders Street and Spencer Street, and controlled by the Melbourne City Council. The market occupies an area of 1.7 acres and trades each morning from Monday to Saturday. Most fish is transported into the market daily between 6 a.m. and 7 a.m., and is sold between 7 a.m. and 9 a.m. About 90% of all fish at the market arrives by motor transport from the fishing centres of Victoria, or from the freezing chambers of importers of overseas fish. Small interstate supplies come by rail, and in the case of Tasmanian supplies, by air.

Sources of Supply

Only about 60% of the fish consumed in Melbourne is supplied from Australian sources. The balance is imported from abroad as frozen, smoked or dried fish. If tinned fish is included, Australian sources provide only about 40% of total supplies.

Table 54 shows the sources of supply of local fish and a comparison of the volume passing through the market before and since the war.

Table 54

SOURCES OF FISH SOLD THROUGH MELBOURNE FISH MARKET

<i>Australian Sources</i>	<i>Yearly Average 1935-39 lb. Net</i>	<i>Yearly Average 1945-49 lb. Net</i>
Victoria	7,934,800	5,945,369
Interstate	1,114,510	955,250
Total Australian	9,049,310	6,900,619

FISH IMPORTED INTO VICTORIA FROM ABROAD

<i>Type of Fish</i>	<i>Yearly Average 1937-39 lb. Net</i>	<i>Yearly Average 1947-49 lb. Net</i>
Fresh, Frozen, Smoked or Dried	2,677,000	4,057,000
Tinned or Potted	7,585,843	4,802,725

These figures show that between 85% and 90% of Australian fish is supplied to the Melbourne market from Victorian sources and the remaining 10-15% from interstate, principally from South Australia and Tasmania, the principal sources outside the State. Of the Victorian fish, 62% comes from the eastern side of the State with Western Port, the Gippsland Lakes and Port Albert the main centres. Thirty-five per cent. comes from the western side, chiefly Queenscliff, Portarlington, Geelong and Port Fairy. Port Phillip Bay supplies the remainder, about three per cent.

The average volume of cleaned and filleted fish consumed in Victoria annually is:

Australian fish	7,000,000 pounds
Imported	5,000,000 pounds
Tinned and potted fish	5,000,000 pounds

A comparison with pre-war figures indicates that the supply of local fresh fish has fallen by almost 25% and that of imported fresh, frozen, smoked or dried fish has increased by more than 50%. Barracouta is the only plentiful fish in Australian waters and comprises about 45% of the local supply, but it has a limited demand. Surveys of the future of the Australian fish industry confirm that all other Australian fish are in short supply and will probably continue to be so. Barracouta is probably the only local fish ever likely to be available in large volume, but unfortunately it is unsuitable for freezing which limits its smoking or canning potentialities. This, combined with the limited demand for it as fresh fish, indicates that the Victorian market will tend to become more dependent on imported fish as the population increases.

Location of Fish Market: Although the present fish market is very central, it has several disadvantages from the industry's point of view, the main one being inadequate freezing facilities. For some 25 years rebuilding on the present site has been contemplated but it has never eventuated because of the possibility of its conflicting with railways proposals for a new viaduct through the area. As a result, each of the six large wholesale organisations handling the marketing of fish have inadequate facilities to cope with their supplies and have been forced to make arrangements elsewhere for freezing their fish. The present buildings are very old and the site is not good for traffic, being adjacent to the Spencer Street Bridge on one of the busiest corners in the city.

The construction of a modern fish market on a new site would be advantageous to both the industry and the community.

A site of about 5 acres in the reclaimed area between Dynon Road and the New Footscray Road has been suggested by some officials and would appear to be suitable to the industry. Most people who use the fish market have their own transport and would not be inconvenienced by having to travel to Dynon Road. This site would also be convenient for transporting bulk supplies of fish into the market from both the south-east and south-west sectors of the State. Furthermore, the Dynon Road area, being reasonably close to the river, would be convenient for the shark boats from Queenscliff, that come up the Yarra to the market.

WHOLESALE FRUIT AND VEGETABLE MARKET

There is one wholesale fruit and vegetable market in the metropolitan area which serves as the principal exchange for fruit and vegetables for the whole State. It is operated

by the Melbourne City Council on the Queen Victoria market site in conjunction with the main retail fruit market. The wholesale fruit and vegetable market actually occupies a net area of about 13½ acres, two-thirds of which is used as a retail market after the early morning wholesale business is completed.

It is open six days a week, with Tuesdays and Thursdays the peak days. The hours of trading are from 5 a.m. to 10 a.m. on minor days, and longer on the busy days. The selling market comprises approximately 10 acres for direct sales by growers, for whom 976 stands are available. In addition, merchants and agents occupy about 3½ acres at the southern end of the market, where they have permanent stores for storing cased fruit. These stores are relatively new and totally inadequate to cope with the present demand of growers and agents. There is a waiting list of some 400 growers, and at least 20 additional stores are needed by agents and merchants which would require about another 1½ acres.

Sources of Supply: The agricultural survey has shown that in general Melbourne is becoming more dependent on obtaining additional supplies of both fruit and vegetables from outside the metropolitan area. About 80% of Melbourne's supply of vegetables are obtained from within a radius of 25 miles of the city centre, the bulk coming from the south-east and most of the remainder come from the Murray and Goulburn valleys and from interstate sources according to the seasons. The great bulk of these vegetables arrive at the market by road transport. During the off-season for local growers a considerable proportion of green vegetables and tomatoes come by rail from interstate sources.

On the other hand, a high proportion of Melbourne's supply of fruit comes from outside the metropolitan area

by rail, including tropical fruits from New South Wales and Queensland, and most citrus fruits from South Australia and the Murray Valley. Most of the fruit grown near Melbourne comes from the east and south-east, by motor transport, while most fruit coming from Gippsland, Bendigo and the Goulburn Valley is also brought into the market by motor transport. Of the fruit and vegetables coming from the Murray Valley it is estimated that about 50% arrives by motor transport. Although overall figures for fruit are not available, it would seem that taken over the whole year about half of Melbourne's fruit arrives by rail. The greater part of all fruit and vegetables arriving by rail is delivered to the market via the Dynon Road rail discharge centre.

With regard to road transport, a survey of the flow of growers' traffic into the market area each morning of the week was made by the Melbourne City Council in 1946. This showed that most growers entered the city via St. Kilda Road or Victoria Street with smaller numbers coming from the north via Flemington Road and Sydney Road and from the west via Geelong Road. A count of the number of motor vehicles at the market on October 23rd, 1947, during the peak period between 5.30 a.m. and 6 a.m. showed a total of 2,393 vehicles, consisting of 734 growers' and 1,659 buyers' vehicles. Portion of these vehicles were large transports, 40 feet in length, from distant centres such as the Murray Valley.

Location of Fruit and Vegetable Market: The principal deficiency of the present market site is its inadequate space both for market business and for parking vehicles. With a growing metropolitan population, both these factors must increase and the lack of space become even more acute.

In March, 1949, the Melbourne City Council made a detailed survey of the future requirements of the wholesale



The Fish Market